



**CITY OF VINCENT**

# **AGENDA**

## **Ordinary Council Meeting 14 February 2023**

**Time: 6.00pm**  
**Location: E-Meeting and at the Administration  
and Civic Centre,  
244 Vincent Street, Leederville**

**David MacLennan  
Chief Executive Officer**

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1. Members of the public present at Council Briefings will have an opportunity to ask questions or make statements during public question time. Questions and statements at Council Briefings must relate to a report contained in the agenda.
2. Members of the public present at Council Meetings, Special Council Meeting or Committee Meeting have an opportunity to ask questions or make statements during public question time in accordance with section 2.19(4) of the City's [Meeting Procedures Local Law](#).
3. Questions asked at an Ordinary Council Meeting must relate to a matter that affects the City of Vincent.
4. Questions asked at a Special Council Meeting or Committee Meeting must relate to the purpose for which the meeting has been called.
5. Written statements will be circulated to Elected Members and will not be read out unless specifically requested by the Presiding Member prior to the commencement of the meeting.
6. Where in-person meetings are not permitted due to a direction issued under the *Public Health Act 2016* or the *Emergency Management Act 2005* questions and/or statements may be submitted in writing and emailed to [governance@vincent.wa.gov.au](mailto:governance@vincent.wa.gov.au) by 3pm on the day of the Council proceeding. Please include your full name and suburb in your email.
7. Shortly after the commencement of the meeting, the Presiding Member will ask members of the public to come forward to address the Council and to give their name and the suburb in which they reside or, where a member of the public is representing the interests of a business, the suburb in which that business is located and Agenda Item number (if known).
8. Questions/statements are to be made politely in good faith and are not to be framed in such a way as to reflect adversely or be defamatory on an Elected Member or City Employee.
9. Where practicable, responses to questions will be provided at the meeting. Where the information is not available or the question cannot be answered, it will be "*taken on notice*" and a written response will be sent by the Chief Executive Officer to the person asking the question. A copy of the reply will be included in the Agenda of the next Ordinary meeting of the Council.
10. It is not intended that public speaking time should be used as a means to obtain information that would not be made available if it was sought from the City's records under Section 5.94 of the *Local Government Act 1995* or the *Freedom of Information Act 1992* (FOI Act). The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act.

For further information, please view the [Council Proceedings Guidelines](#).

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- Images of the public gallery are not included in the webcast, however the voices of people in attendance may be captured and streamed.
- If you have any issues or concerns with the live streaming of meetings, please contact the City's Governance Team on 08 9273 6500.

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## 1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

"The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging".

## 2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Cr Dan Loden is an apology for this meeting.

## 3 (A) PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

### (B) RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

#### 3.1 Sam Fitzpatrick of Perth - Item 6.3

I am concerned about the overreach of local government wanting to fine people who want to walk their cat on a lead in Hyde park.

I find this change in local laws an egregious change in policy and this demonstrates that the city does not understand the city's planning implications of increased housing density attributable for such needs to safely walk a cat in POS given the shift toward smaller dwellings and no backyards for cat exercise. Not only does this affect the health and wellbeing of the city's cats but their owners mental health. Once again it demonstrates that the policy's of the city do not work in harmony.

I would like to know the reason for this change in policy?

Are you a dog person?

How many people don't clean up after their animals ?

*There is a clear difference between both the Dog Act and the Cat Act.*

*The Dog Act articulates three specific environments for a dog being in public. These are:*

*Dogs on leash (default position)*

*Dogs off leash (exercise area)*

*Dogs Prohibited.*

*The Cat Act doesn't align with the Dog Act. It does not provide for 'cat exercise areas' or consider the concept of 'cats on leash'.*

*The Department of Local Government Sport and Cultural Industries (DLGSC) advise "It is suggested that the local law be amended so that cat prohibited areas are restricted to specific portions of land listed in a Schedule rather than all public areas generally. It is also suggested that the City delete the reference to cats being allowed in prohibited areas with approval."*

*A 'cat prohibited' area, will be aligned with the requirement with a 'dog prohibited' area – meaning a cat (or dog) is not permitted at all (even when on a lead).*

*The DLGSC notes that there is no head of power in the Cat Act to 'permitting cats on leash' and therefore an exemption of a 'cat on leash' in prohibited areas is unable to be accommodated and would then provide the risk of the local law being disallowed through the Upper House Joint Standing Committee on Delegated Legislation.*

**3.2 Dudley Maier of Highgate – Item 10.1 and others****Item 10.1**

1. Now that an electricity meter has been installed as part of the Hyde Park West café/toilet building, will the City be reading the meter on a regular basis? If so, how frequently will the meter be read, and will the readings be made public on request?

*A separate meter has not been installed for the kiosk premises which is shared with the toilet block. The meter reading is undertaken by the utility company on their scheduled dates. As per Council's approval on 14 December 2021, the rent for the kiosk includes water and electricity in the first five years of the term of the lease. For subsequent terms, utilities may be estimated or metered separately.*

2. Attachment 1 of Item 10.1 (Stormwater Drainage) is listed as the “*Drainage Technical memorandum*” and has been made confidential. Why has this document been made confidential if it just provides the detailed steps to assess and model the capacity of the system?

*The document was provided by GHD for the City of Vincent conditioning that it is not intended for circulation or for incorporation into other documents.*

3. Is it because it may indicate that the City may be culpable for some damage caused by stormwater?

*No, the document does not address culpability.*

4. Isn't the confidentiality contrary to the proposition that Vincent is open and accountable?

*The document provides advice that will contribute to a procurement process, and it would be inappropriate to release that information at this preliminary stage.*

5. Attachment 2 of Item 10.1 (Stormwater Drainage) shows that the administration was asked, on 5 April 2022, to “*develop a policy that clearly defines the City's responsibilities*” with regards to stormwater damage. The related item in the “Register of Reports to be Actioned” (Information Bulletin page 45) neglects to list this request and therefore does not provide any timeline for this request. Is the failure to list the need to develop such a policy just another administrative oversight?

*The work to be undertaken for the proposed drainage strategy will contribute to work already commenced in assessing the risk and legal environment related to the City's own drainage infrastructure and responsibilities in respect to flooding. The drainage system within the City of Vincent is part of a greater system used and managed by other stakeholders including Water Corporation, Main Roads WA and other local governments. This work will determine whether the City's responsibilities (in respect to drainage) would be best defined within a policy or within the overarching strategy.*

6. What is the expected timeframe for this request to be satisfied?

*The timeframe will align with those of the proposed drainage strategy.*

7. When did the City provide the Auditor General with the financial information required to do the annual audit?

*The City provided the OAG with information both before and during the annual audit. The first information request provided to the OAG was on 15 September 2022 prior to the deadline set by the OAG and the audit commencing on 31 October 2022. All subsequent information requests were provided before the deadline set by the OAG.*

**Item 13.2**

Reminded Council that in November 2021 alterations and additions to a service station was approved in a mixed use zone, which would be considered Mixed use under tonight's proposal. It was also very similar to the recent Angove Street proposal service station. The arguments produced by that community at the time were very similar to the current ones produced by the North Perth community yet at that time you dismissed the community. Why did you approve it then yet now consider such a development not permissible at all?

*The 'service station' application considered by Council in November 2021 was for 'alteration and additions to an existing service station' in the Mixed Use zone. It did not proposed to expand the 'service station' use on to other adjoining land, increase the number of pumps or increase the hours of operation.*

*The proposed Scheme Amendment would prohibit new or replacement 'service stations' in the Mixed Use zone, among other things.*

*Existing 'service stations' would be granted non-conforming use rights under the Scheme.*

*'Alteration and additions' to non-conforming uses are permitted with development approval from the City.*

*The proposed 'alteration and additions to an existing service station' considered by Council in November 2021 would not be prohibited by the proposed Scheme Amendment and would be considered under the Changes to non-conforming use provisions of the Scheme in a similar way to the consideration given to the application in November 2021.*

**Item 12.6**

- Stated that he had performed an analysis of the budget figures to the final audited figures. Mentioned that operating expenditure was overstated by \$1.5m in the budget, employee costs were understated by \$350,000.
- Stated that in total there was a \$1m discrepancy in the figures.
- Queried why the exit brief and management letters were made confidential and if this meant that something is seriously wrong
- Stated that if flaws have been identified they should be addressed immediately

*The confidentiality of the Audit Findings and Exit Brief does not suggest there is anything seriously wrong. All Audit Findings are included in the Audit Log and are reviewed by the Audit Committee. The non-confidential findings (and progress to address these) are included in the public Audit Committee minutes.*

**3.4 Lesley Florey of Mt Hawthorn – Item 10.1**

- Spoke regarding drainage of Menzies Park area
- Queried how old the stormwater drains are?
- Queried what the diameter of the drains, specifically the ones from Sass Avenue to Linton Street, are?
- Queried what the condition and the service life of the drains?
- Queried if the drains are below the water table.

*The purpose of the proposed drainage strategy is to enable the City's Engineering Team to continue the data collection and uptake to develop a comprehensive understanding of the City's drainage system so plans for its maintenance and replacement can be made.*

*In respect to Sasse Avenue/Linton Street the City does not have information at hand of the age, size and condition of the drainage in that location. It is understood that the drainage could be around 60 years old. Reinforced concrete pipe has an expected life of 100 years, other materials of around 60 years and more. Data pick up and analysis is expected to be completed in March/April 2023.*

**4 APPLICATIONS FOR LEAVE OF ABSENCE**

Cr Alex Castle requested leave from 7 – 23 April 2023.

Mayor Cole requested leave from 28 March to 24 April 2023.

**5 THE RECEIVING OF PETITIONS, DEPUTATIONS AND PRESENTATIONS**

- 5.1 A petition with 26 signatures was submitted by Louise Schneider of Mt Lawley, requesting that Council investigate and resolve to the residents/owners satisfaction the issues identified by, and of ongoing concerns to, the residents/owners of Harold Street Mount Lawley (between Beaufort and Vincent Streets) regarding traffic management. Specifically congestion, safety including dangerous driving, lack of adherence to the 40kph speed zone and potential risk to children living in the street and students attending Sacred Heart Primary School. The development application variation by the Challis Apartments, 539 Beaufort Street, to revoke onsite/internal visitors bays may also add additional stress to traffic flow and may adversely impact the already difficult resident parking concerns.
- 5.2 A petition with 26 signatures was submitted by Louise Schneider of Mt Lawley, requesting that Council investigate and resolve to the residents/owners satisfaction the parking issues identified by, and of ongoing concerns to the residents/owners of Harold Street Mount Lawley (between Beaufort and Vincent Streets) by implementing a residential only permit zone from 5:00pm to 9:00am daily.

Clause 2.24 'Petitions' of the City of Vincent Meeting Procedures Local Law 2008 provides the following –

- (2) Every petition complying ... shall be presented to the Council by the CEO.
- (3) The presentation of a petition shall be confined to the reading of the petition.
- (4) The only motions that are in order are:
  - (a) that the petition be received; or
  - (b) that the petition be received and a report be prepared; or
  - (c) that the petition be received and be referred to a committee for consideration and report; or
  - (d) that the petition be received and be dealt with by the Council.

**6 CONFIRMATION OF MINUTES**

Ordinary Meeting - 13 December 2022

**7 ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)****8 DECLARATIONS OF INTEREST**

Cr Suzanne Worner declared a financial interest in Item 7.1 Financial Statements as at 30 November 2022 and Item 7.2 Financial Statements as at 31 December 2022. The extent of her interest is that she is the director of UpBeat Events, who were paid for Footyville and Revelation Film Festival for film project. She is not seeking approval to participate in the debate or to remain in Chambers or to vote in the matter.

Cr Ross Ioppolo declared a proximity interest in Item 7.1 Financial Statements as at 30 November 2022, Item 7.2 Financial Statements as at 31 December 2022, Item 7.3 Authorisation of Expenditure for the Period 1 November 2022 to 30 November 2022 and Item 7.4 Authorisation Of Expenditure For The Period 1 December 2022 To 31 December 2022.

The interest is to the extent these items include expenditure constituting development, maintenance or management of land or facilities on land relating to the City of Vincent Administration Building and/or Leederville Early Childhood Centre at 244 Vincent Street. He is seeking approval to participate in the debate and to remain in Chambers and to vote in the matter.

**9 STRATEGY & DEVELOPMENT****9.1 NOS. 119-133A (LOT: 100; D/P: 29145) OXFORD STREET, LEEDERVILLE - PROPOSED CHANGE OF USE FROM SHOP TO TAVERN INCLUDING ALTERATIONS AND ADDITIONS**

**Ward:** South

**Attachments:**

1. Consultation and Location Plan [↓](#) 
2. Development Plans [↓](#) 
3. Waste Management Plan [↓](#) 
4. Venue Management Plan [↓](#) 
5. Parking Management Plan [↓](#) 
6. Acoustic Report [↓](#) 
7. Determination Advice Notes [↓](#) 

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the development application for a Proposed Change of Use from Shop to Tavern including Alterations and Additions at Nos. 119-133A (Lot: 100; D/P: 29145) Oxford Street, Leederville, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 7:

**1. Development Approval**

This approval is for a Change of Use from Shop to Tavern including Alterations and Additions as shown on the approved plans dated 20 September 2022. No other development forms part of this approval;

**2. Use of Premises**

**2.1** This approval is for a Tavern as defined in the City of Vincent Local Planning Scheme No. 2. The use of the subject land for any other land use may require further approval from the City;

**2.2** The Tavern shall be limited to a maximum of 200 patrons at any one time; and

**2.3** The Tavern shall be limited to the following hours of operation:

- Monday to Saturday: 6:00am to 12:00am (midnight);
- Sunday and Public Holidays: 7:00am to 12:00am (midnight);
- 31 December (Monday to Saturday): 6:00am to 2:00am (1 January);
- 31 December (Sunday): 7:00am to 2:00am (1 January);

unless an Extended Trading Permit for alternative hours is issued by the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries;

**3. Venue Management**

**3.1** Prior to commencement of the approved development, an amended Venue Management Plan shall be submitted to and approved by the City. The amended Venue Management Plan shall be prepared in accordance with City's Policy No. 7.5.7 – Licensed Premises and shall incorporate recommendations of the 'Acoustic Report – Environmental Noise Assessment' dated 6 September 2022, prepared by AAP; and

- 3.2 The premises shall operate in accordance with the approved Venue Management Plan, to the satisfaction of the City;

4. Waste Management

- 4.1 The Waste Management Plan dated 14 November 2022 shall be implemented at all times to the satisfaction of the City; and
- 4.2 Waste collection shall be limited to between 7:00am to 7:00pm Monday to Saturday and 9:00am to 7:00pm Sunday and public holidays;

5. Façade Design

- 5.1 Doors and windows and adjacent floor areas fronting Oxford Street shall maintain an active and interactive relationship with this street. Ground floor glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility between the street and the interior of the tenancy. Darkened, obscured, mirrored, or tinted glass or other similar materials, as considered by the City, is prohibited; and
- 5.2 Curtains, blinds and other internal treatments that obscure the view of the internal area from Oxford Street are not permitted to be used during the hours of the business operation;

6. Signage

- 6.1 All signage is to be in accordance with the City's Signs and Advertising Policy, unless further development approval is obtained; and
- 6.2 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site;

7. Car Parking

Prior to operation of the approved development, four parking bays on-site are to be marked for the exclusive use of the Tavern; and

8. Bicycle Facilities

A minimum of two long-term bicycle bays shall be provided on-site and designed in accordance with AS2890.3 prior to the occupation or use of the development the subject of this approval.

**PURPOSE OF REPORT:**

To consider an application for development approval for a change of use from Shop to Tavern including alterations and additions at Nos. 119-133A Oxford Street, Perth (subject site).

**PROPOSAL:**

The development application proposes to change the use of the subject tenancy to Tavern. A Tavern is defined under the City's Local Planning Scheme No. 2 (LPS2) as *'premises that is the subject of a tavern licence under the Liquor Control Act 1988'*.

Details of the proposal are as follows:

- The Tavern would have a maximum of 200 customers and eight employees on-site at any given time;
- The applicant has advised that the Tavern would operate within the hours permitted under the *Liquor Control Act 1988* (LC Act), being:
  - Monday to Saturday: 6:00am – 12:00am (midnight)
  - Sunday: 10:00am – 12:00am (midnight)



- There would be no changes to the total floor area of the tenancy from the previous operator;
- Four on-site parking bays would be provided for staff of the premises;
- Internal modifications to the existing building would occur as well as the replacement of the existing timber and glass bi-fold doors to Oxford Street with aluminium and glass bi-fold doors; and
- An awning fascia sign would be provided to the Oxford Street elevation of the subject premises.

Plans of the proposal are included as **Attachment 2**. The applicant's supporting documentation including a Waste Management Plan, Venue Management Plan, Parking Management Plan and Acoustic Report are included as **Attachments 3, 4, 5 and 6** respectively.

#### BACKGROUND:

<b>Landowner:</b>	Peter Panegyres, Panos Panegyres, Angelos Panegyres and Oxford Street Property Pty Ltd
<b>Applicant:</b>	Ottofirm Pty Ltd
<b>Client:</b>	Sneh Lata Pty Ltd
<b>Date of Application:</b>	5 September 2022
<b>Zoning:</b>	MRS: Urban LPS2: Zone: District Centre R Code: N/A
<b>Built Form Area:</b>	Town Centre
<b>Existing Land Use:</b>	Shop (Supermarket)
<b>Proposed Use Class:</b>	Tavern
<b>Lot Area:</b>	2223m <sup>2</sup>
<b>Right of Way (ROW):</b>	No – access via The Avenue car park
<b>Heritage List:</b>	No

#### Site Context and Zoning

The subject site is located at Nos. 119 to 133A Oxford Street, Leederville, as shown on the location plan included as **Attachment 1**.

The subject site contains eight single-storey tenancies and one two-storey tenancy fronting Oxford Street. These tenancies include a variety of retail and hospitality venues. The proposed change of use applies to the two-storey tenancy formerly occupied by 'Greens and Co.', also known as No. 123 Oxford Street, Leederville (subject tenancy).

The subject site is bound by Oxford Street to the east, single-storey commercial developments to the north and south, and The Avenue car park to the west. The subject site and adjoining properties are zoned Regional Centre under LPS2 and are located within the Town Centre built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

The Leederville Master Plan Built Form Guidelines were adopted by Council in 2009. The eastern half of the subject site is within the Oxford Street precinct and the western half is within the Oxford Markets precinct.

At its meeting on 14 September 2021, Council endorsed the Draft Leederville Precinct Structure Plan (Draft LPSP) to be forwarded to the Western Australian Planning Commission (WAPC) for determination. At the same meeting Council resolved to proceed with the preparation of Amendment 7 to LPS2, to re-zone the subject site and surrounding properties from 'Regional Centre' to 'Centre'. Amendment 7 has been forwarded to the Minister for determination. The subject site would be zoned 'Commercial R-AC0' under the Draft LPSP.

#### Site History

In 1957 the City of Perth approved the construction of a supermarket on the subject site, which now forms the subject tenancy. The most recent development approval issued for the subject tenancy was in 1982 for modifications to the supermarket. A supermarket is classified as a Shop land use for the purposes of LPS2.

The City of Perth and the City of Vincent issued 'Eating House' licences under the *Health Act 1911* for the subject tenancy from September 1993. By August 1998 the subject tenancy was registered with the City's Health Services as a 'Restaurant'.

The subject tenancy operated as a café until April 2021.

**DETAILS:****Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City's Built Form Policy and relevant local planning policies. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Car Parking		✓
Bicycle Parking		✓
Hours of Operation		✓
Façade Design	✓	
Sound Attenuation Policy		✓
Signs and Advertising	✓	

**Detailed Assessment**

The assessment of the elements that require the discretion of Council is as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
LPS2	
'P' Use	Tavern - 'A' Use
Hours of Operation	
Policy Standard	Proposal
<b>Policy No. 7.5.7 – Licensed Premises</b>	
Monday to Saturday opening time: 7:00am Sunday closing time: 10:00pm	Monday to Saturday opening time: 6:00am Sunday closing time: 12:00am
Car and Bicycle Parking	
Deemed-to-Comply Standard	Proposal
<b>Policy No. 7.7.1 – Non-Residential Development Parking Requirements</b>	
<i>Car Parking</i>	
32 parking bays required based on maximum of 200 patrons and 8 staff.	4 on-site parking bays provided.
<i>Bicycle Parking</i>	
4 short-term and 9 long-term bicycle parking spaces required.	Nil short-term or long-term bicycle parking spaces provided.

The above elements of the proposal do not meet the specified standards and are discussed in the Comments section below.

**CONSULTATION/ADVERTISING:**

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 14 days, from 17 October 2022 to 31 October 2022. In accordance with the City's Community and Stakeholder Engagement Policy, the method of consultation included a notice on the City's website, a sign to the Oxford Street elevation and 15 letters mailed to owners and occupiers of the properties adjoining the subject site as shown in **Attachment 1**.

No submissions were received on the proposal at the conclusion of consultation.

**Design Review Panel (DRP):**

Referred to DRP: Yes

The application was referred to the Chair of the City's DRP for comment.

The proposed works are supported by the DRP Chair. Their comments are summarised as follows:

- The proposed internal functional organisation of the tenancy remains similar to the previous use, with a large 'front of house' patron area facing Oxford Street. This is a positive outcome for the streetscape.
- The new bi-fold doors and painting of the façade would allow the social activity to become the primary focus of the shopfront facing Oxford Street which is supported. The maintenance of the simple façade and use of bi-fold doors is supported.
- The proposed signage is also minimal and sleek which is supported.
- Support for the proposed condition of development approval requiring minimum visibility of the shopfront glazing during operating hours.
- The proposed shopfront will maintain a high level of streetscape activation. The proposal sits within and would contribute to the surrounding area's unique local context.

**LEGAL/POLICY:**

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Signs and Advertising Policy;
- Policy No. 7.1.1 – Built Form Policy;
- Policy No. 7.5.7 – Licensed Premises;
- Policy No. 7.5.21 – Sound Attenuation;
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements;
- Draft Leederville Precinct Structure Plan;
- Leederville Master Plan Built Form Guidelines; and
- *Liquor Control Act 1988.*

*Planning and Development Act 2005*

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

LPS2

In considering the appropriateness of the use, Council is required to consider the objectives of the Regional Centre zone under LPS2, as follows:

- *To provide a range of services and uses to cater for the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- *To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre, and to develop areas for public interaction.*
- *To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.*
- *To provide residential opportunities within the Regional Centre including high density housing, affordable housing, social and special needs housing, tourist accommodation and short-term accommodation.*
- *To ensure that the centres are developed with due consideration to State Planning Policy 4.2 – Activity Centres for Perth and Peel.*

Draft Leederville Precinct Structure Plan

The Draft Leederville Precinct Structure Plan (Draft LPSP) and Amendment 7 to LPS2 have not been determined by the WAPC or the Minister, respectively. This means that the provisions of the Draft LPSP are to be given regard only in determining a development application.

Leederville Master Plan Built Form Guidelines

The Leederville Master Plan Built Form Guidelines (Leederville Master Plan) were adopted by Council at its 16 March 2009 Ordinary Meeting and is a matter to be given due regard in the consideration of an application.

**Delegation to Determine Applications:**

The matter is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because the delegation does not extend to applications for development approval that propose a Tavern land use with more than 120 patrons.

**RISK MANAGEMENT IMPLICATIONS:**

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

There are no sustainability implications applicable to this application.

**PUBLIC HEALTH IMPLICATIONS:**

This application is not in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

*Reduced harmful alcohol use*

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no financial or budget implications applicable to this application.

**COMMENTS:**Summary Assessment

In assessing the application against the planning framework, it is recommended for approval. The following key comments are of relevance:

- The proposal would re-activate a vacant, large and prominent tenancy in the Leederville Town Centre area and Oxford Street strip. The proposed development would contribute to street level activation and a pedestrian-oriented precinct;
- The tenancy has long been operated as a large format café and the proposed tavern use would continue in its function as a food and beverage venue;
- The Tavern land use is contemplated in the Regional Centre zone and the City's Licensed Premises Policy recommends that licensed premises such as this be concentrated within Town Centre areas;
- The proposed operating hours would be consistent with other licensed venues within the immediate vicinity;

- The proposed Tavern would be located centrally within the Leederville Town Centre, approximately 115 metres from the nearest residential property and oriented towards Oxford Street surrounded by other commercial uses. The proposed use would be operated in accordance with a management plan and would not have a detrimental impact on the amenity of the area; and
- The proposed parking shortfall is appropriate because there is sufficient capacity within existing parking facilities and availability of high frequency public transport options that are in close proximity to the site. The previous use 'Greens and Co.' operated with access to the same on-site car parking availability and public transport options.

A more detailed assessment against the discretionary aspects of the application is set out below. These relate to consideration against LPS2 and relevant local planning policies.

### Land Use

Tavern is an 'A' use within the Regional Centre zone. This means that the use is not permitted unless Council exercises discretion by approving a development application for the use.

In considering the appropriateness of the use, due regard is to be given to the objectives of the Regional Centre zone under LPS2.

The proposal is consistent with the objectives of the Regional Centre zone under LPS2 for the following reasons:

- Contribution to Town Centre: The Tavern would enhance amenity and revitalise a large vacant tenancy that is prominent due to its location at the intersection of Oxford and Newcastle Streets in the Leederville Town Centre. The proposal would contribute to the entertainment and hospitality uses within the Leederville Town Centre and would support employment opportunities. The ground floor design provides an open and active façade to encourage activation and visual interaction with the street;
- Historical Use of Site: The subject tenancy and adjoining properties along Oxford Street have long been associated with commercial and hospitality uses. The land use would maintain compatibility with commercial development in the area;
- Site Accessibility: The site is highly accessible by public transport. It is located within approximately 200 metres of the Leederville Train Station and 60 metres from a high frequency bus route stop on Oxford Street;
- Consistency with Licensed Premises Policy: The City's Policy No. 7.5.7 – Licensed Premises (Licensed Premises Policy) recommends that licensed premises be concentrated within Town Centre areas;
- Waste Management: The applicant has submitted a waste management plan, included as **Attachment 3**, in accordance with the City's Waste Guidelines for New Developments. The waste management plan confirms the waste from the premises would be able to be appropriately managed on-site with a twice-weekly private collection. A condition of approval is recommended requiring compliance with the waste management plan and collection of waste during daytime hours to ensure compliance with the prescribed noise limits in the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations);
- Sustainability: The proposal would result in the re-use of an existing building on-site with limited building alterations. This supports prolonging the building's life by using the premises for a new purpose and is consistent with sustainability principles;
- Draft LPSP: A Tavern in this location is not precluded under the Draft LPSP;
- Signage and Façade Works: The proposal includes a single awning fascia sign to the Oxford Street elevation and replacement of the existing bi-fold doors. The signage would comply with the deemed-to-comply standards of the City's Local Planning Policy: Signs and Advertising. The proposed replacement of the bi-fold doors would be consistent with the objectives of the Built Form Guidelines, the Draft LPSP and the Built Form Policy by continuing to facilitate an active frontage to Oxford Street;
- Separation from Residential Properties: The nearest residential property is located 115 metres to the north of the subject tenancy. The separation distance between the subject tenancy and residential development would assist in mitigating adverse impacts to these residential properties; and

- Venue Management: The City's Policy No. 7.5.7 – Licensed Premises (Licensed Premises Policy) requires the submission of a venue management plan for a tavern land use. The applicant has submitted a venue management plan included as **Attachment 4**. Venue management plans inform the operation of premises to minimise the impacts of noise and patron behaviour on the amenity of the surrounding area. The submitted Venue Management Plan includes guidance on the management of patron behaviour and noise, and that the premises could be operated so as not to unduly impact the amenity of the area. Administration recommends a condition of approval requiring updated amended plan to be prepared and submitted for approval by the City that further details operational management practices of the venue as set out in the City's Licensed Premises Policy as well as recommendations in the submitted acoustic assessment. The recommended condition would also require the premises to operate in accordance with the approved Venue Management Plan.

### Operating Hours

The Licensed Premises Policy provides a guide for operating hours of licensed premises in various zones. The Policy does not provide specific guidance for the appropriate hours for Taverns within the Regional Centre zone. This is because the Policy was adopted in 2014, prior to the gazettal of LPS2 in 2018 which introduced the Regional Centre Zone.

The subject site was previously zoned District Centre under the City's (former) Town Planning Scheme No. 1 when the Policy was adopted. It is appropriate to apply the District Centre zone trading hours of the Policy to the Regional Centre zone to provide guidance on operating hours.

The City's Licensed Premises Policy provides the following standards for the hours of operations of Taverns within the District Centre zone:

- Monday to Saturday: 7:00am – 12:00am (midnight)
- Sunday: 7:00am – 10:00pm.

The LC Act provides for the following hours of operation for Taverns:

- Monday to Saturday: 6:00am – 12:00am (midnight)
- Sunday: 10:00am – 12:00am (midnight)
- Variations to the above as follows:
  - New Year's Eve (Monday to Saturday): 6:00am – 2:00am New Year's Day
  - New Year's Eve (Sunday): 10:00am – 2:00am New Year's Day
  - Good Friday: 12:00pm – 10:00pm
  - Anzac Day: 12:00pm – 12:00am
  - Christmas Day: 12:00pm – 10:00pm.

The application proposes a 6:00am opening time Monday to Saturday and a 12:00am closing time on Sundays.

The proposed hours of operation are supported for the following reasons:

- Liquor Licensing: The application proposes operating hours that are consistent with the hours permitted under the LC Act or the City's Licensed Premises Policy. Applicants must obtain a liquor licence from the Racing Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries. The operating hours contained in the City's Licensed Premises Policy do not restrict State Government's division of Racing Gaming and Liquor (RGL) in approving operating hours associated with liquor licences, including Extended Trading Permits issued under the LC Act. A condition of approval has been included in the officer recommendation restricting the Tavern hours of operation to between 6:00am and 12:00am Monday to Saturday in accordance with the LC Act, and 7:00am to 12:00am on Sunday in accordance with the opening and closing hours provided for in the Licensed Premises Policy and LC Act, respectively. This would account for Good Friday, Anzac Day and Christmas Day operating hours. The recommended condition also specifies permitted operating hours for New Years Eve as provided for in the LC Act. The operating hours proposed and the recommended condition would provide the operator with greater flexibility and ensure that the venue is operating within hours consistent with either the Licensed Premises Policy or the LC Act;

- Licensed Venue Location: The proposed Tavern is located in a Regional Centre zone where the Licensed Premises Policy recommends concentration of licensed venues; and
- Consistency with Other Venues: The 12:00am Sunday closing time is consistent with existing venues in the Leederville Town Centre, including the 'Leederville Hotel' and 'The Garden'. The 6:00am opening time is consistent with approvals given to venues such as 'Roberts on Oxford' and would allow morning or breakfast operations.

#### Car and Bicycle Parking

The Tavern is proposed to have a capacity of 208 persons, comprised of 200 patrons and eight staff.

Under the City's Policy No. 7.7.1 – Non-residential Development Parking Requirements (Parking Policy) a Tavern land use in the Town Centre built form area would require a total of 32 on-site car parking bays, and four short-term and nine long-term bicycle parking spaces.

Four parking bays would be available for the premises and nil bicycle bays are proposed.

As part of the proposal the applicant submitted a Parking Management Plan (PMP) which is included as **Attachment 5**. This PMP outlined the following:

- The subject site is located within the Leederville Town Centre and entertainment precinct and the proposal allows for multi-purpose trips for people visiting the site and the entertainment precinct;
- The subject site is located within close proximity to high frequency public transport via the Leederville Train Station which is approximately 200 metres away and bus stops for the No. 15 bus route which provides connections to Mount Hawthorn and Glendalough;
- The subject site is located approximately 280 metres from the free Green CAT bus, that terminates at Leederville Train Station; and
- The subject site is in close proximity to two City-owned car parks at The Avenue and Frame Court which have a combined capacity 486 bays. The site is also within 130 metres of a private car park at No. 301 Vincent Street.

The parking arrangements on-site would be sufficient to meet demand for staff and customers the following reasons:

- Site History and Existing Buildings: There are 15 car parking bays provided on the subject site, with four of these available for the subject tenancy. The premises has historically provided for minimal on-site car parking, including when used as a large format restaurant/café, most recently as 'Greens and Co.' The premises, together with other adjoining tenancies, forms part of an existing collection of shops and hospitality venues on the subject site with limited opportunity to provide additional on-site car parking;
- Nature of Use: The nature of a Tavern use, being a licensed premises, is such that it is expected that a large proportion of patrons would choose not to drive to the venue in private vehicles and to instead opt for taxi, ride-share, public transport, walking or other alternate modes of transport;
- Location: The subject site is located within the Leederville Town Centre which is a high amenity area. This location provides the opportunity for multi-purpose trips for people visiting the site and other premises within the entertainment precinct. This would reduce dependence on single person private vehicle trips, consistent with the objectives of the Parking Policy;
- Consistency with other Venues: Limited staff and patron parking is provided on-site for other venues within the Leederville Town Centre, including nearby licensed venues 'The Garden', 'Leederville Hotel', '21<sup>st</sup> Amendment' and 'Naber and Illi', as well as other restaurant venues. This is due to the circumstance of these sites that have been predominantly built out and have existing buildings, with limited area on-site to provide for additional parking;
- Public Transport: The subject site is in close proximity to high frequency public transport. This includes the Leederville Train Station which is located approximately 200 metres from the subject site and 60 metres from a high frequency bus route stop along Oxford Street. The free 'Green CAT' is approximately 300 metres from the subject tenancy and provides connections to West Perth and Elizabeth Quay via the Perth CBD. The area has a high level of pedestrian amenity with weather protection along Oxford Street from continuous awnings. This would support the use of alternative means of transport to the site;

- Public Car Parking: The City's Parking Policy requires the consideration of public car parking available in the area. The following public car parking is available nearby to the subject site:
  - On Street Car Parking:
    - There are 83 bays along Oxford Street between Bourke Street and Leederville Parade, within 530 metres of the subject tenancy with paid parking from 7:00am to midnight. 1/4P and 1P time restrictions apply to these bays between the hours of 8:00am and 7:00pm; and
    - The City's parking survey data from 2018 identified that there was an average of 28 bays available at any one time. The busiest period was between 9:00am and 11:00am on Friday morning when 11 bays were available.
  - Off Street Parking:
    - The Avenue car park which adjoins the subject site contains 284 car parking bays, of which 167 are 2P between 7:00am and 7:00pm. The car park provides for paid parking from 7:00am to 12:00am. Surveys of The Avenue car park were undertaken by the City between 1 November 2021 and 12 December 2021 at 12:00pm, 3:00pm and 7:00pm. Use peaked at 12:00pm and 7:00pm on weekdays, with utilisation varying between 75 percent and 96 percent;
    - The Frame Court car park contains 202 parking bays and provides for paid parking from 7:00am to 12:00am. Surveys of The Frame Court car park were undertaken by the City between 1 November 2021 and 12 December 2021 at 12:00pm, 3:00pm and 7:00pm. Use of the Frame Court car park peaked at 12:00pm across all days, with utilisation varying between 68 percent and 80 percent;
    - At its Meeting on 21 June 2022, Council resolved to authorise the Chief Executive Officer to commence advertising for request for proposals for the redevelopment of The Avenue and Frame Court car parks. The request for proposal material included a requirement that a minimum of 400 public car parking bays be provided across one or both sites; and
    - The ABN development at No. 301 Vincent Street contains a privately operated public carpark with 123 bays. The car park is available for paid parking by the public in the following periods:
      - Monday to Thursday: 5:30pm – 12:00am
      - Friday: 5:30pm – 2:00am
      - Saturday: 6:00am – 2:00am
      - Sunday and Public Holidays: 6:00am – 12:00am
 These hours generally align with the expected peak periods of the Tavern use.
- Staff Parking: Four bays would be made available on the subject site for staff parking. This is consistent with the maximum parking standard contained within the Draft LPSP;
- Staff Bicycle Parking: A condition of approval is recommended requiring the provision of two on-site long-term bicycle bays to support staff travelling to the site by this form of active transport mode. There is adequate area to accommodate this within the proposed staff room; and
- Public Bicycle Parking: There are 20 bicycle parking facilities located along Oxford Street within 150 metres of the subject tenancy, between Vincent Street and Leederville Parade. The proximity and accessibility of these spaces are capable of use by patrons who may cycle to the premises. This would support a shift towards alternative transport modes, consistent with the City's Parking Policy objectives.

### *Cash-in-Lieu*

The Parking Policy outlines that cash-in-lieu of car parking may be required as a mechanism to enable otherwise desirable developments to proceed, where it can be demonstrated that it is not possible to provide sufficient parking on-site.

Sufficient parking is provided for reasons listed above and Administration is recommending to waive the need to pay cash-in-lieu noting that:

- The existing nature of the subject site with existing development means that it is not possible to provide additional car parking within the site;
- The provision of four car parking bays on-site is consistent with the maximum parking standards within the City's Draft LPSP area, with no minimum standards; and
- The car parking arrangement is unchanged from the subject tenancy's previous use as a restaurant/café. Under the Parking Policy, a tavern and restaurant/café have the same car parking requirement standard.



Acoustic Report

The applicant submitted an Acoustic Report in support of the proposal which is included as **Attachment 6**. The report assesses noise generated from the proposed use and its impact on surrounding properties.

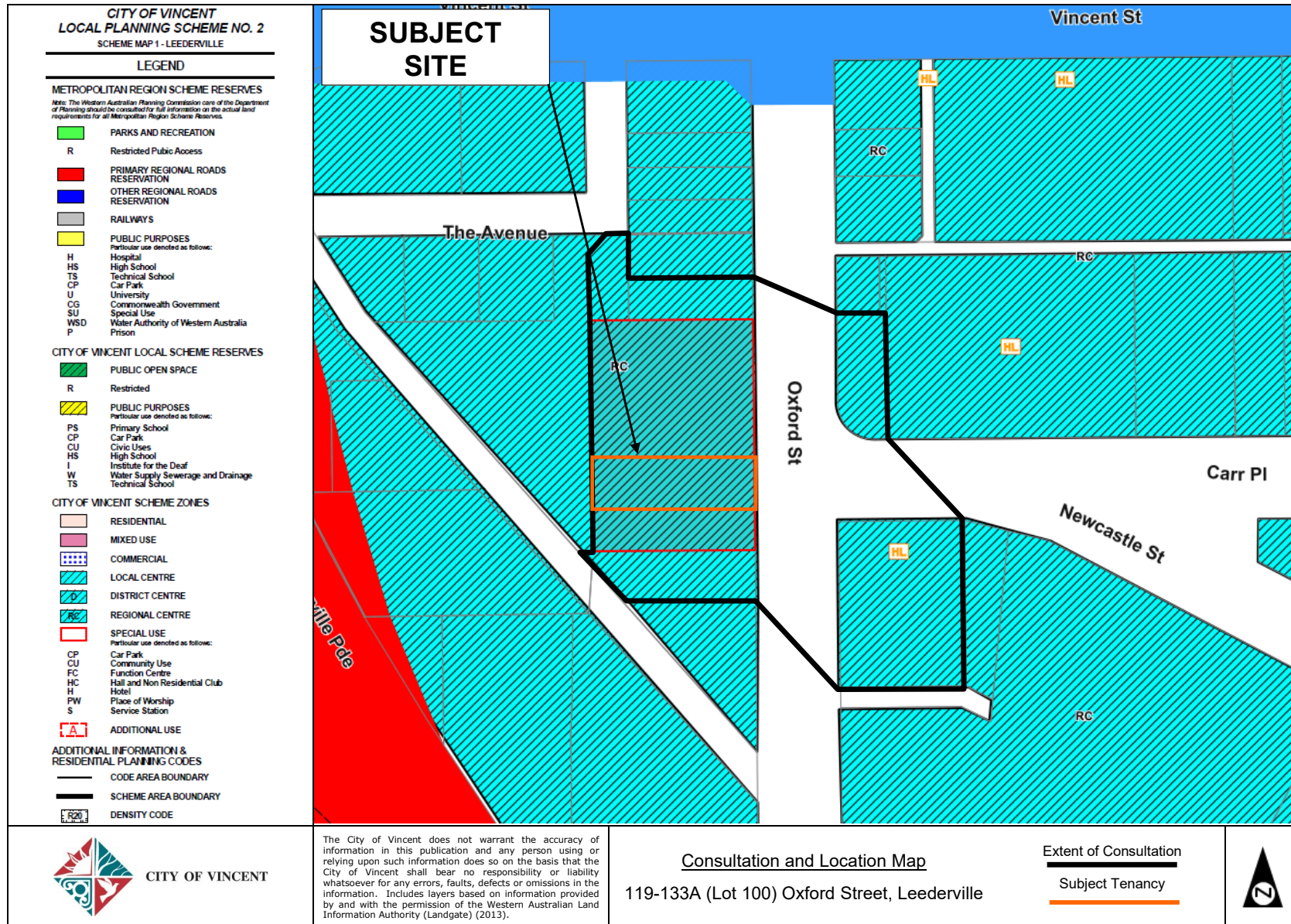
The City's Policy 7.5.21 – Sound Attenuation (Sound Attenuation Policy) states that acoustic reports should be prepared by a qualified person who is a member of the Australian Acoustical Society, the Association of Australasian Acoustical Consultants or Engineers Australia, to the satisfaction of the City.

The Acoustic Report has been prepared by 'AAP Acoustic & Audio Production (Ian Burman)' who, to Administration's knowledge, is not a member of any of the above industry bodies.

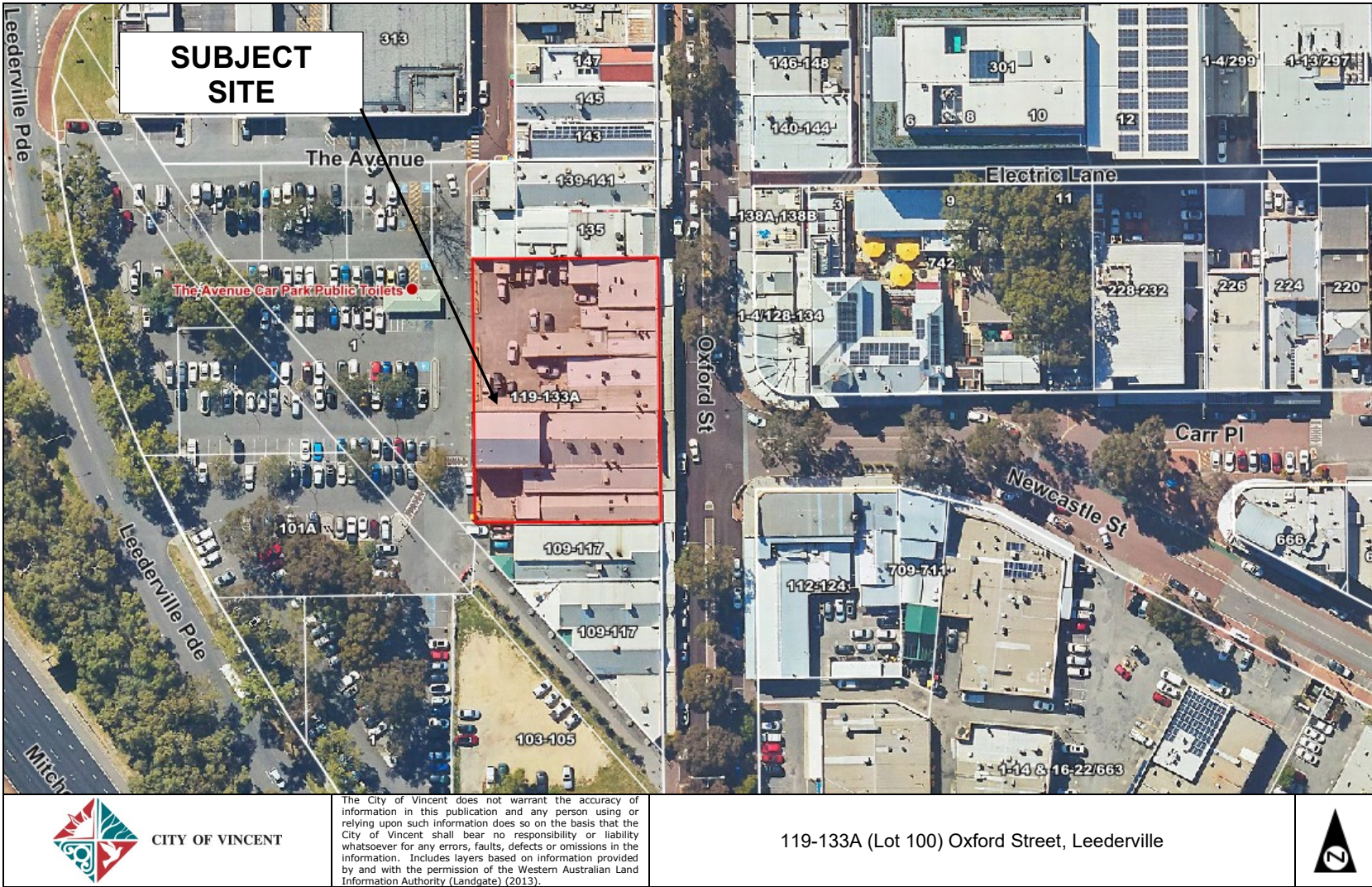
The City's Health Services team has reviewed the report and acoustic assessment, and is satisfied it can be relied upon for the purposes of informing the consideration of this application and the acceptability of noise generated from the venue. This includes that:

- The proposed Tavern would be located within the Leederville Town Centre near other licensed venues and away from residential properties;
- The subject tenancy is within a town centre which has higher ambient noise levels than residential areas and is adjacent to commercial properties. Commercial properties are expected to receive higher sound levels than residential uses, in accordance with the Noise Regulations; and
- The report states that the noise levels generated from the premises during the proposed operating hours would comply with the relevant assigned noise levels under the Noise Regulations, subject to operational management measures.

Noise generated from the operation of the venue would be able to be appropriately managed through compliance with the Venue Management Plan with the inclusion of the recommendations of the Acoustic Report, as required by recommended condition of approval.

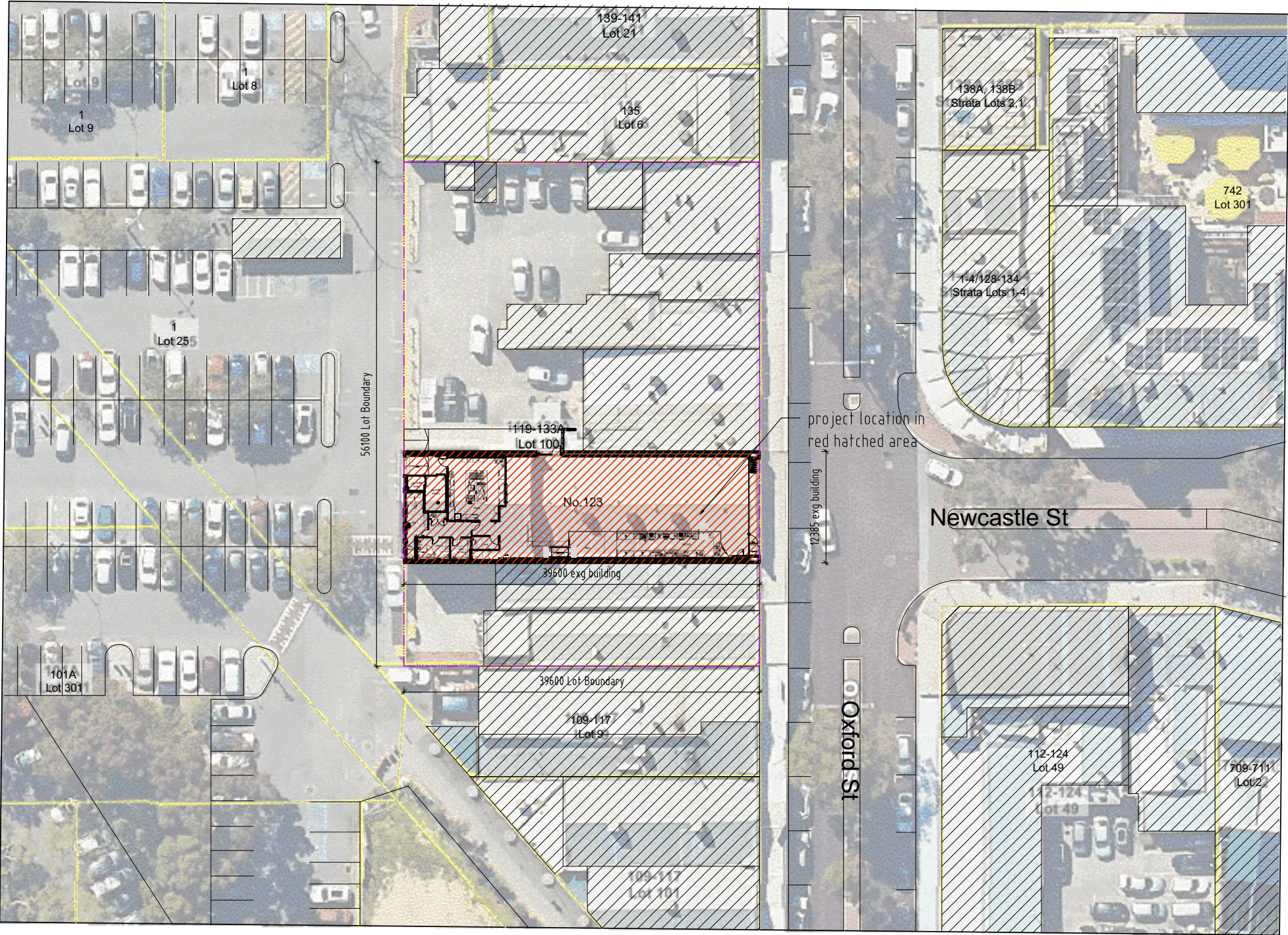








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1 LOCATION PLAN  
1:500 at A3

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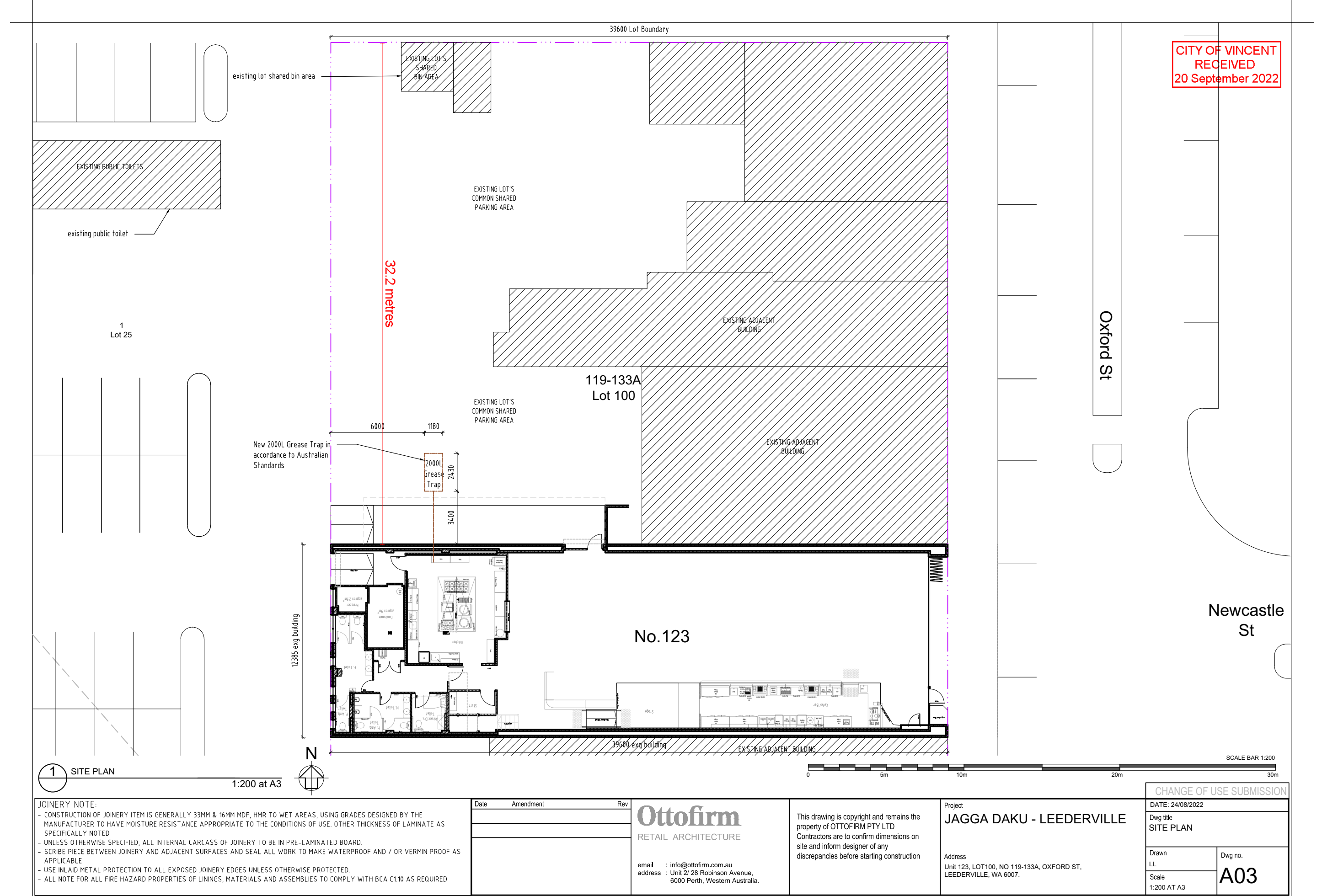
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Project  
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LEEDERVILLE, WA 6007.

CHANGE OF USE SUBMISSION	
DATE: 24/08/2022	
Dwg title LOCATION PLAN	
Drawn LL	Dwg no. <b>A02</b>
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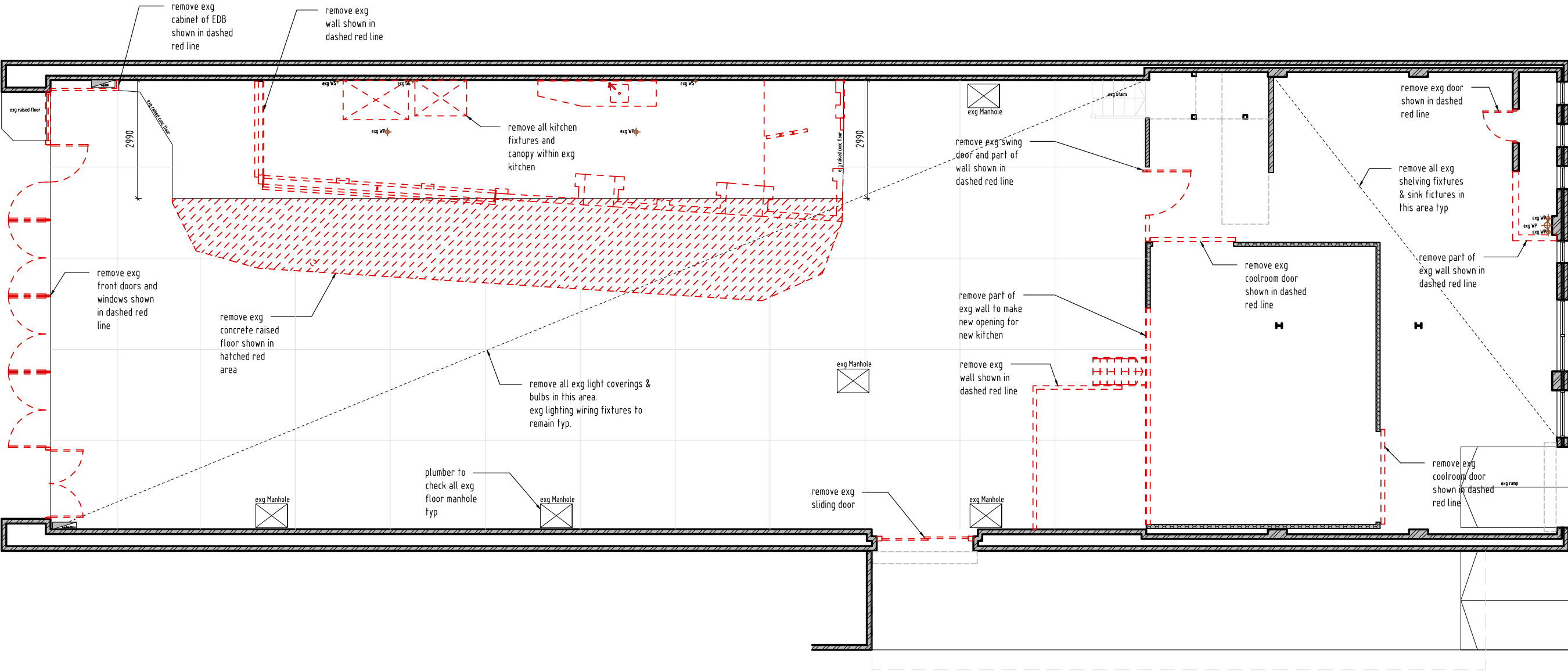
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Drawn LL	Dwg no. <b>A03</b>
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1 EXISTING & DEMOLITION PLAN  
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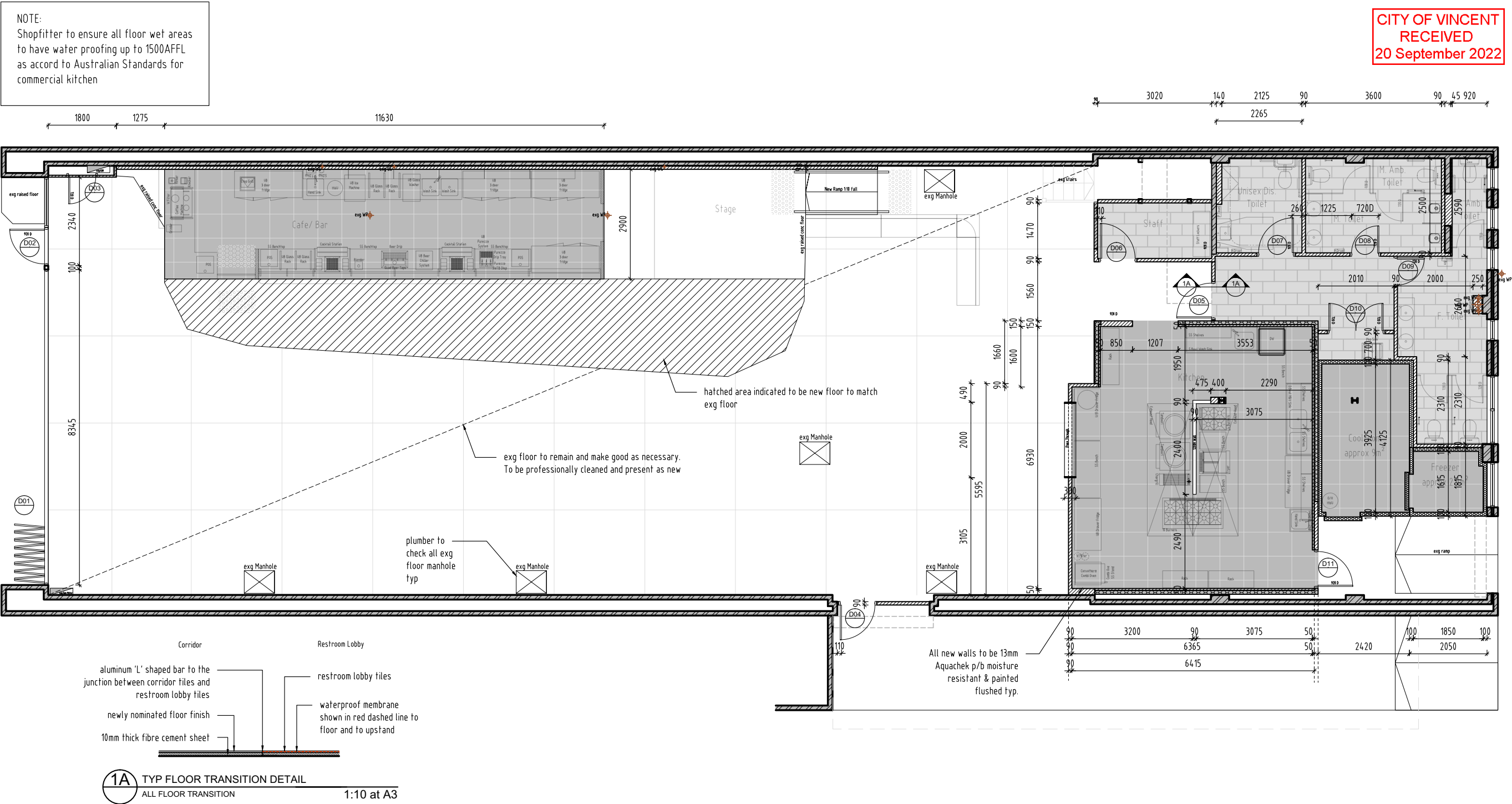
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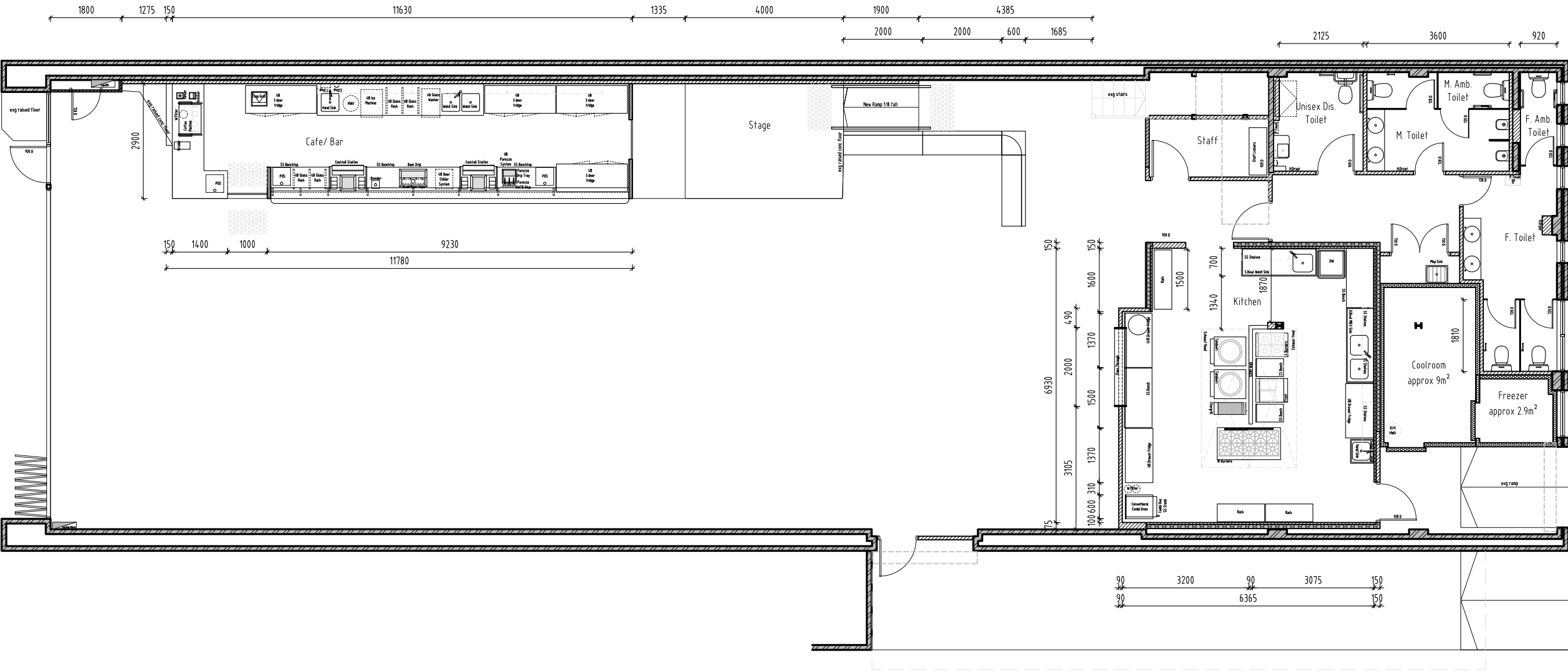
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Drawn LL	Dwg no. <b>A05</b>
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1 FLOOR LAYOUT PLAN  
1:100 at A3  
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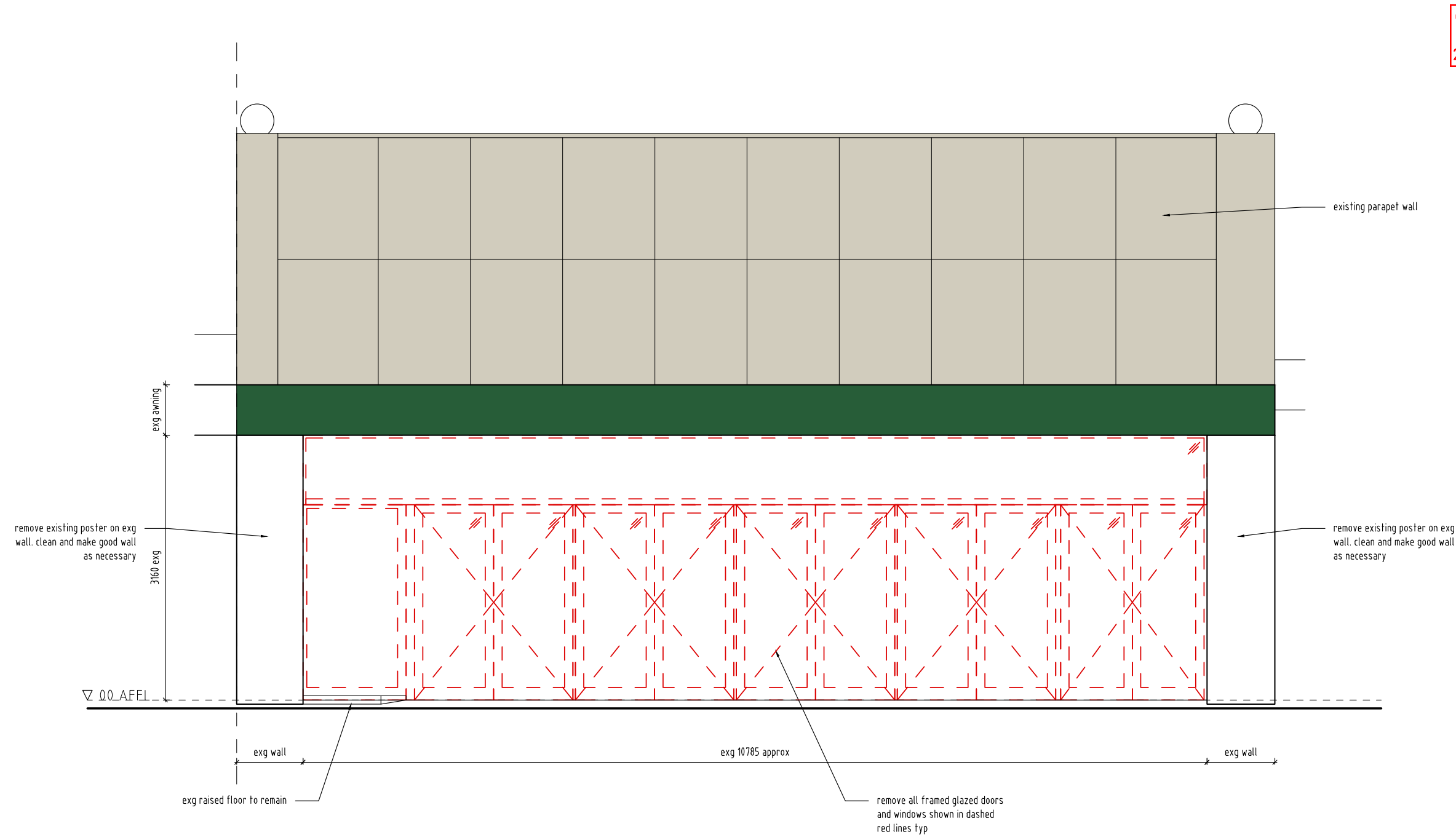
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address : Unit 2/ 28 Robinson Avenue,  
6000 Perth, Western Australia.

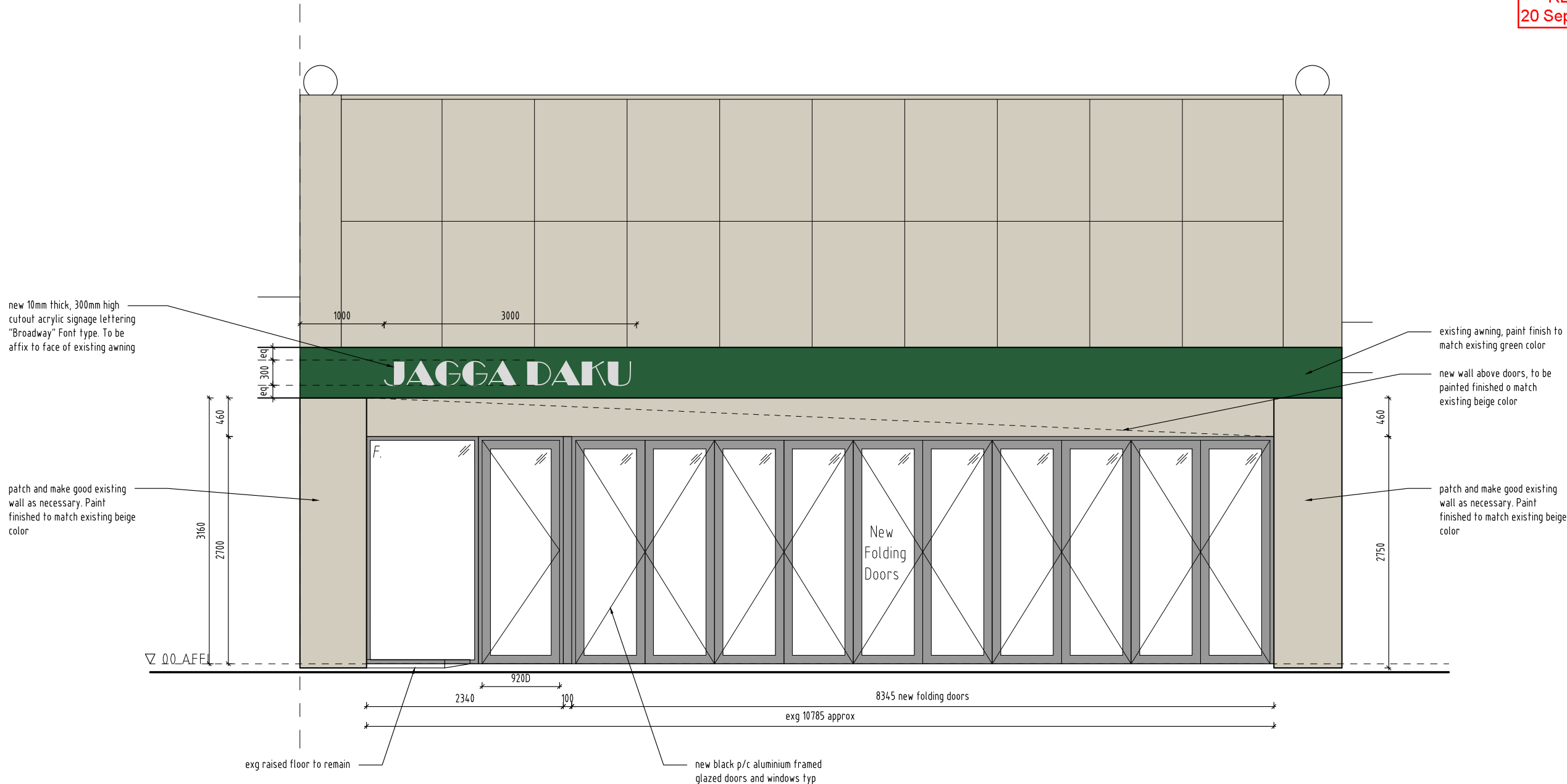
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Contractors are to confirm dimensions on site and inform designer of any discrepancies before starting construction

Project  
**JAGGA DAKU - LEEDERVILLE**

Address  
Unit 123, LOT100, NO 119-133A, OXFORD ST,  
LEEDERVILLE, WA 6007.

CHANGE OF USE SUBMISSION	
DATE: 24/08/2022	
Dwg title <b>EXISTING &amp; DEMOLITION PLAN</b>	
Drawn LL	Dwg no. <b>A09</b>
Scale 1:50 AT A3	

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1 FRONT OF TENANCY ELEVATION  
1:50 at A3

JOINERY NOTE:  
- CONSTRUCTION OF JOINERY ITEM IS GENERALLY 33MM & 16MM MDF, HMR TO WET AREAS, USING GRADES DESIGNED BY THE MANUFACTURER TO HAVE MOISTURE RESISTANCE APPROPRIATE TO THE CONDITIONS OF USE. OTHER THICKNESS OF LAMINATE AS SPECIFICALLY NOTED  
- UNLESS OTHERWISE SPECIFIED, ALL INTERNAL CARCASS OF JOINERY TO BE IN PRE-LAMINATED BOARD.  
- SCRIBE PIECE BETWEEN JOINERY AND ADJACENT SURFACES AND SEAL ALL WORK TO MAKE WATERPROOF AND / OR VERMIN PROOF AS APPLICABLE.  
- USE INLAID METAL PROTECTION TO ALL EXPOSED JOINERY EDGES UNLESS OTHERWISE PROTECTED.  
- ALL NOTE FOR ALL FIRE HAZARD PROPERTIES OF LININGS, MATERIALS AND ASSEMBLIES TO COMPLY WITH BCA C1.10 AS REQUIRED

Date	Amendment	Rev

Ottofirm  
RETAIL ARCHITECTURE

email : info@ottofirm.com.au  
address : Unit 2/ 28 Robinson Avenue,  
6000 Perth, Western Australia.

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LEEDERVILLE, WA 6007.

CHANGE OF USE SUBMISSION

DATE: 24/08/2022	
Dwg title EXISTING & DEMOLITION PLAN	
Drawn LL	Dwg no. <b>A10</b>
Scale 1:50 AT A3	

## *Waste Management Plan*

### *Jagga Daku*

*123 Oxford Street, Leederville, WA 6007*



Prepared by:



**HOSPITALITY  
TOTAL SERVICES**

EST 1992

2/48 Kishorn Road Applecross WA 6153  
[admin@hospitalitytotalservices.com.au](mailto:admin@hospitalitytotalservices.com.au)

Ph 08 9316 8699 Fax 08 9316 9699  
[www.hospitalitytotalservices.com.au](http://www.hospitalitytotalservices.com.au)

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**1. Introduction**

The purpose of this Waste Management Plan is to provide a compliant waste management system and recycling process that demonstrates industry best practice and produces environmentally sustainable solutions. The plan is designed to be responsive to business demand, resulting in improved solutions, while providing better resource utilization and eliminating potential OH&S issues. The implementation of a sustainable supply chain also has tangible benefits such as better employee morale, community goodwill, cost benefits and customer loyalty. This Waste Management Plan forms the cornerstone of waste management and helps to future proof the waste management of Jagga Daku.

Food and beverages at the hotel will be procured, prepared and dispensed off in accordance with the following legislation:

- Food Act 2008
- Food Regulations 2009
- Food Safety Standards (Chapter 3)

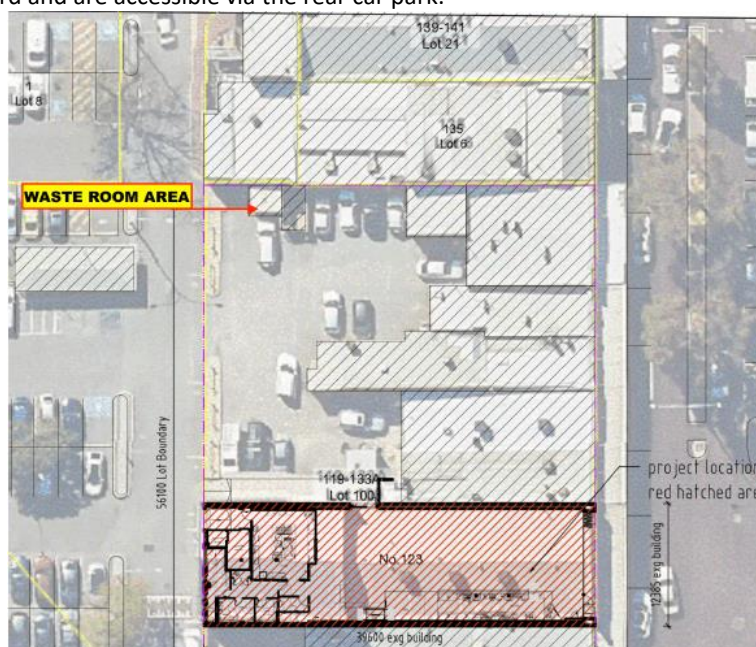
Australian Standard (AS4674 – 2004) has been followed in the design of the food premises.

**2. Objective**

The objective of this plan is to ensure that Waste Management is undertaken effectively, efficiently, safely and sustainably.

**3. Location of Bins.**

The bins will be placed at the rear of the premises in a screened and secure service yard and are accessible via the rear car park.



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#### 4. **Bin Storage**

The bin store area has been designed to host two (2) 240L General Waste Bins and one (1) 240L Co-Mingled Recycle Bin, including the minimum required clearances of 50mm on each side of each bin.

The storage area is 12.25m<sup>2</sup>. The Waste Management Plan has outlined how the Operator will manage the waste from the premises however, the space allows the flexibility to increase bin numbers and increase capacity if required. The focus of the operation will be to minimise food waste.

##### **Bin Quantity and Type of Waste**

	<b>240L</b>	<b>660L</b>	<b>1100L</b>
Height:	1060mm	1200mm	1330mm
Depth:	730mm	770mm	1070mm
Width:	585mm	1360mm	1240mm

#### 5. **Waste Generation**

The Operator is an experienced operator of food and beverage premises in WA, including premises of a similar size and manner of trade to that proposed at Jagga Daku.

The waste calculations for this site are based on the Operator's experience and projections, and the fact that:

- Tap beer will be available, reducing the need for can and bottle recycling.
- Menu items will use similar ingredients, reducing the food waste from the kitchen.
- Chutneys and other condiments will be made on site, reducing the need for the disposal of jars and plastic tubs.

Regardless of the above processes to reduce waste, Jagga Daku will generate a range of waste products to be disposed of. These will generally fall into one (1) of two (2) categories. Please find the categories listed below:

<b>TYPE OF WASTE</b>	<b>METHOD OF DISPOSAL</b>	<b>FREQUENCY OF COLLECTION</b>
General Waste	Red lid bins by private contractor	Twice weekly – more in peak periods.
Recycling	Yellow lid bins by private contractor.	Twice weekly - more in peak periods.

The volume of waste to be disposed of has also considered the "WALGA Commercial and Industrial Waste Management Plan Guidelines" for a Hotel – Bar and Dining area.

The table in the WALGA publication states that for a Bar and Dining area at a hotel premises, the general waste generated would be 50L per 100m<sup>2</sup> of floor area.

Jagga Daku contains approximately 251m<sup>2</sup> of bar and dining area, and accordingly it can be estimated that the premises will generate approx. 125L of general waste per day.

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Accordingly, the general waste bins will be collected every second day, which will ensure that the 2 x general waste bins and 1 x co-mingled recycling bin will have ample space for the waste generated at the premises.

The Waste Management requirements for Jagga Daku also takes into consideration the following industry practises to minimise waste:

- Most base-produce purchased in valued added (e.g. vegetables peeled and pre-cut),
- Most menu items purchased portion controlled: (e.g. steaks, diced meat etc),
- Just in time ordering,
- Standardised recipes,
- Strict portion control with the use of 'gold standards',
- All waste monitored, and
- Potential use of a 'food digester' on site in the future.

Given the above calculation, the premises will ensure that adequate general waste receptacles are provided to cater to the requirements of the premises.

**By Private Waste Removal Contractor**

- 2 x 240L General Waste Bin (by private waste removal contractor)
- 1 x 240L Co-mingled Recycling Bin (by private waste removal contractor)

The bins will be emptied twice weekly, and more regularly during peak periods.

General Waste bins have red lids, and Co-Mingled Recycling bins have yellow lids:



The recyclable materials will be separated and compacted to reduce any impact on the environment.

**6. Waste Bin Enclosure**

The bin storage area has been designed with a size suitable to service the proposed Jagga Daku and has been approved for the storage of bins by the City of Vincent.

The approved bin area is:

- (i) surrounded by a 1.8-metre-high minimum wall with a lockable door;

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- (ii) provided with 75mm minimum thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both bins and bin storage area to be washed out; and
- (iii) provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.

The bin storage area be retained and maintained in good condition for the duration of the operation of Jagga Daku.

**7. Management of the Bins.**

- The bins will be kept in an enclosure and only taken outside of said enclosure to be collected.
- The bins will be well maintained at all times.
- A tap with running water, hose attachment and drain are available for cleaning of the bins.
- The bins will be hosed down periodically to ensure cleanliness at all times.
- The premises will have a regular Pest Control preventative maintenance program.

**8. Waste Collection Procedure**

Waste bin area will be the dedicated enclosed bin area at the rear of the tenancy.

- The Bins will be stored in the designated bin area.
- The bin area is fully enclosed.
- The bins are clearly identifiable by coloured lids.
- The bin area has natural air flow to permit ventilation.
- Bins emptied twice weekly.
- Waste collection drivers will leave vehicles and collect waste in a manner that is safe.

**9. Managing Waste Spill**

According to a waste management plan prepared by the preferred waste contractor, incidents of waste spill are to be managed as follows:

**Water Spill within Building Perimeter:**

- A. Prevent the spill from escaping into immediate environment
- B. Prevent the spill from escaping into immediate environment – bund spills to prevent flowing into storm water drains or onto land. Enclose or cover litter to prevent wind blowing litter into the environment.
- C. Take action to stop further spilling / leakage if safe to do so. Use appropriate PPE if required to handle waste or waste equipment.
- D. Notify reporting manager within the waste company and building facilities manager immediately.
- E. Secure area to prevent access by public.
- F. Await further direction from reporting manager and / or building facilities manager.

**Waste spill after waste leaves site:**

- A. Contractor to follow their spills procedure to limit environmental impacts.

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- B. Contractor to comply with any corporate reporting / response procedures.
- C. Contractor to comply with any regulatory reporting procedures.
- D. Contractor to notify building facilities manager by email with 24 hours of the spill occurring.

Staff and contractors need to strictly follow this Waste Management Plan.

Thank you for your attention and adherence to the plan.

**The Management**  
**Jagga Daku**

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## Jagga Daku

Licensee: Sneh Lata Pty Ltd

### MANAGEMENT PLAN

---

"The Licensee will at all times make ourselves available to respond to the concerns of our patrons and our neighbours."



---

**Address:**

123 Oxford Street, Leederville WA 6007

**Contact Phone:**

TBC

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**Floor plans**

- Please find attached the Floor Plans for the premises showing the following areas:
  - Commercial kitchen including walk-in cool room and freezer.
  - Toilet amenity.
  - Bar servery area.
  - Patron area.
- The premises will be fitted out to comply with all relevant Australia standards and to the satisfaction of the City of Vincent and WA Health.

**Noise Control and Management**

- The Licensee (or representative) and Approved Manager will take necessary action to ensure all activities carried out on premise will not exceed the noise levels stipulated under the Environmental Protection (Noise) Regulations 1997.
- Patrons are required to disperse from the property in an orderly manner and be considerate of neighbouring businesses and residents.
- The staff clean up the immediate surrounds of the premises each night including the open areas in front of the venue.
- A Noise Complaint Resolution Procedure is in place at the premises, and any complaint received will undergo the process outlined in the Procedure.

Type of Premises Receiving Noise	Time of Day	Assigned Noise Levels in dB(A) <sup>2</sup>		
		L <sub>A</sub> 10	L <sub>A</sub> 1	L <sub>A</sub> max
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + Influencing factor	55 + Influencing factor	65 + Influencing factor
	0900 to 1900 hours Sunday and public holidays	40 + Influencing factor	50 + Influencing factor	65 + Influencing factor
	1900 to 2200 hours all days	40 + Influencing factor	50 + Influencing factor	55 + Influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + Influencing factor	45 + Influencing factor	55 + Influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80

**Patron Capacity**

- The premises (when fitted out) will accommodate no more than 200 patrons at any one time.

**Trading Hours**

- Trading hours will be within the permitted hours under Section 98C of the Liquor Control Act 1988.

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**Patron and Anti-Social Behaviour**

- The Licensee and Approved Manager will be accredited through the completion of the mandatory liquor licensing training to ensure they fully understand the requirements of operating a licensed premises in Western Australia.
- It is our policy to train all our service staff in responsible server practices. This will normally be achieved by completing in-house and RSA training provided to each staff member.
- Our management team has also been trained in responsible service practices and will support the service staff at all times in their duties and responsibilities under the Liquor Control Act 1988 with regard to harm minimisation.
- Staff are encouraged to be alert for the signs of intoxication of patrons.
- Staff members will be made aware of the Director of Liquor Licensing's policies on the Responsible Promotion of Liquor.
- The Licensee will discourage any activity that could result in excessive consumption of alcohol (such as drinking competitions) or the promotion of alcohol involving excessive or rapid consumption of alcohol.
- Low and non-alcoholic beverages are available on the premise and glasses of tap water are available, free of charge, upon request at all times.
- Toilet facilities are maintained using the Director of Liquor Licensing's Standards of Licensed Premises Policy.

**Juveniles**

- The Licensee do not serve alcohol to persons under the age of 18 years.
- If a staff member is in any doubt as to whether a person is aged 18 years or more, the staff member must request that the person provide proof of age.
- The only acceptable proof of age are:
  - Current Australian Driver's Licence with a Photograph
  - A current passport
  - Proof of Age card or equivalent issued in an Australian state or territory

**Intoxicated Patrons**

- The Licensee do not serve intoxicated patrons any alcohol. If someone is displaying signs of intoxication our staff must, in a calm, courteous and non-judgmental way, inform the patron that they will not be served any more alcohol and explain why service is being refused.
- The patron is then offered water or other non-alcoholic beverage. Where appropriate, our staff will inquire as to how the patron is getting home and offer to call them a taxi.
- Intoxicated persons will be asked to leave the premises.

**Traffic**

- There will no traffic impact from the premises, as there is no collection option and/or drive-through amenity being included.
- The property has been the location of other food and beverage businesses in the past.

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**Car Parking**

- There are multiple car parks (both private and City of Vincent) located in close proximity.
- The premise has four (4) car parking bays allocated to the tenancy and will reserve these for the use of staff.
- Public transport is readily available via the West Leederville Train Station and the high frequency buses that travel through the locality.

**Waste Collection**

- The bins will be emptied twice weekly, and more regularly during peak periods if and as required.
- The bins will be kept in a secure space and only taken outside to be collected.
- The bins will be well maintained at all times.
- A tap with running water, hose attachment and drain to be available for cleaning of the bins.
- The bins will be hosed down periodically to ensure cleanliness at all times.
- The premises will have a regular Pest Control preventative maintenance program.
- Staff will place the bins outside on the verge on the days the relevant bins are to be collected, and ensure they are put back into the waste storage area once they have been emptied.
- Waste collection drivers will collect waste in a manner that is safe.

**Food Service**

- Food is delivered, stored, prepared and served in a safe and hygienic way, as per the City of Vincent and WA Health Regulations.
- Staff diligently clear food plates and clean surrounding areas, including the open areas in front of the venue and the passageway, before, during and after food service.
- Food preparation, storage and service areas are kept clean at all times.

Any concerns about the way in which Jagga Daku operates must be directed to the venue's Approved Manager.

**Opening procedures**

- Check for rubbish in and around venue.
- Check toilets are clean and have ample toilet paper.
- Prepare for service
  - Turn music on
  - Turn coffee machine on
  - Turn air-conditioners on to ambient level
  - Turn tills on and ask the Approved Manager to put till float / change in
  - Place any nozzles/nip pourers in place
  - Check open wines are appropriate to serve
  - Unlock doors

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- Set up tables (cutlery, crockery, reservation signs etc.)
- Look at the venue as if you were a customer to gauge any necessary improvements.

**Closing procedures**

- Turn till off prior to next session or have Approved Manager ring off at end of night
- Clean and backwash coffee machine (chemical clean as required) and turn off coffee machine
- Check all areas for rubbish
- Clean behind service counters
- Wipe chairs and highchairs where needed
- Clean glass doors of drinks / cool room fridge
- Wipe all tables including under the lip
- Clean & polish glasses and cutlery
- Wipe spirit bottles
- Seal any opened bottles of wine
- Close and lock windows and doors
- Check venue for glasses and rubbish
- Check all is secure and all lights and kitchen appliances are off
- Set alarm system and exit
- Close and lock doors

At the end of each shift make sure that the venue is clean and tidy and request the Approved Manager or supervisor on duty to check all is done before signing off.

**Attachments:**

Floor Plans

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### Jagga Daku – Noise Complaint Resolution Procedure

<b>Complainant details:</b>						
Name:						
Address:						
Contact details:						
Preferred method of contact:	Email	Phone	Text	In Person		
Date complaint received:						
Date relating to complaint:						
Details of complaint:						
Received by:						
Received via	Email	Phone	Text	In Person		
Complaint noted on Incident Register	YES	NO				
Complainant contacted on:						
Complainant contacted by:						
Matters discussed:						
Resolutions reached:						
Action taken by venue:						
Complainant advised of action:		Email	Phone	Text	In Person	
Date complainant advised:						
Further action (if required):						
To be followed up on:						
To be followed up by:						
Complaint deemed resolved :						
Name:						
Signature:						

Notes:

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Tuesday, 20 September 2022

City of Vincent  
244 Vincent Street (cnr Loftus Street)  
Leederville, WA, 6007

**RE:** Car Parking for new premises

**Applicant:** Sneh Lata Pty Ltd  
**Location:** 123 Oxford Street, Leederville WA 6007  
**Premises:** JAGGA DAKU  
**Premises size:** 340m<sup>2</sup> FOH and 117m<sup>2</sup> BOH  
**Licence Type:** Tavern Restricted Licence application  
**Patron capacity:** 200 (maximum)  
**Operating Hours:** Hours of operation will be in accordance with the provisions of Section 98C of the Liquor Control Act;

#### Introduction

1. We hereby submit on behalf of Sneh Lata Pty Ltd (The Applicant), the following submissions relating to the parking amenity required for the DA application for the proposed Jagga Daku, to be located at 123 Oxford Street in Leederville.
2. The premises is currently a vacant, unused tenancy in central Leederville, in the heart of the dining and entertainment precinct.
3. These submissions outline how parking for the premises (operating under a Tavern Restricted Licence) is well catered for.
4. The Applicant intends to develop a contemporary amenity that will cater to the diverse requirements of consumers in the locality, and make a positive contribution to the Leederville Entertainment Precinct.

#### City of Vincent Parking Policy 7.7.1 - NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

5. The City of Vincent has designed a table to identify the parking requirement for a premises operating under a Tavern Licence, and submits that the formal requirements is 0.15 parking bays for every person:

Restaurant/cafe, Small Bar, Tavern	0.15	0.25	0.22	0.2	0.25	0.019	0.042	spaces per persons
--	------	------	------	-----	------	-------	-------	-----------------------

6. The Applicant submits that given the maximum capacity of 200 persons, the parking requirements would be 30 bays. The Applicant does not have the 30 bays required included with the tenancy, and respectfully requests that the City of Vincent consider waiving the parking requirements, based on these submissions and as afforded to other similar businesses.

1

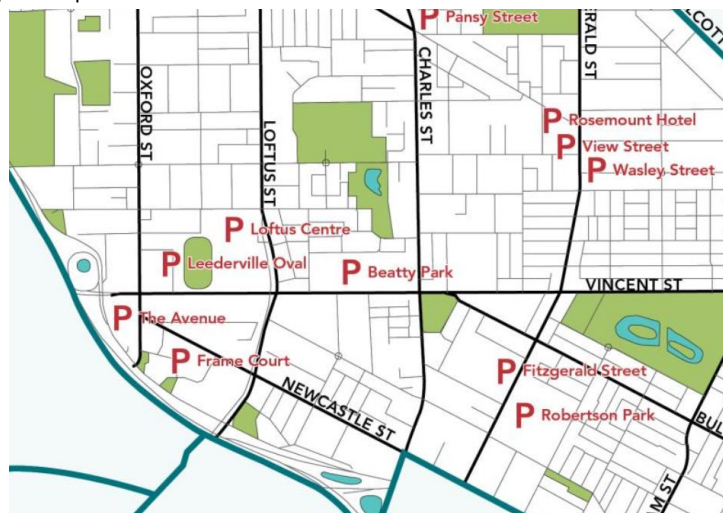
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7. The City of Vincent policy on car parking also states the following:  
*"Where a proposal does not meet the standards set out in Clauses 2, 3 or 4 of this Policy, the decision maker is required to exercise judgement to determine the proposal. The decision maker is to exercise its judgement to consider the merits of the proposal having regard to the objectives of this Policy and one or more of the following requirements:*  
 1.2.1. *The development provides adequate parking and/or transport infrastructure to service the needs of its users;*  
 1.2.2. *Alternative public car parking, bicycle parking and/or end of trip facilities are already provided and is available and accessible to meet the demands of the development during the hours of operation, for the life of the development;*  
 1.2.3. *Reciprocal car parking, bicycle parking and/or end of trip facilities are provided in accordance with Clause 5;*  
 1.2.4. *Alternative transport modes are convenient and adequate enough to meet the demand of the development during the hours of operation;*  
 1.2.5. *Cash-in-lieu of parking is provided in accordance with Clause 6;*  
 1.2.6. *An alternative arrangement is agreed in writing between the applicant and the City, through an approved Parking Management Plan.*<sup>1</sup>
8. The Applicant has reviewed the policy in detail and submits the following to satisfy the requirement for parking bays for the proposed Jagga Daku premises.

#### **Existing Car Parking**

9. The Applicant submits that as there are multiple transport option (including public and private parking amenity), located in close proximity to the premises.
10. The City provides a range of public parking amenity in the locality, much of it in close proximity to the proposed Jagga Daku. Please find below a map showing the council parking available in close proximity to the premises:



11. In accordance with the map above, the closest parking amenity to the proposed premises<sup>2</sup> are:

<sup>1</sup> <https://www.vincent.wa.gov.au/documents/776/771-non-residential-development-parking-requirements>

<sup>2</sup> <https://www.vincent.wa.gov.au/residents/parking-services/car-parks.aspx>



**The Avenue Car Park**

284 Parking Bays

Ticket Parking 7am to Midnight Mon - Sun

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**Frame Court Car Park**

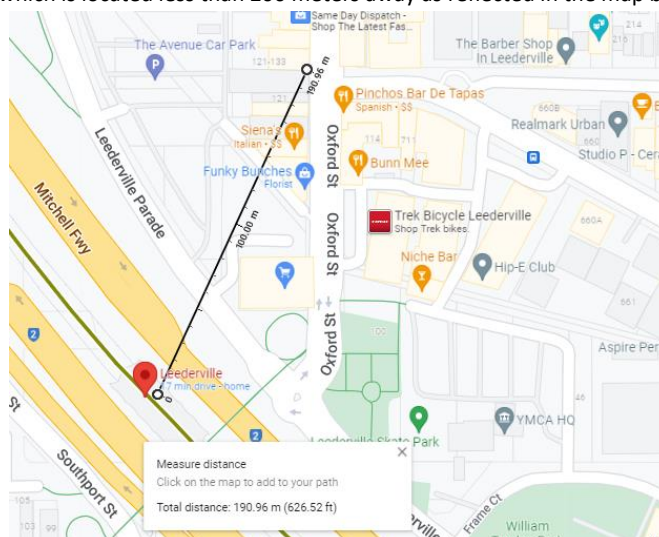
202 Parking Bays

Ticket Parking 7am to Midnight Mon - Sun

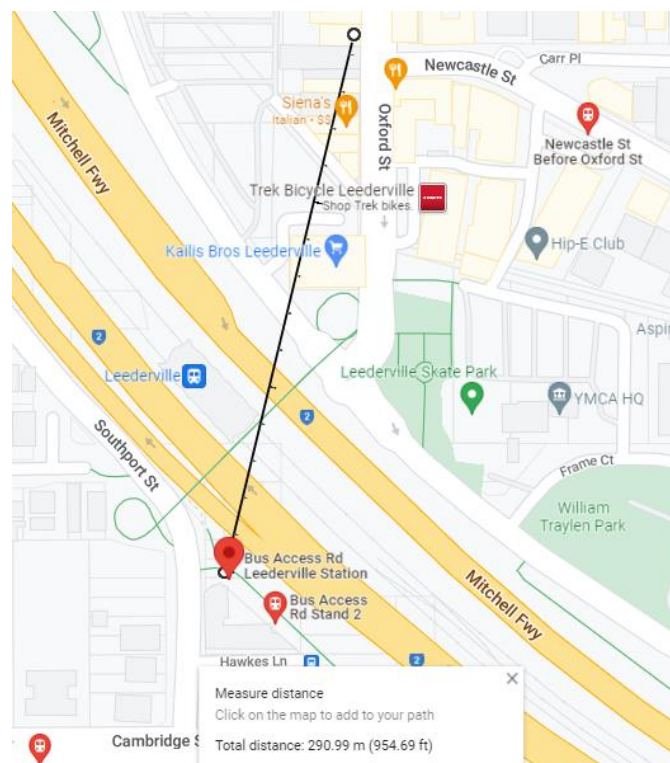
12. Along with the public parking available, there is also private parking amenity in Leederville that patrons can utilise, should they choose to drive to the premises. The closest privately owned parking amenity is located at 301 Vincent Street, and is also open until 12 midnight, making it suitable for patrons of Jagga Daku.

**Public Transport Amenity**

13. Along with the parking amenity available, there are multiple Public Transport options also located in close proximity to the premises. For example, the Joondalup train line stops at the Leederville Train Station, which is located less than 200 meters away as reflected in the map below:



14. Also, the number 15 bus regularly travels up and down Oxford Street, directly past the premises, and terminates at the Glendalough Train Station. This bus service has high frequency, and can be used by some patrons resorting to the premises.
15. Along with the number 15 bus, the Green CAT (Central Area Transit) service terminates on Southport Street, just over the Mitchell Freeway from the top of Oxford Street. This can be taken, and then the Leederville overpass used by pedestrians to access Oxford Street safely. Please find below a map showing the proximity of the Green Cat bus stop in the context of the premises:



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#### Summary

16. The Applicant submits that given the:
- Existing public parking
  - Existing private parking
  - Train station located in close proximity, and
  - Bus routes (including the Green CAT) located in close proximity, the Applicant believes there is sufficient parking for the proposed F & B operation.

Thank you for your time. Should you require further information, please contact our office.

Yours in Hospitality

Mario Sequeira G.C.CorpMgt, F.C.S.I.  
Director  
Hospitality Total Services (Aus) Pty Ltd  
On behalf of Sneh Lata Pty Ltd

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Acoustics & Audio Production  
ABN: 42 797 265 577  
Phone: 0466 660 629  
acoustics.ap@gmail.com  
www.acoustics-ap.com.au

Dated: 6<sup>th</sup> September 2022

## ACOUSTIC REPORT ENVIRONMENTAL NOISE ASSESSMENT

PROPOSED ASIAN STYLE RESTAURANT

'JAGGA DAKU'

UNIT 123, LOT 100 No. 119 – 133A OXFORD STREET  
LEEDERVILLE WA 6007

Acoustic Report  
Unit 123 Lot 100, No. 119-133A Oxford Street, LEEDERVILLE WA 6007  
06<sup>th</sup> September 2022

1

Our Ref: JADA001.2022

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## INTRODUCTION

Acoustics & Audio Production was engaged to provide an acoustic report for the proposed Restaurant located at Unit 123 Lot 100, No. 119-133A Oxford Street, LEEDERVILLE WA 6007. The following acoustic assessment was compiled to determine the potential noise impact the proposed Restaurant will have on the surrounding receivers and to ensure compliance to the Environmental Protection (Noise) Regulations 1997 is achieved at all times during its operation.

This assessment was requested to form part of, and in support of, a planning application to the City of Vincent, in order to ensure that the site complies with both Environmental Protection (Noise) Regulations 1997 allowable assigned outdoor noise level and also fulfils the Australian Standard AS/NZS 2107:2016: 'Acoustics – Recommended sound design levels and reverberation times for building interiors'.

## OBJECTIVES

The objectives of this acoustical report are as follows:

- To ensure compliance to the Environmental Protection (Noise) Regulations 1997 is achieved at all times during its operation;
- To ensure compliance to the City of Vincent's Sound Attenuation Policy 7.5.21;
- To protect the reasonable acoustic privacy of both adjacent business and nearby residents in their dwellings and open private spaces;
- To provide noise goals and noise control recommendations to ensure the Restaurant does not generate unacceptable noise levels which will adversely impact upon the amenity of the surrounding businesses; and
- Provide recommendations in order to achieve the Australian / New Zealand Standard AS/NZS 2107:2016: 'Acoustics – Recommended sound design levels and reverberation times for building interiors – (AS/NZS 2107:2016) requirements.

## SUMMARY

Based on our assessment the calculated noise level emission associated with the proposed Restaurant has been found to be able to comply with the Environmental Protection (Noise) Regulations 1997, with the following recommendations implemented:

- A total maximum of 200 patrons are allowed in the premises at any one time;
- External glazing to achieve a minimum certified  $R_w + C_{tr}$  34 for example 10.38mm toughened safety glass or laminated glass;
- External doors to achieve a minimum certified  $R_w + C_{tr}$  34 for example 10.38mm toughened safety unit including frames, with compressible silicon-based rubber seals to the full perimeter of the door and a drop-down seal to provide an airtight seal when closed;
- Implement the recommendations put forth in the Noise Management Plan outlined on page 13 in this report.

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### PROJECT DESCRIPTION

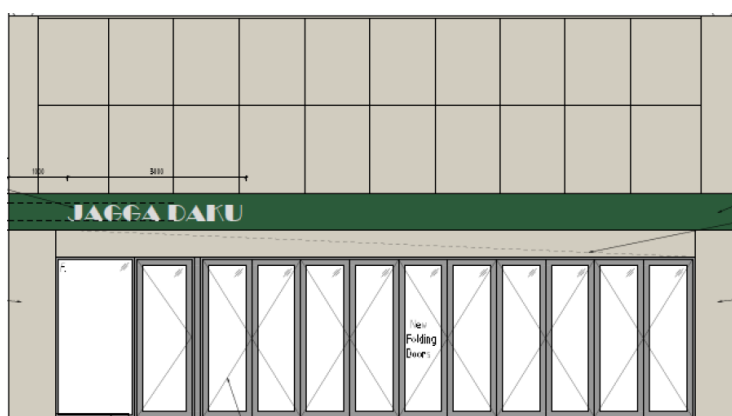
The site in question is identified by the City of Vincent as Zoned within the 'Regional Centre' business district with the nearest residential property situated approximately 165m to the east of the proposed site. The restaurant is intending to provide a fine dine experience for the local residents by offering a wide range of Asian cuisines as well as provide both live and pre-recorded music at the site for both ambiance and entertainment.

During the standard dining hours of the restaurant music (both live and/or pre-recorded) is intended to be at a level that promotes a standard conversational while dining, after the hours of 9pm when the adjacent businesses are closed for trade live music is intended to be utilised on occasion within the site as to not adversely affect the amenity of the business directly adjacent and the surrounding receivers within the vicinity.

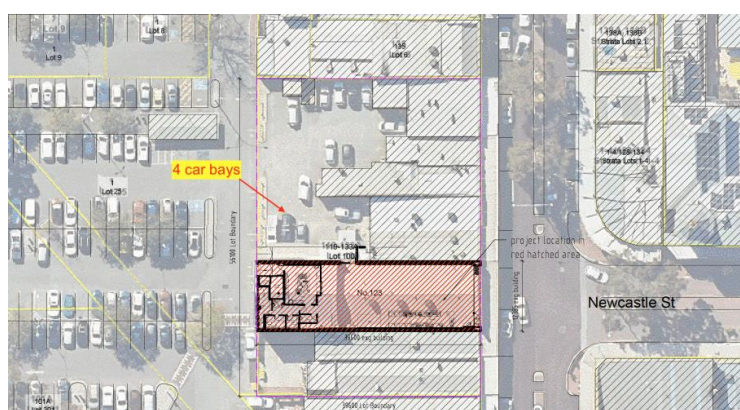
Parking bays for both patrons are provided at 'The Avenue Car Park' located at the rear of the proposed site, 4 parking bays for staff are provided at the rear of the property on the Northern facing side. The planned operating hours of the Restaurant is shown in Table 1 `below.

**Table 1: Intended operating hours of proposed Restaurant**

Days	Time Period
Monday to Sunday	11am to 12am Midnight



**Figure 1.1: Front View of the Proposed Restaurant**



**Figure 1.2: Aerial View of the Proposed Site and Staff Parking Bays**

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### ACOUSTIC ENVIRONMENT

The proposed site and surrounding noise sensitive receivers are identified by the City of Vincent as being situated in the 'Regional Centre' zoning, with the proposed restaurant located at Unit 123 Lot 100, No. 119-133A Oxford Street, LEEDERVILLE WA 6007. The nearest major roads are identified as Vincent Street, located approximately 100 meters to the North and Mitchell Freeway 130m to the West of the proposed site. It is noted that as the site is situated in the town centre all of the surrounding properties are commercial properties. The nearest residential properties have been identified as both 218 Carr Place and 287 Vincent Street which are located to the East and East North East of the proposed site.

### RECEIVERS & NOISE MONITORING PROCEDURES

The nearest receiver locations were identified as the following:

1. (C1) 140 Oxford Street, LEEDERVILLE WA 6007
2. (C2) 125 Oxford Street, LEEDERVILLE WA 6007
3. (C3) 128 Oxford Street, LEEDERVILLE WA 6007;
4. (C4) 749 Newcastle Street, LEEDERVILLE WA 6007;
5. (R1) 214 Carr Place, LEEDERVILLE WA 6007;
6. (R2) 212 Carr Place, LEEDERVILLE WA 6007; and
7. (R3) 287 Vincent Street, LEEDERVILLE WA 6007.

These locations have been chosen as representative of the nearest noise sensitive receivers. Refer to Figure 2 below for the proposed site, noise sensitive receivers and the ambient noise measurement locations.

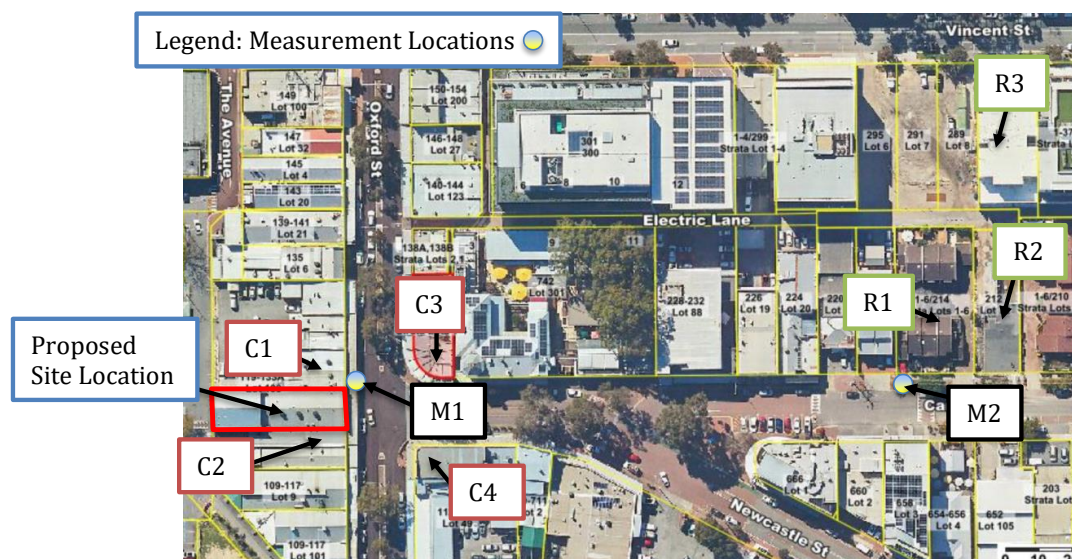


Figure 2: Proposed restaurant, nearest receivers and the ambient noise measurement locations  
(Source: City of Vincent – Intramaps)

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## EQUIPMENT

The following equipment was used to record existing ambient noise levels:

- Cirrus CR171 Type 1 Sound Level Meter
- Cirrus CR515 Acoustic Calibrator

Both the Cirrus Sound Level Meter and Acoustical Calibrator hold current NATA Laboratory Certification and had been field calibrated before and after the noise-monitoring period. No significant drift from the reference signal was recorded. Laboratory certificates may be provided upon request.

## NOISE MONITORING

A Cirrus CR171 Type 1 Sound Level Meter was used at to measure ambient noise levels. The monitor was located in a free field position with the microphone approximately 1.4m above the ground surface level.

The sound level meter was set to record in "A" Weighting, fast response using 15-minute statistical intervals in the following measurement types;  $L_{Aeq}$ ,  $L_{A10}$ ,  $L_{A1}$ ,  $L_{A90}$  and  $L_{Amax}$ . Ambient noise monitoring was conducted generally in accordance with Australian Standard AS1055:1997 Acoustics- Description and measurement of environmental noise.

## EXISTING AMBIENT SOUND LEVELS

Sound Level measurements were conducted on Wednesday 31<sup>st</sup> August 2022 between the hours of 6pm to 7pm and 10pm to 11pm on Friday 2<sup>nd</sup> September in the locations identified in Figure 1 above. The purpose of this is to determine the existing ambient noise environment experienced at the surrounding premises and residual breakout noise from lifestyle uses and entertainment venues such as the surrounding cafes and entertainment venues during their peak trading hours in accordance with the City of Vincent's Sound Attenuation Planning Policy 7.5.21 at times considered typical to the standard operating hours of the proposed restaurant.

**Table 2.1 – Measured Existing Ambient Sound Levels,  $L_{A_{slow}}$  dB(A) – Wednesday 31<sup>st</sup> August 2022**

Location	Measured Sound Levels			
	$L_{Aeq}$	$L_{A10}$	$L_{A1}$	$L_{Amax}$
M1	57.4	59.3	63.4	69.1
M2	54.3	57.1	60.9	68.2

**Table 2.2 – Measured Existing Ambient Sound Levels,  $L_{A_{slow}}$  dB(A) – Friday 2<sup>nd</sup> August 2022**

Location	Measured Sound Levels			
	$L_{Aeq}$	$L_{A10}$	$L_{A1}$	$L_{Amax}$
M1	55.2	60.3	62.4	70.8
M2	56.6	61.2	64.1	67.3



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## METEOROLOGICAL DATA

The following meteorological conditions were present during the onsite monitoring conducted on Wednesday 31<sup>st</sup> August 2022.

*Table 3.1 – Meteorological Conditions*

Parameter	Result
Temperature (°C)	21°C
Wind Speed (m/s)	4.16m/s
Wind Direction	East South East
Humidity (%)	40%

The following meteorological conditions were present during the onsite monitoring conducted on Friday 2<sup>nd</sup> September 2022.

*Table 3.2 – Meteorological Conditions*

Parameter	Result
Temperature (°C)	18°C
Wind Speed (m/s)	7.5m/s
Wind Direction	East
Humidity (%)	49%

## NOISE CRITERIA

The allowable noise levels at the surrounding noise sensitive areas are determined by the Environmental Protection (Noise) Regulations 1997. Regulations 7 & 8 stipulate the allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below. As the site is intending to operate until 12am midnight, our assessment will be based on the assigned outdoor noise levels for both the evening and night-time, which are considered the most stringent noise criteria for the site.

*Table 4.1 – Baseline Assigned Outdoor Noise Level*

Description	Time of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>A(max)</sub>
Noise Sensitive Premises	0700 – 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 – 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 – 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 – 0700 hours Monday to Saturday and 2200 to 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	All hours	60	75	80

Note: L<sub>A10</sub> is the noise level exceeded for 10% of the time.  
L<sub>A1</sub> is the noise level exceeded for 1% of the time.  
L<sub>Amax</sub> is the maximum noise level.  
IF is the influencing factor.

*Table 4.2 – Influencing Factor Calculation*

Description	450m Radius	100m Radius	Influencing Factors
Commercial	36%	58%	4.5dB
Industrial	0%	0%	0dB
Major Roads	Yes – Mitchell Freeway	Yes – Vincent Street	8dB
Secondary Roads	Nil	Nil	
Sports Venues	Nil	Yes – Leederville Oval	2dB
Total Influencing Factor = 14.5dB			

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Based on the information in Table 4.2, an influencing factor of 14.5 is applied to the base line assigned noise levels for all of the nearest noise sensitive receivers identified, with the applicable assigned outdoor noise levels identified in Table 4.3 below.

*Table 4.3 – Applicable Assigned Outdoor Noise Level*

Description	Time of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>A(max)</sub>
Noise Sensitive Premises	0700 – 1900 hours Monday to Saturday	59.5	69.5	79.5
	0900 – 1900 hours Sunday and Public Holidays	54.5	64.5	79.5
	1900 – 2200 hours all days	54.5	64.5	69.5
	2200 – 0700 hours Monday to Saturday and 2200 to 0900 hours Sunday and Public Holidays	49.5	59.5	69.5
Commercial Premises	All hours	60	75	80

### CALCULATED NOISE LEVELS

Calculations have been made to determine the sound levels expected to be received by the nearest noise sensitive premises, associated with the proposed Restaurants' operations. These calculations are based on both the sound power levels provided in Table 5 below, post the recommendations within this report implemented.

The noise types being used within the assessment include: conversational noise, dining noise, live and/or pre-recorded music, and mechanical plant within the proposed restaurant; all occurring simultaneously.

Mechanical Plant (exhaust fans, air conditioning, kitchen fans etc.) associated noise calculations have been based on both the site plans of the proposed restaurant and the typical range of sound power levels for the mechanical plants.

Traffic noise from cars and vans arriving and departing the site have been based on the typical Sound Power Levels of traffic (30 seconds L<sub>Aeq</sub>).

The data used for the calculation of the noise levels expected to be received by the nearest noise sensitive premises from the site under a 'worst case scenario' of a maximum capacity of 200 patrons, have been based on researched Sound Power Levels (L<sub>w</sub>) of each potential noise source. All noise sources, receivers, boundaries and structures have been plotted with acoustical modelling software to provide reliable data, by which this assessment is based.

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## SOUND POWER LEVELS

The effective sound power level ( $L_w$ ) of the various noise sources expected to occur at the site and used in our modelling of a 'worst case scenario' of noise emission are identified in Table 5 below.

**Table 5 – Source Sound Power Levels, dB**

Description	Sound Power levels (dB) at Octave Band Centre Frequencies (Hz)								
	dB(A)	63	125	250	500	1k	2k	4k	8k
Speech – Relaxed Voice	92	75	86	90	92	85	82	79	68
Speech - Raised voice	98	81	92	96	98	91	88	85	74
Dining	89	72	83	86	89	82	79	76	65
A/C Condenser	80	77	75	65	66	75	75	73	70
Cool room condenser 'day-time' mode	81	79	83	82	79	76	71	66	63
Cool room condenser 'night-time' mode	76	74	78	77	74	71	66	61	58
Kitchen Exhaust Fan	85	76	80	75	84	82	77	71	62
Toilet Exhaust Fan, each	70	63	64	70	64	67	63	55	60
Refrigerated Deliveries	102	65	68	88	92	97	97	91	80
Waste Collection	112	115	117	112	107	105	104	103	--
$L_{Aeq, 30 \text{ second}}$ one car passing at approximately 10km/h	84	90	81	81	85	78	73	69	63
$L_{Aeq, 30 \text{ second}}$ car door slam, ignition and drive away	77	89	81	74	72	71	68	66	60
Pre-recorded Music	99	94	93	92	92	87	86	85	85
Live Music	2-piece acoustic duo	99	93	97	101	98	93	85	74
	4 to 5-piece band	99	90	97	96	97	96	88	77

## METHODOLOGY

Computer modelling SoundPlan 8 was used with the algorithms CONCAWE selected to predict the noise emissions. Input data used within the model are:

- Meteorological Information; and
- Topographical Data; and
- Ground Absorption Data; and
- Source Sound Levels.

## METEOROLOGICAL INFORMATION

Meteorological information used in the table below is considered to represent the 'worst case' conditions for sound propagation. With wind speeds greater than those shown, noise levels may be further enhanced; however, it is likely that wind, vegetation and traffic noise will become the dominant noise source at those levels.

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**Table 6 – Meteorological Conditions**

Parameter	Day (0700 -1900)	Night (1900 – 0700)
Temperature (°C)	20	15
Wind Speed (m/s)	4	3
Wind Direction	All	All
Humidity (%)	50	50
Pasquil Stability Factor	E	F

Note: The acoustical modelling software allows for simultaneous modelling of wind in all directions.

### TOPOGRAPHICAL DATA

Topographical data was adapted from Google Earth, site photographs and proposed plans. Existing buildings have also been included as these can provide barrier attenuation when located between a source and receiver.

### GROUND ABSORPTION

Ground absorption varies from a value of 0 to 1, 0 representing an acoustically reflective ground (e.g. water and bitumen) and 1 representing acoustically absorbing surface such as grass. In this case, a ground absorption value of 0.1 is used.

### ASSESSMENT

Table 7 below shows the predicted sound levels expected to be received by the nearest noise sensitive premises, attributable to the standard operations of the proposed restaurant under a 'worst case scenario' of 200 patrons and all potential noise sources occurring simultaneously, including the recommendations provided within this report being implemented.

The predicted levels are based on both the information provided by the applicant and researched acoustical technical information relating to the application. This data has been compiled and used to calculate the level of noise expected to be received at the surrounding noise sensitive premises under a 'worst case scenario' of all potential noise sources occurring simultaneously, with which includes the following:

#### Scenario 1

- a) Maximum number of 200 patrons with 50% conversing simultaneously with 'raised voices';
- b) Mechanical plant equipment;
- c) Dining noise; and
- d) Pre-Recorded / live music within the site at background level, for ambiance.

and

#### Scenario 2

- a) Maximum number of 200 patrons with 50% conversing simultaneously with 'raised voices';
- b) Mechanical plant equipment;
- c) Pre-Recorded / live music at the site routed through the noise limiter (as stipulated in the 'Noise Management Plan' – see page 12 below)

Predicted sound levels once refurbishment and recommendations within this report are implemented have been assessed against the relevant assigned outdoor noise levels; in accordance with the Environmental Protection (Noise) Regulations 1997, with the results shown in Table 7 below.

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The assessment reviews the buildings layout drawings, existing ambient noise levels currently experienced at the receivers identified, with the predicted noise emissions from the restaurant's standard operations under the 'worst-case scenario' for noise emissions at the site. Our modelling of a 'worst-case scenario' has been modelled with the site under maximum capacity of 200 patrons with 50% talking, mechanical plant, dining noise and live or pre-recorded music all occurring simultaneously on the assumption that the acoustic recommendations put forth within this acoustic report implemented during its operations. We have used the evening and night-time allowable outdoor level criterion, as these are considered to be the most stringent criteria for the anticipated manner of trade for each scenario; which falls under the 'worst-case scenarios' of noise emissions expected at the proposed site during these time periods.

**Table 7.1 – Assessment of Sound Levels Received at the Nearest Receivers Identified  $L_{A_{slow10}}$  dB(A)**  
**Evening Time Period 1900hrs to 2200hrs**

Scenario 1	Location	Time of Day	Predicted Noise Level, $L_{A10}$ dB(A)	Adjustment for tonality (when music is present)	Assessable Noise Level, $L_{A10}$ dB(A)	Assigned Level, $L_{A10}$ dB(A)	Compliance to Assigned Noise Level dB(A)
'Worst case scenario' i.e. Maximum number of patrons, vehicle access (drop of / pick up / door closure / ignition), mechanical plant and pre-recorded / live background music all occurring simultaneously	C1	All hours	44	N/A	44	60	Yes
	C2		44		44		Yes
	C3		39		39		Yes
	C4		38		38		Yes
	R1	1900 to 2200 hours	28		28	54.5	Yes
	R2	All days	27		27		Yes
	R3		25		25		Yes

**Table 7.2 – Assessment of Sound Levels Received at the Nearest Receivers Identified  $L_{A_{slow10}}$  dB(A)**  
**Night Time Period 2200hrs to 0700hrs Mon to Sat / 0900hrs Sun and Public Holidays**

Scenario 1	Location	Time of Day	Predicted Noise Level, $L_{A10}$ dB(A)	Adjustment for tonality (when music is present)	Assessable Noise Level, $L_{A10}$ dB(A)	Assigned Level, $L_{A10}$ dB(A)	Compliance to Assigned Noise Level dB(A)
'Worst case scenario' i.e. Maximum number of patrons, vehicle access (drop of / pick up / door closure / ignition), mechanical plant and pre-recorded / live music at elevated level (Noise limiter to level stipulated) - all occurring simultaneously	C1	All hours	55	+5	60	60	Yes
	C2		55		60		Yes
	C3		50		55		Yes
	C4		49		54		Yes
	R1	2200 to 0700 hours Monday to Saturday	39		44	49.5	Yes
	R2	and 2200 to 0900 hours Sunday and Public Holidays	38		43		Yes
	R3		36		41		Yes

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As shown in table 7 above, received sound level emissions attributable to the proposed Restaurants' standard operations during the most stringent assessment periods of 1900hrs to 2200hrs and 2200hrs to 0700hrs were found that compliance to the Environmental Protection (Noise) Regulations 1997 assigned outdoor levels is achievable at all of the surrounding noise sensitive receivers provided the recommendations within this report are implemented. As compliance to the EPR is expected to be achieved at the receivers closest to the proposed site, we also expect compliance to be achieved at the receivers further away. It is also noted the commercial properties identified in this report are commonly closed during night time trading hours.

### AS/NZS 2107:2016 'ACOUSTICS - RECOMMENDED DESIGN SOUND LEVELS AND REVERBERATION TIMES FOR BUILDING INTERIORS

Recommended ambient noise levels and reverberation times for internal spaces are given in a number of publications including Table 1 of Australian / New Zealand Standard 2107:2016 'Acoustics - Recommended design sound levels and reverberation times for building interiors'. Unlike the previous version of this Standard, this latest edition recommends a range with lower and upper levels (rather than 'satisfactory' and 'maximum' internal noise levels) for building interiors based on room designation and location of the development relative to external noise sources.

This change has occurred due to the fact that sound levels below 'satisfactory' could be interpreted as desirable, but the opposite may in fact be the case. Levels below those which were listed as 'satisfactory' can lead to inadequate acoustic masking resulting in loss of acoustic isolation and speech privacy. Internal noise levels due to the combined contributions of external noise intrusion and mechanical ventilation plant should not exceed the maximum levels recommended in this Standard. The levels for areas relevant to this development are given in Table 8 below.

**Table 8 – Recommended design sound levels and reverberation times for the proposed site**

Type of occupancy / activity	Design Sound Level Range	Project Design Noise Level
Restaurant	40 to 50	45
Function Area	40 to 45	40
Toilets	45 to 55	45

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## NOISE CONTROL RECOMMENDATIONS

To ensure compliance to the Environmental Protection (Noise) Regulations 1997, the following noise control recommendations are given.

### EXTERNAL DOORS

As per Clause F5.5(b) of the BCA, the entry doors shall achieve a minimum sound reduction of a minimum  $R_w$  34. This can be achieved via 10.38mm toughened safety glass unit including frames, ensuring all external doors must have compressible silicon-based rubber seals to the full perimeter and a drop-down seal and provide an airtight seal when closed as to not compromise the acoustic performance of the system.

### GLAZING

The minimum required sound reduction performance ( $R_w$ ) of the external glazing for the site is shown in Table 9 below. The stated minimum  $R_w$  rating is for the entire glazing suite inclusive of glass and framing. 'Glass only' acoustic ratings must not be used when selecting glazing systems. It is common for the sound reduction of a glazing suite to be 2 to 3 points lower than the glass only values due to the framing, quality of seals, etc. It is critical that the contractor only uses glazing suites that have acoustic laboratory test reports to verify the sound reduction ( $R_w$ ) performance.

**Table 9 – Example glazing systems that will achieve the stated  $R_w$  ratings:**

Glazing	Weighted sound reduction index	Example of external glazing system
Fixed Glazing	$R_w + C_{tr}$ of 34	10.38mm laminated or toughened safety glass

## NOISE MANAGEMENT PLAN

One of the most effective measures that should be implemented in conjunction with the physical noise control measures recommended within this report is the Noise Management Plan (NMP). The NMP should be incorporated within the restaurant's overall management plan.

- Pre-recorded and or live background music during dining hours is recommended to be of low level as to not encourage the raising of voices. It has been found that when background noise is above normal speech levels, it is common that people will speak louder in order to counter the background noise, therefore background music for 'ambience' is to be kept low and at a relaxed level during these times;
- Not permitting more than the acceptable maximum number of 200 patrons to be present on the premises at any given time;
- Adhere to RSA principles with the aim of reducing the likelihood of patrons causing noise and participating in other antisocial activities;

### RSA PRINCIPLES

**Recognize and refuse liquor services to intoxicated patrons.**

**Drunk or disorderly patrons are not allowed on the premises.**

**Do not supply alcohol to anyone under 18.**

**Discourage patrons to take part in activities that may cause harm to themselves or others.**

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- Do not allow violent, quarrelsome or disruptive conduct on or near the premises;
- Loud or 'boisterous' patrons are to be attended to and asked to be mindful of the surrounding residential premises;
- Music will be appropriate for the venue and manner of trade and to be utilised as low-level background music within the main restaurant;
- Both pre-recorded and live music, intended to be played during either the late evening and/or night-time operations, is to be routed through a noise limiter and set to a sound pressure level of 90dB(A) at 1m from the source, to ensure full compliance to the night time assigned outdoor noise criterion is achieved;
- Ensure loudspeakers are installed with appropriate resilient mounts to stop vibration or resonances being transmitted to the building structure;
- The applicant is to ensure that all reasonable and practical measures are taken in order to minimize the overall sound level and low frequency noise received at the noise effective premises;
- Maintain a compliant register and train staff in the use of handling complaints;
- Staff closing procedures are to be designed in order to minimize the risk of noise disturbance being caused to the surrounding noise sensitive receivers;
- To prevent disturbance of amenity in the area, deliveries are to occur between 7am and 7pm Monday to Saturday only;
- Appropriate signage requesting patrons be mindful of the neighbourhood in leaving the premises and area quietly;
- Adequate lighting in external areas to discourage loitering when patrons leave the premises;
- Incorporate a zero-tolerance policy for rowdy and aggressive behaviour;
- A complaints file is to be available to all staff to record any complaints received in person or by any other means. This insures complaints can be addressed at the time and ensures the applicant can review any complaints over time to identify problems and address issues;
- Glass should only be emptied into the outside bins during the hours of 7am to 7pm (9am to 7pm Sunday and Public Holidays);
- All doors and windows should be closed during operation.

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### STAFF TRAINING

In addition to the 'Provide Responsible Service of Alcohol' requirements, all staff members are to be trained using an in-house Policy and Procedure manual that sources units of competency from relevant training packages. For example:

- Manage conflict;
- Interact with customers;
- Manage incidents;
- Managing unacceptable behaviour; and
- Monitor individual and/or crowd behaviour.

Staff members are also to be trained in the areas of:

- Risk identification;
- Risk control procedures;
- Warning signs;
- Appropriate responses;
- Interpersonal/diffusing aggression skills;
- Recognizing signs of potential trouble; and
- How to deal with bad behaviour.

### PATRONS

In order to minimise antisocial behaviour including excessive noise, the following is proposed:

- Create and maintain a high-quality premise in all respects, both physically and operationally as studies conducted have indicated that poorly lit, badly maintained premises have a greater likelihood of violence, trouble and antisocial behaviour;
- Provide more than ample seating for patrons;
- Background music is to be at low levels for ambience and to not promote the raising of voices;
- Provide a very clear training program for staff on all appropriate matters including responsible service of liquor; and
- Create a warm, relaxed and inviting atmosphere to minimise the risk of antisocial behaviour.

### DELIVERY AND SERVICE VEHICLES

Given the nature of the development and the surrounding receivers, it will be necessary to restrict deliveries to between the hours of 7 am to 7 pm, Monday to Saturday. Furthermore, signage shall be installed to instruct drivers to switch off their vehicles whilst unloading to mitigate engine idling noise. If deliveries are limited to the aforementioned hours, then the following 'Assigned Levels' apply under the Environmental Protection (Noise) Regulations 1997. The  $L_{A1}$  Assigned Levels are applicable given that the noise associated with delivery vehicles will be present for less than 10% of the time:

Noise modelling of delivery vehicles was undertaken using the SoundPLAN software. The results of our modelling indicate that the noise transmission to the nearest noise sensitive receivers falls below the assigned outdoor noise level of 54.6 dB(A), complying with the Environmental Protection (Noise) Regulations 1997 during the day period of 7am to 7pm Monday to Saturday.

Acoustic Report  
Unit 123 Lot 100, No. 119-133A Oxford Street, LEEDERVILLE WA 6007  
06<sup>th</sup> September 2022

15

Our Ref: JADA001.2022

CITY OF VINCENT  
RECEIVED  
20 September 2022

### WASTE COLLECTION VEHICLES

Regulation 14A of the Environmental Protection (Noise) Regulations 1997 addresses the noise emissions associated with waste collection. Fundamentally, waste collection activities are exempt from complying with the 'Assigned Levels', provided the collection only occurs between the hours of 7 am and 7 pm Monday to Saturday.

### CONCLUSION

With the recommendations described in this report implemented, and under a 'worst-case scenario' of potential noise emissions expected from the site, we believe that compliance to the Environmental Protection (Noise) Regulations 1997 is achievable during all hours of operation.

I trust the above meets your requirements on the matter. Should you have any queries do not hesitate to contact our office.

Regards,



Ian Burman

A.A.A.S

ACOUSTICS & AUDIO PRODUCTION

**Determination Advice Notes:**

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
2. If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
3. The development will be classified as a 'Public Building' and must comply with the *Health (Public Buildings) Regulations 1992*. An application is to be made to the City's Health Services for the assessment of the public building and maximum accommodation numbers prior to occupation of the premises. Please contact Health Services on (08) 9273 6000 upon receipt of this approval to discuss the requirements further with an Environmental Health Officer.
4. The food business must comply with the *Food Act 2008*, *Food Regulations 2009* and the Australia New Zealand Food Standards Code. The applicant must register with the City's Health Services prior to operation of the food business. Please contact Health Services on 9273 6000 to discuss the requirements further with an Environmental Health Officer.
5. If the applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.
6. With reference to Condition 3.1, it is recommended that you liaise with the City to discuss the amended Venue Management Plan prior to the lodgement of a Building Permit. The amended Venue Management Plan shall include the following:
  - Noise control measures and management procedures of pre-recorded and live amplified music;
  - Patron management and anti-social behaviour;
  - Community relations and complaint management procedure
  - Set-up and pack-down of furniture;
  - Deliveries;
  - Post-service waste disposal; and
  - Staff training.
7. With reference to Condition 2.3, the hours in which the sale, supply and consumption of alcohol may be undertaken are restricted by the *Liquor Control Act 1988*.

9.2	NO. 192 (LOT: 601, D/P: 65807) STIRLING STREET, PERTH - PROPOSED FEE PAYING CAR PARK (RETROSPECTIVE APPROVAL) (AMENDMENT TO APPROVED)
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Ward: South

- Attachments:
1. Consultation and Location Map [↓](#) 
  2. Minutes of 8 May 2012 Ordinary Council Meeting - Item 9.1.2 [↓](#) 
  3. Previous Development Approval [↓](#) 
  4. Approved Management Plan [↓](#) 

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Proposed Fee Paying Car Park (Retrospective Approval) (Amendment to Approved) at No. 192 (Lot: 601; D/P: 65807) Stirling Street, Perth, subject to the following condition:

1. All conditions, requirements, advice notes and plans detailed on the development approval 5.2012.54.1 granted on 8 May 2012 continue to apply to this approval except as follows:

- 1.1 Condition 3 is modified to read as follows:

- “3. Land Use

- This approval is for Car Park as defined in the City of Vincent Local Planning Scheme No. 2. The use of the land for any other land use may require further development approval subject to the requirements of Local Planning Scheme No. 2.”*

- 1.2 Condition 3.1 is removed;

- 1.3 The Advice Note is removed; and

- 1.4 Condition 3.2 is removed and added as Advice Note 1:

- “Advice Notes:

1. *The City of Vincent will not become involved in any enforcement action relating to the use of the land as a private parking facility.”.*

**PURPOSE OF REPORT:**

To consider an application to amend a development approval to retrospectively remove a condition of approval at No. 192 Stirling Street, Perth (subject site).

**PROPOSAL:**

The application proposes to remove a condition of the development approval. The condition relates to operating as a fee paying car park for a five year period, after which time the car park would need to revert back to operating as a non-fee paying car park. This proposal would permit the car park to continue to operate as a fee paying car park in perpetuity.

The subject site is located at No. 192 Stirling Street, Perth, as shown on the location plan included as **Attachment 1**.

This site has operated as a non-fee paying car park between approximately 1999 and mid-2011. It has operated as a fee paying car park since approximately mid-2011 to present.

At its Ordinary Meeting on 8 May 2012, Council granted development approval retrospectively for the fee paying car park to continue to operate for a five year period.

A copy of the development approval is included as **Attachment 2**. The approved development plans are included as **Attachment 3**.

This application does not propose any changes to the previously approved development plans.

Details of the proposed amendment to a condition of the development approval are set out below.

#### Fee Paying Car Park

In accordance with Condition 3.1 of the development approval, the term of approval was limited to five years for the fee paying aspect of the car park land use. Condition 3.1 is as follows:

- 3.1. *The approval for the fee paying car park is valid for a period of five (5) years only, following which, the use shall revert back to a non-fee paying car park or further approval to continue the fee paying parking sought from the Council.*

The approval for the fee paying aspect of the car park use lapsed on 8 May 2017 and the car park has operated as a fee paying car park since this time. This is unauthorised as it is inconsistent with this condition of approval.

In accordance with Condition 3.1, the subject site is currently approved for use as a car park. Condition 3.1 time limits the period that the car park could be fee paying and did not time limit the use of the subject site as a car park.

The subject application seeks to delete Condition 3.1 which would remove the time limit restriction for the fee paying aspect of the car park. This would mean that the development approval would not restrict the car park land use from being operated as fee paying.

#### **BACKGROUND:**

<b>Landowner:</b>	Scope Property Group Pty Ltd
<b>Applicant:</b>	MGA Town Planners
<b>Date of Application:</b>	15 September 2022
<b>Zoning:</b>	MRS: Urban LPS2: Zone: Mixed Use R Code: R80
<b>Built Form Area:</b>	Mixed Use Area
<b>Existing Land Use:</b>	Car Park
<b>Proposed Use Class:</b>	Car Park
<b>Lot Area:</b>	1221m <sup>2</sup>
<b>Right of Way (ROW):</b>	No
<b>Heritage List:</b>	No

#### Site Context and Zoning

The subject site is bound by Stirling Street to the north-west, Edward Street to the north-east and commercial development to the south-west and south-east.

The subject site and all adjoining properties are zoned Mixed Use R80 under the City's Local Planning Scheme No. 2 (LPS2).

The subject site and all adjoining properties are within the Mixed Use Built Form Area and have a building height standard of four storeys under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

The surrounding context is predominantly commercial development with some medium rise residential development.

#### Existing Development

The subject site currently accommodates 44 car bays, landscaped areas and visually permeable fencing to both street frontages and advertising signage facing Stirling Street.

The car parking bays are currently leased out for a fee to nearby businesses and workers on an all-day, monthly basis. The leased bays are available to the lessees on a 24/7 basis. The car park is operated by the landowner, Scope Property Group.

The fee paying car park has been operating in accordance with an approved Management Plan, as included in **Attachment 4**. This Management Plan was required in accordance with Condition 4 of the development approval.

The Management Plan details the full operation of the fee paying car park, control of unauthorised parking, access control to the car park so that the general public cannot access the site, and cleaning of the car park.

#### Site History

The subject site has historically been used as a car park as summarised below.

Date	Comment
9 March 1998	<p>Council at its Ordinary Meeting resolved to approve demolition of an existing building and the construction of a two storey shop/office/warehouse at No. 190 Stirling Street, with car parking for the development located at the subject site.</p> <p>Nos. 190 and 192 Stirling Street formed part of one lot at this time.</p>
21 October 2008	<p>Council at its Ordinary Meeting conditionally approved a four storey mixed use development comprising 16 multiple dwellings, four offices and basement car parking at the subject site. The application included alterations and additions to existing shop/office/warehouse at No. 190 Stirling Street. Nos. 190 and 192 Stirling Street still formed part of one lot and the development was considered in a single application.</p> <p>The approval was issued with the plans showing a staged approach. Stage One of the works comprising alterations and additions to the existing shop/office/warehouse development on No. 190 Stirling Street, and Stage Two involving the construction of the four storey mixed use development on the subject site.</p> <p>A building licence was approved by the City for Stage One and the works were undertaken and completed.</p> <p>The construction of Stage Two for the mixed use portion of the development at the subject site did not proceed due to the onset of the Global Financial Crisis.</p>
7 September 2009	<p>The Western Australian Planning Commission issued conditional approval for freehold (green title) subdivision to create the existing lots.</p> <p>The subdivision application was lodged to enable separate strata subdivision of the existing shop/office/warehouse development associated with Stage One, as well as to facilitate the delivery of Stage Two.</p> <p>Clearance for the conditions of the subdivision approval was lodged in February 2010 and the lots subsequently created.</p> <p>The subdivision resulted in No. 190 Stirling Street and the subject site (No. 192 Stirling Street) being separate and standalone lots.</p> <p>No. 192 Stirling Street was created as a lot through this subdivision with a car park existing on-site.</p>
24 November 2011	<p>Following an inspection on 15 November 2011, the City confirmed that the subject site was being used as a car park with associated signage.</p>

Date	Comment
	A letter was sent by the City to the landowners notifying them that no approval had been issued for a car park or the signage and that both were considered to be unauthorised.
8 May 2012	<p>The applicant lodged a development application to seek approval for the fee paying car park on 14 February 2012.</p> <p>At its Ordinary Meeting on 8 May 2012, Council resolved to approve retrospectively a development application for a fee paying car park at the subject site and subject to conditions. A copy of the minutes for this item from the meeting is included as <b>Attachment 2</b>.</p> <p>Car park was defined under (then) Town Planning Scheme No. 1 (TPS1) that was in effect in 2012 as:</p> <p><i>"Car park" means any land or buildings used primarily for parking vehicles whether open to the public or not but does not include any part of a public road used for parking or for a taxi rank, or any land or buildings in which cars are displayed for sale, and does not include car parking areas provided in compliance with development approvals.</i></p> <p>Details of this development approval is discussed in greater detail below.</p>
18 September 2012	Administration issued an approval under delegated authority for a signage addition (existing unauthorised development) to the car park.

#### The Subject Site's Relationship with No. 190 Stirling Street

As detailed above, the subject site originally provided car parking for workers at the development located on No. 190 Stirling Street when both sites formed one lot.

The subdivision approval issued in 2009 and the subsequent creation of two separate green title lots at Nos. 190 and 192 Stirling Street means that there is no reliance on the car park at the subject site to meet the parking requirements for the development at No. 190 Stirling Street.

The subject site includes an easement and a right of carriageway along the eastern portion of the site. This provides the adjoining sites at Nos. 180 and 190 Stirling Street with vehicle access to Edward Street, noting that the subject site also has legal vehicle access to Parry Street.

#### Background on Approval and Previous Parking Policy

The applicant proposed for a fee paying car park to be permanently approved as part of its 2012 development application.

The City's parking policy in place at the time of the previous approval (Policy No. 3.7.1 Parking and Access) contained a provision (Clause 17 or 'Law 17') specifying that the City does not support the use of vacant land or buildings for parking purposes unless it was for occasional parking.

Administration considered the use of the subject site as a car park to be acceptable in accordance with the planning framework. Administration did not support the proposal for the fee paying aspect of the car park to be approved in perpetuity and considered it appropriate to apply a time limited condition to allow the fee paying element of the car park for five years only. Administration recommended a condition that set out that after the five year period, the car park would need to revert back to a non-fee paying car park unless further development approval was sought.

Council resolved to time limit the fee paying aspect of the car park for five years until 8 May 2017 consistent with Administration's recommendation. The following advice note to the approval was also included by Council:

*'As the use is not compliant with Law 17 of Policy No. 3.7.1 relating to Parking and Access, the City strongly encourages the Applicant to consider redevelopment options for alternative uses prior to the conclusion of the five (5) year approval.'*

Administration does not have record of any discussions with proponents on potential redevelopment of the site following the 2012 approval.

Since the time of the approval, Policy No. 3.7.1 – Parking and Access has been amended and is now the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Non-Residential Development Parking Policy).

The Non-Residential Development Parking Policy does not contain any provisions relating to or restricting the use of vacant land for vehicle parking.

During assessment of the subject application, Administration identified that the landowners have not maintained the landscaping on site in accordance with the approved landscaping plan as required by Condition 5 of the approval. This matter has been referred to the City's Compliance Services team to investigate and action to ensure compliance with the terms of the approval. This is a matter separate to the consideration of this development application.

## DETAILS:

### Summary Assessment

The existing land use of car park has been approved and is not proposed to change as part of this application. It is not subject to assessment against the Mixed Use zone objectives under LPS2.

The provisions of the Built Form Policy are not applicable to the proposal. This is because there are no modifications proposed to the previously approved plans and there is no built form development proposed.

An assessment of the proposed fee paying aspect of the car park against relevant matters is discussed in the Comments section of this report.

## CONSULTATION/ADVERTISING:

Community consultation was undertaken for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) from 16 November to 29 November 2022. The method of consultation included a notice on the City's website and 11 letters being mailed to owners and occupiers of all adjoining and adjacent properties to the subject site, in accordance with the City's Community and Stakeholder Engagement Policy.

No submissions were received at the conclusion of the consultation period.

### Design Review Panel (DRP):

Referred to DRP: No

The application was not referred to the City's Design Review Panel. This is because no modifications are proposed to the previously approved plans and no built form development is proposed.

## LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2; and
- Community and Stakeholder Engagement Policy.

### Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the Regulations and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

### Planning and Development (Local Planning Schemes) Regulations 2015



This application has been lodged in accordance with Clause 77(1) and (2) in Schedule 2, Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This permits an owner to make an application to amend an aspect of the development approved after the period within which the development must be substantially commenced.

**Delegation to Determine Applications:**

This matter is being referred to Council in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because delegation does not extend to the amendment of applications previously approved by Council that would change the impact of a condition imposed.

The proposal seeks to remove Condition 3.1 of a previous approval issued by Council, which would impact the term of the fee paying aspect of the car park that was the subject of the approval.

**RISK MANAGEMENT IMPLICATIONS:**

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a development application.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

The Environmentally Sustainable Design Provisions of the City's Built Form Policy, which is informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024 are not applicable to this proposal. This is because the application does not propose any built form development on site and so there is no assessment required against the Policy provisions.

**PUBLIC HEALTH IMPLICATIONS:**

This report has no implication on the priority health outcomes of the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no finance or budget implications from this report.

**COMMENTS:**Summary Assessment

In assessing the application, it is recommended for approval. The following key comments are of relevance:

- The use of the site as a car park has been approved by Council. The approved development plans are also not proposed to be modified. The extent of Council's consideration for this application is whether it is acceptable for the approved car park to be fee paying.
- The imposition of the previous time limited condition for the fee paying aspect of the car park was supported by an advice note in Council's decision. This advice note referred to non-compliance with a provision in the City's (then) parking policy. This provision (Clause 17) of Council's policy stated: *'Town of Vincent does not support the use of vacant land or buildings for parking purposes unless occasional parking, as outlined in Clause 16) above, has been approved.'* This clause of the policy has since been deleted.
- There are no requirements under the City's Local Planning Scheme or local planning policies precluding a car park land use from being a fee paying car park.
- The site has operated as a fee paying car park without issue and without detrimentally impacting the amenity of the surrounding area, and has demonstrated it is compatible with its locality.

Acceptability of Proposal

The car park land use for the site is not subject to Council's discretion in determining this application. This is because the 2012 development approval sets out for the site to operate as a car park that is fee paying for five years and a car park that is non-fee paying after the five year period.

The car park land use for the site has been approved and the site's ongoing use remains consistent with the definition of a car park.

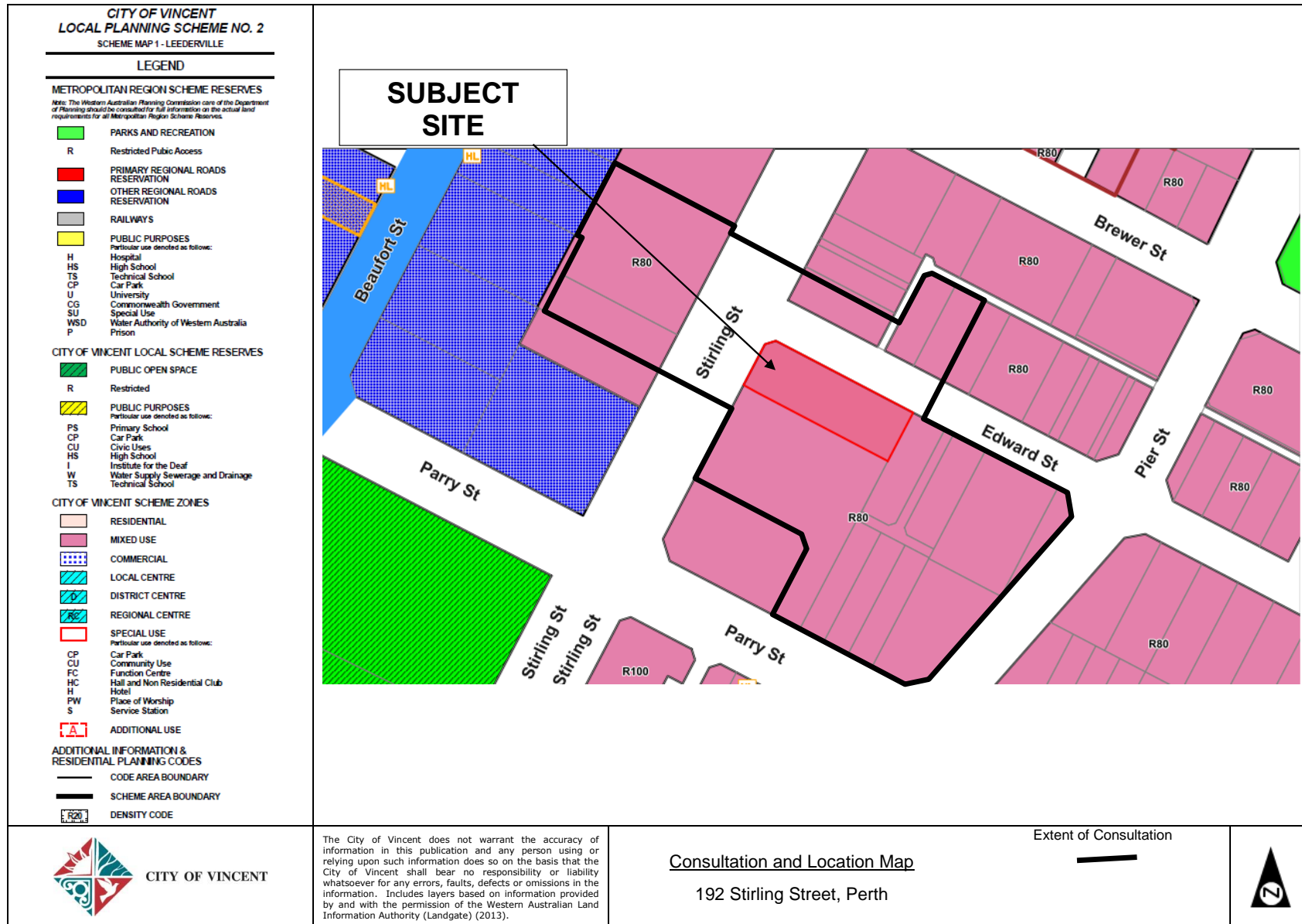
There are no changes proposed to the previously approved development plans or new built form proposed. This means that components of the car park site such as landscaping have already been approved, do not form part of this application and are not subject to Council's consideration.

Council is required to only consider the acceptability of removing Condition 3.1 of the previous approval in respect to the fee paying aspect of the car park.

The removal of Condition 3.1 is supported by Administration for the following reasons:


- **Applicable Planning Framework:** The City's LPS2 and local planning policies including the Non-Residential Development Parking Policy do not provide standards or requirements that relate to the fee paying aspect of the car park land use. The definition of the car park land use under LPS2 also does not make reference to being fee paying or non-fee paying. LPS2 defines a car park as:  
*'Car Park: means premises used primarily for parking vehicles whether open to the public or not but does not include –*  
*(a) any part of a public road used for parking or for a taxi rank; or*  
*(b) any premises in which cars are displayed for sale'*  
This means that the current planning framework does not seek to control or restrict the fee paying aspect of the car park land use and it does not preclude a car park from charging a fee;
- **Approved Use and Zoning:** The subject site has operated for car parking purposes since 1998. The land use was previously considered against the relevant planning framework and objectives of the zone, considered acceptable and approved. The objectives of the Mixed Use zone in which the subject site is located are generally consistent between TPS1 and LPS2; and
- **Management of Car Park and Amenity:** The car park has been managed in accordance with the approved Management Plan (included as **Attachment 3**) since the development approval in 2012. The applicant has demonstrated that the car park has been well managed, with no complaints being received since its operation as a non-fee paying car park in 1999 as well as a fee paying car park from approximately mid-2011. This demonstrates that the site is capable of operating as a fee paying car park without adversely impacting the amenity of nearby properties and would continue to be compatible with its setting.

Administration recommends that Condition 3.2 of the approval be removed and imposed as an advice note. This is because its purpose is to advise the car park operator that it is not the City's responsibility to require compliance with the terms of use of the car park or to take action in respect to any breach of the car park's parking restrictions. The car park is a privately owned and managed facility, and so this is the operator's responsibility.



SUBJECT  
SITE






CITY OF VINCENT

The City of Vincent does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the City of Vincent shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Includes layers based on information provided by and with the permission of the Western Australian Land Information Authority (Landgate) (2013).

192 Stirling Street, Perth



ORDINARY MEETING OF COUNCIL  
8 MAY 2012

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**9.1.2 No. 192 (Lot 601; D/P: 65807) Stirling Street, corner of Edward Street, Perth – Proposed Fee Paying Car Park (Retrospective Approval)**

<b>Ward:</b>	South	<b>Date:</b>	24 April 2012
<b>Precinct:</b>	Beaufort Precinct; P 13	<b>File Ref:</b>	PRO5670; 5.2012.54.1
<b>Attachments:</b>	<a href="#">001</a> – Property Information Report and Development Application Plans <a href="#">002</a> – Applicant's submission		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Narroo, Senior Planning Officer (Statutory)		
<b>Responsible Officer:</b>	C Eldridge, Director Planning Services		

**OFFICER RECOMMENDATION:**

That the Council,

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application submitted by MGA Town Planners on behalf of the owner, Scope Property Group Pty Ltd for Proposed Fee Paying Car Park (Retrospective Approval) at No. 192 (Lot 601; D/P: 665807) Stirling Street, corner of Edward Street, Perth, and as shown on plans stamp dated 15 February 2012 and amended plans stamp dated 23 April 2012, subject to the following conditions:

1. **Building**

Any new street wall, fence and gate within the Stirling Street and Edward Street setback areas, including along the side boundaries within these street setback areas, shall comply with the City's Policy provisions relating to Street Walls and Fences;

2. **Signage**

2.1 All signage that does not comply with the City's Policy No. 3.5.2 relating to Signs and Advertising shall be subject to a separate Planning Application, and all signage shall be subject to a separate Sign Licence application being submitted and approved prior to the erection of the signage;

2.2 The signage shall not have flashing or intermittent lighting;

2.3 All signage shall be subject to a separate Sign Licence application being submitted to and approved by the City prior to the erection of the signage; and

2.4 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site;

3. **Paid Parking**

3.1 The approval for the fee paying car park is valid for a period of five (5) years only, following which, the use shall revert back to a non-fee paying car park or further approval to continue the fee paying parking sought from the Council; and

3.2 The City of Vincent will not become involved in any enforcement action relating to the use of the land as a private parking facility;

MINUTES OF MEETING HELD ON 8 MAY 2012 TO BE CONFIRMED ON 22 MAY 2012



ORDINARY MEETING OF COUNCIL  
8 MAY 2012

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4. **Management Plan**

Within twenty-eight (28) days from the date of planning approval, a Car Parking Management Plan shall be submitted and approved by the City. The Car Parking Management Plan shall detail the full operation of the fee paying car park, control of unauthorised parking, access control to the car park so that the general public cannot access the site and cleaning of the car park;

5. **Landscaping and Reticulation Plan**

Within twenty-eight (28) days from the date of planning approval, a detailed landscape and reticulation plan for the development site and adjoining road verges shall be submitted to the City's Parks and Property Services for assessment and approval.

For the purpose of this condition, a detailed landscape and irrigation plan shall be drawn to a scale of 1:100 and show the following:

- 5.1 the location and type of existing and proposed trees and plants;
- 5.2 all vegetation including lawns;
- 5.3 areas to be irrigated or reticulated; and
- 5.3 proposed watering system to ensure the establishment of species and their survival during the hot and dry months;
- 5.3 planting of low growing native species/shrubs that would not exceed a height of 0.5 metre within the landscaping beds along the Stirling and Edward Street frontages.

The Council encourages landscaping methods and species selection which do not rely on reticulation.

All such works shall be undertaken and completed within twenty-eight (28) days from the date of the approval of the landscaping plan, and maintained thereafter by the owner(s)/occupier(s); and

6. **Redundant Crossover**

Within twenty-eight (28) days from the date of planning approval, the redundant or 'blind' crossover shall be removed and the verge and kerb made good to the satisfaction of the City's Technical Services.

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**Moved Cr Maier, Seconded Cr Buckels**

That the recommendation be adopted.

Debate ensued.

AMENDMENT NO 1

**Moved Cr Maier, Seconded Cr McGrath**

That clause 5.1 be amended to read as follows:

- "5.1 the location and type of existing and proposed trees and plants including a new garden bed of a minimum 0.6 metres width along the southern edge of the car park and the provision of one (1) shade tree for every four (4) car parking bays;"

Debate ensued.

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MINUTES OF MEETING HELD ON 8 MAY 2012 TO BE CONFIRMED ON 22 MAY 2012

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Cr Carey departed the Chamber at 6.40pm.

Debate ensued.

Cr Carey returned to the Chamber at 6.41pm.

Debate ensued.

**AMENDMENT NO 1 PUT AND CARRIED UNANIMOUSLY (8-0)**

(Cr Wilcox was an apology for the Meeting.)

Debate ensued.

**AMENDMENT NO 2**

**Moved** Cr Topelberg, **Seconded** Cr Pintabona

That an Advice Note be inserted as follows:

“ADVICE NOTE:

As the use is not compliant with Law 17 of Policy No. 3.7.1 relating to Parking and Access, the City strongly encourages the Applicant to consider redevelopment options for alternative uses prior to the conclusion of the five (5) year approval.”

**AMENDMENT NO 2 PUT AND CARRIED UNANIMOUSLY (8-0)**

(Cr Wilcox was an apology for the Meeting.)

Debate ensued.

**MOTION AS AMENDED PUT AND CARRIED UNANIMOUSLY (8-0)**

(Cr Wilcox was an apology for the Meeting.)

**COUNCIL DECISION ITEM 9.1.2**

That the Council,

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application submitted by MGA Town Planners on behalf of the owner, Scope Property Group Pty Ltd for Proposed Fee Paying Car Park (Retrospective Approval) at No. 192 (Lot 601; D/P: 665807) Stirling Street, corner of Edward Street, Perth, and as shown on plans stamp dated 15 February 2012 and amended plans stamp dated 23 April 2012, subject to the following conditions:

1. **Building**

Any new street wall, fence and gate within the Stirling Street and Edward Street setback areas, including along the side boundaries within these street setback areas, shall comply with the City's Policy provisions relating to Street Walls and Fences;

2. **Signage**

2.1 All signage that does not comply with the City's Policy No. 3.5.2 relating to Signs and Advertising shall be subject to a separate Planning Application, and all signage shall be subject to a separate Sign Licence application being submitted and approved prior to the erection of the signage;

2.2 The signage shall not have flashing or intermittent lighting;

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MINUTES OF MEETING HELD ON 8 MAY 2012 TO BE CONFIRMED ON 22 MAY 2012

ORDINARY MEETING OF COUNCIL  
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- 2.3 All signage shall be subject to a separate Sign Licence application being submitted to and approved by the City prior to the erection of the signage; and
- 2.4 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site;
3. **Paid Parking**
- 3.1 The approval for the fee paying car park is valid for a period of five (5) years only, following which, the use shall revert back to a non-fee paying car park or further approval to continue the fee paying parking sought from the Council; and
- 3.2 The City of Vincent will not become involved in any enforcement action relating to the use of the land as a private parking facility;
4. **Management Plan**
- Within twenty-eight (28) days from the date of planning approval, a Car Parking Management Plan shall be submitted and approved by the City. The Car Parking Management Plan shall detail the full operation of the fee paying car park, control of unauthorised parking, access control to the car park so that the general public cannot access the site and cleaning of the car park;
5. **Landscaping and Reticulation Plan**
- Within twenty-eight (28) days from the date of planning approval, a detailed landscape and reticulation plan for the development site and adjoining road verges shall be submitted to the City's Parks and Property Services for assessment and approval.
- For the purpose of this condition, a detailed landscape and irrigation plan shall be drawn to a scale of 1:100 and show the following:
- 5.1 the location and type of existing and proposed trees and plants including a new garden bed of a minimum 0.6 metres width along the southern edge of the car park and the provision of one (1) shade tree for every four (4) car parking bays;
- 5.2 all vegetation including lawns;
- 5.3 areas to be irrigated or reticulated;
- 5.4 proposed watering system to ensure the establishment of species and their survival during the hot and dry months; and
- 5.5 planting of low growing native species/shrubs that would not exceed a height of 0.5 metre within the landscaping beds along the Stirling and Edward Street frontages;
- The Council encourages landscaping methods and species selection which do not rely on reticulation.
- All such works shall be undertaken and completed within twenty-eight (28) days from the date of the approval of the landscaping plan, and maintained thereafter by the owner(s)/occupier(s); and
6. **Redundant Crossover**
- Within twenty-eight (28) days from the date of planning approval, the redundant or 'blind' crossover shall be removed and the verge and kerb made good to the satisfaction of the City's Technical Services.

**ADVICE NOTE:**

As the use is not compliant with Law 17 of Policy No. 3.7.1 relating to Parking and Access, the City strongly encourages the Applicant to consider redevelopment options for alternative uses prior to the conclusion of the five (5) year approval.

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#### PURPOSE OF REPORT:

This proposal requires referral to the Council for determination given that the proposal relates to an "SA" use in a Residential/Commercial zone.

#### BACKGROUND:

The subject site is located within the Beaufort Precinct and is currently a car park.

#### History:

Date	Comment
9 March 1998	The Council at its Ordinary Meeting conditionally approved demolition of an existing building and construction of a two-storey shop/office/warehouse with car parking being located at No. 192 Stirling Street. It is noted that No. 190 and 192 Stirling Street previously formed part of one lot.
11 November 1998	The Western Australian Planning Commission issued conditional subdivision approval.
22 April 2008	The Council at its Ordinary Meeting conditionally approved an additional four-storey mixed use development comprising sixteen (16) multiple dwellings, twelve (12) offices and basement car parking to the existing shop/office/warehouse.
21 October 2008	The Council at its Ordinary Meeting conditionally approved an additional four-storey mixed use development comprising sixteen multiple dwellings, four offices and basement car parking, to existing and approved shop/office/warehouse. Due to the Global Financial Crisis, the construction of the mixed-use development did not proceed.

#### DETAILS:

<b>Landowner:</b>	Scope Property Group Pty Ltd
<b>Applicant:</b>	MGA Town Planners
<b>Zoning:</b>	Metropolitan Region Scheme: Urban Town Planning Scheme No. 1 (TPS 1): Residential/Commercial R80
<b>Existing Land Use:</b>	Car Park
<b>Use Class:</b>	Car Park
<b>Use Classification:</b>	"SA"
<b>Lot Area:</b>	1220 square metres
<b>Right of Way:</b>	N/A

The applicant provided the following information:

*"The land has been used as a car park for many years, but, more recently, the number of bays has been increased with the closure of a crossover to Edward Street and the removal of some servicing infrastructure allowing additional bays to be added. Plans attached show "before" and "after" layouts to illustrate the change. The number of parking bays is increased from 32 to 44.*

*The land was the subject of an approval to redevelopment in April 2008, however, this approval was not implemented due to the impacts of the Global Financial Crisis. Continuing weak market conditions have further delayed implementation.*

*Continuing use of the site as a car park has therefore been enhanced by the modifications illustrated. This development results in no diminution of local amenity, representing an interim arrangement until market conditions have further delayed implementation.*

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*Charging for parking allows the landowner to provide for cleaning, including regular mechanical sweeping, to be undertaken in the car park which is regularly and extensively having rubbish deposited in it from the neighbouring properties, in particular, the nightclub directly across the street. Rubbish regularly found in the car park includes smashed beer bottles, half full bottles of alcohol, syringes, drug implements, used and unused condoms, human faeces and excrement.*

*The effective orderly management of the site is made possible through charging for parking.*

*Lighting of the car park is via 3 x 400w flood lights which are on a light sensitive timer this affords users of the car park greater security as well as providing a deterrent to vandals and criminal elements. See the attached lighting specifications, pictures and certification.*

*The majority of the car parks users are from our neighbouring building.*

*We understand that the City of Vincent's Car Parking Strategy does address and acknowledge the use of vacant sites as a means to maintain the streetscape when they would otherwise become rundown.*

*We note the recent approval of paid car parking at 462 Beaufort Street at the council meeting on the 20/12/2011."*

The applicant has confirmed that the car park will be leased on an all day monthly basis and that there will be a payment for the lease. The leased bays will be available to the lessees on a 24 hours/7 days basis.

#### ASSESSMENT:

##### Town Planning Scheme/R Codes/Residential Design Element's Initial Assessment

Design Element	Complies 'Acceptable Development' or TPS Clause	OR	'Performance Criteria' Assessment or TPS Discretionary Clause
Density/Plot Ratio	N/A		N/A
Streetscape	N/A		N/A
Front Fence	N/A		N/A
Front Setback	N/A		N/A
Building Setbacks	N/A		N/A
Building Height	N/A		N/A
Building Storeys	N/A		N/A
Open Space	N/A		N/A
Bicycle Parking	N/A		N/A
Car Parking	N/A		N/A
Privacy	N/A		N/A
Solar Access	N/A		N/A

#### CONSULTATION/ADVERTISING:

Required by Legislation:	No	Required by City of Vincent Policy:	Yes
Consultation Type:	Twenty-one (21) days advertising with sign on site and newspaper advertising.		
Comments Period:	6 March 2012 to 26 March 2012.		
Comments Received:	No submissions were received.		

Summary of Comments Received:	Officers Technical Comment:
N/A	N/A

Note: Submissions are considered and assessed by issue rather than by individual submitter for clarity.

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#### LEGAL/POLICY:

- Town Planning Scheme No. 1 and associated Policies;
- City of Vincent Car Parking Strategy;
- Policy 3.7.1 relating to Parking and Access; and
- Policy 3.1.13 relating to Beaufort Precinct.

#### RISK MANAGEMENT IMPLICATIONS:

If this application is refused the applicant has a right of appeal to the State Administrative Tribunal.

#### STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2011-2016 states:

##### "Natural and Built Environment"

1.1 *Improve and maintain the natural and built environment and infrastructure*

1.1.2 *Enhance and maintain the character and heritage of the City."*

#### SUSTAINABILITY IMPLICATIONS:

The City's Strategic Plan 2011-2016 states:

*"Encourage the incorporation of sustainable design principles and features in existing and new development within the City as standard practice."*

The following tables outline the applicable sustainability issues for this proposal:

ENVIRONMENTAL	
Issue: Reuse	Comment:
The car parking has existed for many years and its continued use is not considered to have any further environmental impact.	
SOCIAL	
Issue: Car Park	Comment:
The car park provides additional parking bays for people working in nearby offices, hence improving convenience.	
ECONOMIC	
Issue Car Parking – Active Use	Comment:
Collection of fees from an underutilised car park.	

#### FINANCIAL/BUDGET IMPLICATIONS:

Nil.

#### COMMENTS:

##### Ranger and Community Safety Services

The operation of the private car park is solely the responsibility of the land owners and, should unauthorised vehicles make use of the facility, the City will not become involved in any enforcement action. It is suggested that, to avoid the facility being accessed by the general public, the land owners should consider some form of access control on the entry/exit, in the form of a chain, gate, electric barrier, card activated barrier, or pin code activated barrier, etc.

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## **Planning**

### Car Parking Strategy

Strategic Planning have advised that the car park is supported as the City's Car Parking Strategy addresses and acknowledges the use of vacant sites as a means to maintain the streetscape when they become rundown.

### "SA" use and Policy No. 3.7.1 relating to Parking and Access

A car park is classified as an "SA" use under the City of Vincent Town Planning Scheme No. 1, meaning the use is not permitted unless Council has exercised its discretion and has granted planning approval after giving special notice in accordance with Clause 37. Moreover Clause 17 of Policy No. 3.7.1 relating to Parking and Access specifies that the City does not support the use of vacant land or buildings for parking purposes unless occasional parking.

The fee paying car park is supported for the following reasons:

- The subject site has been used as car parking for many years since 1998 as indicated in the history of the site;
- No objections were received for the fee paying car park;
- The car park will be used mostly by employees working in the immediately surrounding office buildings;
- The Wilson car park opposite the site has closed and therefore this car park will provide an alternative car park for the public;
- The car park will not impact any further on the streetscape as the site has been used as car parking for many years; and
- The fee paying car park is consistent with the City's Car Parking Strategy.

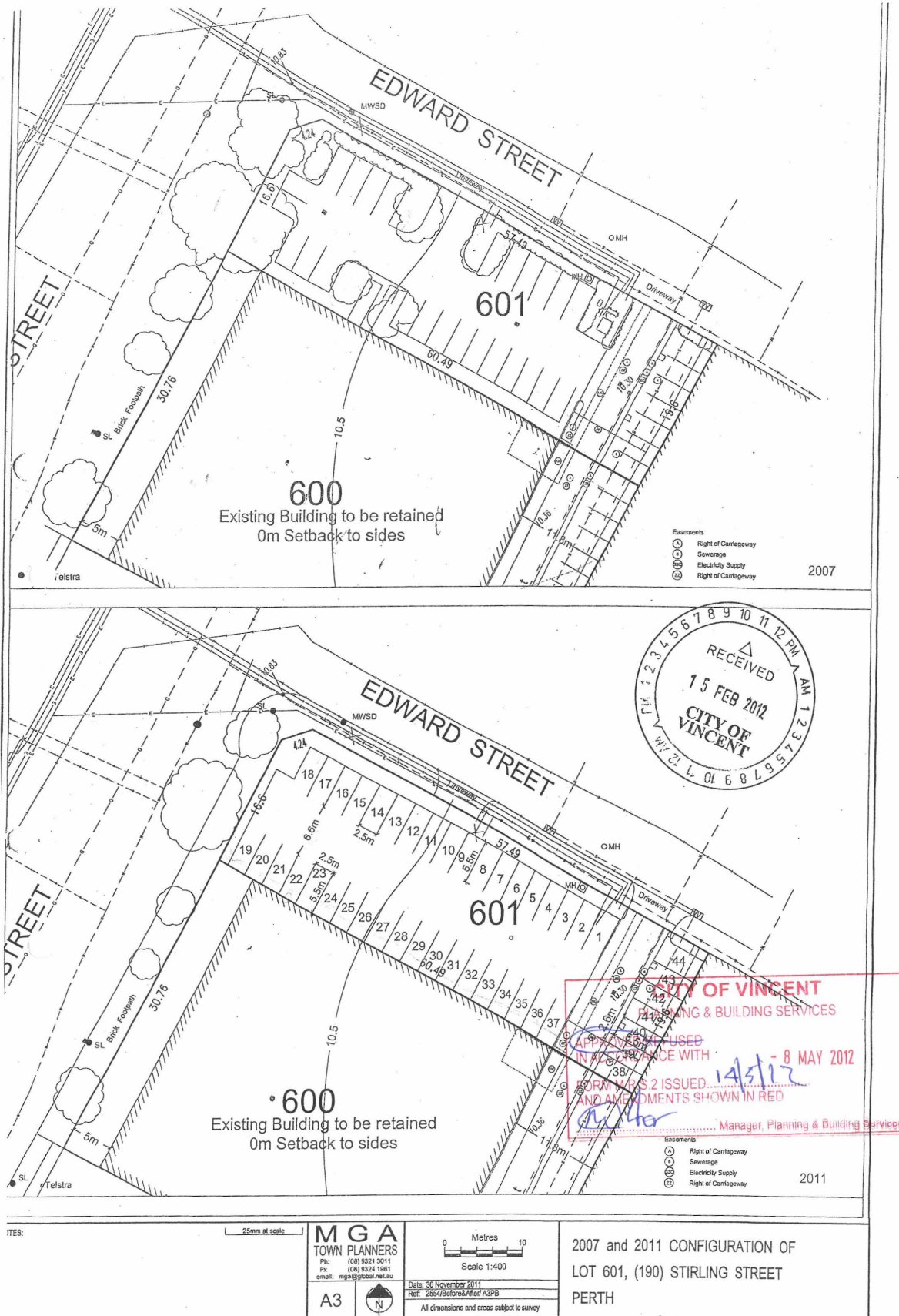
### Policy No. 3.1.13 relating to Beaufort Precinct

The City's Policy No. 3.1.13 relating to the Beaufort Precinct, encourages mixed use development in the area. The car parking has been existing for many years and therefore the proposal is not for a new use for the subject site. According, it is recommended that in the event this application is approved, the approval should be limited to five (5) years, whereby upon expiration of the five (5) years, the Council will be given the opportunity to reconsider the use of the site for paid car parking into the future.

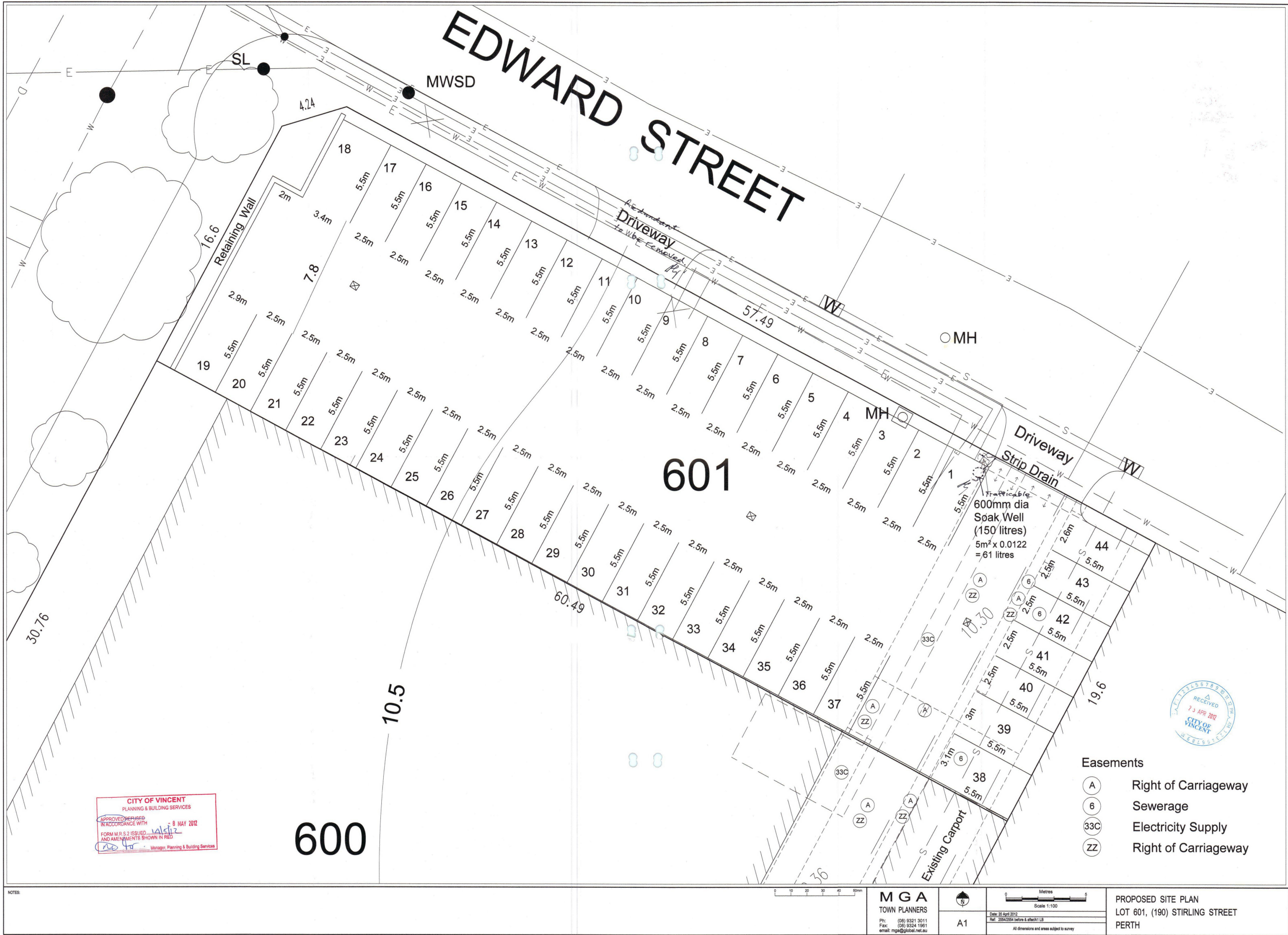
In view of the above, the application is recommended for approval for a period of five (5) years, subject to standard and appropriate conditions.

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## **192 STIRLING STREET CAR PARK MANAGEMENT PLAN**

The car park located at 192 Stirling Street Perth is managed by Scope Property Management Pty Ltd ATF the Scope Property Management Unit Trust (SPM). The management plan for the car park is as follows:

1. The car park has been fully sealed, line marked and had all 44 car bays numbered.
2. Each car park user completes a formal monthly Car Parking Agreement (CPA) that can be terminated upon either party giving one month's notice.
3. The CPA sets out all of the terms and conditions of use including the dedicated car bay that has been allocated to that user on a 24/7 basis as well as the monthly charges.
4. Unauthorised car parking is managed via a wheel clamping arrangement with a third party wheel clamping organisation. Should any vehicle park in an unauthorised location they will be wheel clamped and have to pay a fine to have the clamp removed.
5. The car park has extensive signage clearly identifying the area as a wheel clamp zone and also details the wheel clamping terms and conditions.
6. The car park is fenced off along the adjoining boundaries, floodlit in the evenings and regularly swept of broken glass and rubbish.
7. The telephone number of SPM is displayed throughout the car park.
8. Regular gardening maintenance is undertaken throughout the car park.
9. General repairs and maintenance are undertaken by SPM as required.
10. All enquires and issues associated with the car park are directed to SPM.



**9.3 OUTCOME OF ADVERTISING: LOCAL PLANNING POLICY - PERCENT FOR ART**

- Attachments:**
1. **Local Planning Policy - Percent for Art**  
  2. **Summary of Submissions**  

**RECOMMENDATION:**

**That Council PROCEEDS with Local Planning Policy No. 7.5.13 – Percent for Art, pursuant to Clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* included as Attachment 1.**

**PURPOSE OF REPORT:**

To present the outcome of community consultation and seek approval of Local Planning Policy No. 7.5.13 – Percent for Art, at **Attachment 1**.

**BACKGROUND:**

The City's [Percent for Art Policy](#) (the Policy) was published on 24 August 1998 and was WA's first local government percent for art policy. Several reviews and amendments have been undertaken since then, with the latest being adopted on 5 December 2015.

The purpose of the Policy is to require larger developments to contribute one percent of their development value as Public Art or make a cash-in-lieu contribution to the City so that public art can be commissioned on their behalf.

In 2021, a review of the Policy was undertaken in accordance with the City's adopted [Policy Development and Review Policy](#).

On 1 October 2021 a Policy Paper was distributed to Elected Members, with further information provided via email on 16 February 2022 outlining the Policy review approach including a Communications Plan.

On 21 September 2022 a Policy Paper was distributed to Elected Members including the draft Policy and Stakeholder Engagement Summary.

At its 15 November Ordinary Meeting (item 9.2), Council resolved to approve the draft Percent for Art Policy for the purpose of advertising.

**DETAILS:**

The draft Percent for Art Policy was advertised in accordance with the City's [Community and Stakeholder Engagement Policy](#), from 23 November and 18 December 2022 via the following methods:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in a local newspaper;
- notice posted in the City's e-newsletter and business e-newsletters;
- Dedicated project page on Imagine Vincent, providing opportunity to comment generally or fill out a survey;
- notices at the City's Administration Centre and Library; and
- distribution of flyers at City sponsored events.

The results of the public consultation period are as follows:

- Unique page views – 20;
- Document downloads – 12; and
- Survey participants – 10.

The submissions received were from a variety of professionals. Six have experience with percent for art projects. Of these, four represented artists, arts fabricators, arts consultants or arts workers and two represented architects or developers.

Submitters' views were mixed, although largely supportive of the draft Policy and its intent.

A summary of the comments received are outlined below, according to the themes raised within the survey. A full summary of the submissions and administration comments is at **Attachment 2**. No further revisions are recommended to the Policy based on the submissions received.

#### Temporary and Ephemeral Public Artworks

Submissions generally supported the inclusion of ephemeral and temporary public artworks. It was generally well received and supported for their role in the diversification of public artworks, the delivery of more conceptually responsive artworks, their adaptability to unique locations, and their ability to activate public spaces.

One submission raised concerns regarding the standard and type of public artworks which would be delivered. With another submission seeing temporary and ephemeral artworks as being a loophole for lessening the impact of art and the Policy.

It is recognised that ephemeral or temporary artworks allow for a greater variety of art forms within the City. As per the Policy, they are required to adequately demonstrate that they will provide activation opportunities for the area. As an alternative option to the standard public art projects, applications will be dealt with individually and these types of projects will be guided by Administration and the Arts Advisory Group to ensure project's success.

#### Mentorship and Upskilling for Emerging Artists

All submissions were supportive of the inclusion of mentorship and upskilling for emerging artists in the delivery of percent for art projects.

#### Public Art Infrastructure

While largely supportive of the importance of public art infrastructure for both artists and community, submissions were divided on the acceptability of the inclusion of this infrastructure in the Policy. Submitters questioned the delivery of physically suitable spaces for artists, and the management and funding required to ensure the success of these spaces long-term.

Any proposal of public art required by the Policy is subject to development conditions and agreements with the City to ensure compliance with the Policy and suitable management of any art proposed. As an alternative option to the standard public art projects, applications will be dealt with individually and these types of projects will be guided by Administration and the Arts Advisory Group to ensure project's success.

#### Professional Artist Definition

Submissions generally supported the professional artist definition. Submissions suggested that reference be made to young emerging artists, criteria be weighted towards local arts providers and fabricators, and that the requirement for the previous delivery of public art be removed as a requirement.

Emerging artists are to be supported through General Provision 1.5.3 of the Policy. Local arts providers and fabricators are supported through the City's Procurement Policy.

One submission suggested that the inclusion of Aboriginal and Torres Strait Islander Artists in the criteria gave preferential treatment.

Feedback from targeted stakeholder engagement in the review of the draft Policy indicated that the current definition of a Professional Artist in the Policy is not met by a substantial number of otherwise suitably skilled and experienced Aboriginal and Torres Strait Islander Artists. The inclusion of the fifth category *is an Aboriginal and/or Torres Strait Islander Artist* allows for this to be facilitated and aligns with the Innovate Reconciliation Action Plan 2022 – 2024, providing more opportunities for Aboriginal and Torres Strait Islander creatives and to celebrate Noongar artwork and culture in public spaces.

The definition has been expanded from the previous definition allowing more artists to be employed by the implementation of the Policy.

**CONSULTATION/ADVERTISING:**

Administration has notified all submitters of this item being presented to Council for approval.

Administration will notify all submitters of the outcomes of the Ordinary Meeting of Council and will publish a notice of the resolution in accordance with Schedule 2, Part 2, Clause 5 of the Regulations.

**LEGAL/POLICY:**

- *Planning and Development Act 2005*; and
- *Planning and Development (Local Planning Schemes) Regulations 2015*.

**RISK MANAGEMENT IMPLICATIONS**

Low: Approving the Policy is low risk.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Connected Community

*An arts culture flourishes and is celebrated in the City of Vincent.*

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.*

Thriving Places

*Our physical assets are efficiently and effectively managed and maintained.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.*

*Our built form character and heritage is protected and enhanced.*

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*, however sustainability is a consideration in the assessment of percent for art proposals in terms of design, materiality and ongoing maintenance requirements.

**PUBLIC HEALTH IMPLICATIONS:**

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

*Increased mental health and wellbeing*

**FINANCIAL/BUDGET IMPLICATIONS:**

The cost of Council approving the Policy will be met through the City's existing operational budget.

The employment of artists through the requirement of a public art contribution delivers a local economic benefit and greater delivery of art throughout Vincent than could be achieved through the City's budget.

**COMMENTS:**

Artworks in the public realm not only increase vibrancy and improve the experience of the area but can also increase the mental health and wellbeing of users particularly when the artwork expresses the context, heritage and culture of the area as well as the people who live, work and play there. When people can identify with public artworks and spaces it creates a sense of belonging and connectivity.

It is recommended that Council adopt Local Planning Policy No. 7.5.13 – Percent for Art at **Attachment 1**.



# Percent for Art Policy

<b>Legislation / local law requirements</b>	This Policy has been prepared under the provisions of Schedule 2, Part 2 and 3 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
<b>Relevant delegations</b>	16.1.1 Determination of various applications for development approval under the City's Local Planning Scheme
<b>Related policies, procedures and supporting documentation</b>	Public Art Policy 3.10.8 (2017)

## PART 1 – PRELIMINARY

### INTRODUCTION

Art plays a vital role in creating a vibrant and thriving city. Art helps to create a sense of belonging and it contributes to identity through insight, reflection, and allowing a space for the expression of ideas. Public Art can encourage social, cultural and economic activity and be positive for existing or future residents, employers and investors.

Developers are responsible for contributing to the key strengths and characteristics of the areas in which they develop. The City of Vincent ("the City") encourages and supports innovative and high-quality Public Art that improves the public amenity and the City's built environment.

### PURPOSE

The purpose of the Policy is to:

- Establish a framework to require commissioned Public Art as part of public and private development projects within the City of Vincent; and
- Provide guidance around the collection and expenditure of cash-in-lieu of Public Art.

### OBJECTIVES

1. Develop and promote community identity within the City;
2. Increase the social, heritage, cultural and economic value of the City;
3. Improve public amenity for existing or future users of developments;
4. Enhance the built environment and align with the City's Local Planning Strategy objectives; and
5. Ensure developers consider how public art integrates with the development and the public realm to produce high quality Public Art.

### SCOPE

1. Development proposals subject to this Policy are to set aside a minimum of one percent (1%) of the Total Project Cost for the development of Public Art. This Policy applies to:
  - 1.1 Proposals for Commercial and Mixed Use developments over the Threshold Value; and
  - 1.2 Proposals for Residential developments over the Threshold Value that also meet the following criteria:
    - 1.2.1 comprise of ten (10) dwellings or more; and
    - 1.2.2 are zoned Centre, Commercial, Mixed Use or Residential R60 and above.
2. Where this Policy is inconsistent with an area-specific local or State planning instrument, the requirements of that other planning instrument will apply to the extent of the inconsistency.



## DEFINITIONS

**“Applicant”** means the person or entity who submitted the Application for Development Approval to the City for the relevant development.

**“Application for Public Art Design Approval”** means the application the Owner/Applicant submits if they are choosing to make the Percent for Art contribution themselves (Option 1).

**“Arts Advisory Group”** means a group that operates in an advisory capacity to advocate and promote arts in the City and to provide expert advice and recommendations to the City on arts projects. The Arts Advisory Group (AAG) operates within the context of this Policy and the AAG Terms of Reference.

**“Art Consultant”** means the person or organisation nominated by the Owner/Applicant to be responsible for the Public Art commissioning process under Option 1.

**“City of Vincent Arts Plan”** means a plan that provides objectives and strategies for arts investment in the City of Vincent over five years.

**“Owner”** means the owner of the land upon which the relevant development is proposed to be built. The Owner may also be the Applicant.

**“Professional Artist”** means a suitably qualified artist with extensive Public Art experience. A Professional Artist can be defined as a person who fits into at least two of the following categories:

- has a tertiary qualification or equivalent experience in the visual arts, or when the brief calls for it, other art forms such as multimedia;
- has a track record of exhibiting and selling art;
- is represented in major public collections;
- A person who earns more than 50% of their income from arts related activities such as undertaking Public Art commissions; and
- Is an Aboriginal and/or Torres Strait Islander Artist.

No Professional Artist under consideration for a Percent for Art commission may have a familial relationship to the Owner/Applicant or have financial interest in the development.

**“Public Art”** means an enduring, temporary or ephemeral work of art, created by a Professional Artist that has been commissioned specifically for its location and to be made accessible within the public realm.

*Enduring* – Public Art that lasts at least 20 years, such as but not limited to sculptural, free-standing, functional, decorative, integrated or iconic works.

*Temporary* – Public Art that is only intended to last up to 5 years, such as but not limited to an installation.

*Ephemeral* – Public Art that is usually event based and only lasts for a very short time. Public Art types under this category could include but are not limited to performance art, projection, audio and/or visual media.

**“Public Realm”** means all public spaces including thoroughfare or streets, public car parks, reserves/public open space, civic squares and other areas used by and accessible to the community.

**“Threshold Value”** means the amount determined by the Council at the commencement of each financial year setting the minimum amount for which developments are required to contribute to Percent for Art. The amount is determined annually and set out in the City’s Prescribed ‘Fees and Charges’.

**“Total Project Cost”** means the approximate total cost of the proposed development, as indicated on the Application for Development Approval.



## PART 2 - POLICY PROVISIONS

### 1. GENERAL PROVISIONS

- 1.1 Where this Policy applies, specific requirements will be stipulated in a condition of Development Approval.
- 1.2 Public Art must be commissioned by a Professional Artist and located on either private or public property such that it is highly visible to, or accessible within the public realm.
- 1.3 The Owner/Applicant is required to provide signed, written confirmation to the City stipulating the choice of:
  - 1.3.1. Option 1: Owner/Applicant coordinates and delivers Public Art; or
  - 1.3.2. Option 2: Owner/Applicant pays percent for art contribution.
- 1.4 Subject to approval by the City, Public Art may encompass diverse public art types, such as, but not limited to:
  - 1.4.1 building features and enhancements such as bicycle racks, gates, benches, fountains, neon, glass art or playground structures which are unique and produced by a Professional Artist;
  - 1.4.2 2D works such as murals, tile artworks, mosaics or bas-relief applied to building surfaces and walkways. Murals may be painted or incorporate a variety of materials;
  - 1.4.3 3D works which can be freestanding or supported;
  - 1.4.4 multimedia, including any combination of media such as sound, video projection or lighting;
  - 1.4.5 community projects resulting in tangible Public Art, i.e. community murals; and
  - 1.4.6 Public art infrastructure such as artist-in-residency spaces or other forms of public space where art or the production of art is visible and accessible to the public.
- 1.5 The City may also consider alternative Public Art that does not satisfy clause 1.4 where it includes:
  - 1.5.1 landscape art that is integrated into the property (in addition to any required landscape plan), if it is created by or led by a Professional Artist;
  - 1.5.2 ephemeral or temporary Public Art provided it is adequately demonstrated that it will provide activation opportunities for the area; and/or
  - 1.5.3 Professional Artist supported Public Art projects that include mentorship or upskilling for emerging artists who do not have extensive Public Art experience.
- 1.6 Public Art must not consist of:
  - 1.6.1 business logos, wording or names related to the development or Owner/Applicant;
  - 1.6.2 Public Art that is not in clear public view;
  - 1.6.3 Public Art or elements of the Public Art which are mass produced;
  - 1.6.4 "off the shelf" or reproduced Public Art; and
  - 1.6.5 landscaping or architectural elements which are required as part of the development, as per the relevant planning framework (unless integrating an artistic component or otherwise approved by the City).





## 2. OWNER/APPLICANT PROJECT (OPTION 1)

2.1 Where an Owner/Applicant chooses an Art Consultant\* to manage the process or decides to coordinate the Public Art project themselves the following process must be followed:

### 01 Inform the City

Before submitting an Application for Development Approval, discuss the initial concept, location, and potential Artist(s) with the City. If seeking Design Review Panel (DRP) advice, provide information on the Public Art concept as part of the DRP assessment.

### 02 Preliminary Discussions

Have preliminary discussions with building designer and any other relevant parties about potential locations and types of Public Art.

### 03 Sign Written Confirmation

Provide signed, written confirmation, stating that Option 1 has been selected. Submit this prior to submitting a building permit. If applicable, art consultant should be engaged at or before this stage to manage the remainder of the process.

### 04 Define Public Art Opportunity

Prepare an Artwork Brief and coordinate the procurement of a Public Art concept by a Professional Artist. (Please note Artists are to be paid for concept designs). The Owner/Applicant must enter into a contract with their approved chosen Professional Artist, before they submit an application for Public Art Design Approval to the City.

### 05 Submit Application

Submit application for Percent for Art Approval to the City of Vincent which will be provided to the Arts Advisory Group for comment. The Public Art concept is one of a number of requirements of the application which can be found on the City's website.

### 06 Assessment and Approval

The application is assessed against the criteria. If approved, notification will be provided in writing. Once the application is approved the project obtains full project approval from the City. If not approved the reasoning will be discussed and a revised application will be required.

### 07 Artwork and Attribution Plaque

Professional Artist(s) complete detailed design, then artwork is fabricated (if applicable) and installed. A plaque must also be installed next to the Public Art to acknowledge the artist and the City of Vincent. A template can be found on the City's website.

### 08 Submit Artwork Completion form

The Public Art must be completed, with a notice of Public Art completion form submitted to the City, including a budget report for the full amount of the contribution, prior to the City's granting of a building occupancy permit.

\*It is highly recommended that an Art Consultant be appointed to manage Public Art projects for developments that have larger percent for art contributions of \$80,000 and over.

## ASSESSMENT CRITERIA

**01 Concept:** the Public Art is designed by a Professional Artist that shows strong vision, innovation, and excellent craftsmanship. The application should demonstrate how the breakdown of fees will achieve a high-quality Public Art outcome.

**02 Context:** the Public Art is site specific and considers the relevant themes, architectural, historical, geographical and/or sociocultural context of the site and community identity.

**03 Public Access:** the Public Art is highly visible to the public realm and positively impacts the visual amenity of the development.

**04 Public safety:** the Public Art is designed, constructed and installed with best practice risk management and the Public Art does not present a hazard to public safety.



**05 Longevity:** with the exception of ephemeral and temporary categories of art, the Public Art is designed to be structurally sound and resistant to theft, vandalism, weathering, and excessive maintenance to ensure reasonable life of the Public Art.

**06 Special conditions:** Public Art must adhere to any special conditions applied by the City, including but not limited to:

**Temporary or Ephemeral Art:** Must demonstrate that the Public Art will deliver a significant arts and cultural activation that provides short-term and long-term outcomes for the local community. It should provide measurable outcomes that the activation will increase audience accessibility to an engaging arts and cultural experience.

**Public Art Infrastructure:** Will be dealt with on an individual basis due to the unique context of each project. Ongoing management and/or programming will need to be addressed for Public Art Infrastructure. Liaison with the City's Arts Team and Arts Advisory Group will determine a reasonable and mutually acceptable means of calculating the value of Public Art Infrastructure. Possible approaches may include:

- Calculations based upon the agreed market value of an allocated space within the development.
- Lump sum contributions held in trust, or similar, for the purposes of managing the public art space, delivering a program of public art events or activities, or for disbursement (e.g. for artist residencies) in a manner approved by the City.
- Entering into a contractual arrangement with an arts management organisation with the capacity to manage funds and program a public art infrastructure for a determined period of time.

If the set terms are not met, the Applicant/Owner will be required to communicate that in writing to the City and it will then be determined by the City how to proceed.

## BUDGET AND PROCUREMENT

The 1% Public Art contribution amount can cover the following expenses:

- Professional Artist's budget, including artist fees material, assistants' labour costs, insurance, permits, taxes, business and legal expenses, and operating costs.
- Fabrication and installation of Public Art.
- Art Consultant's fees.
- Site preparation.
- Documentation of the Public Art.
- Attribution plaque.

In the application for Percent for Art Approval, the 1% Public Art contribution amount should be clearly demonstrated with a breakdown of fees, particularly in regards to the Professional Artist fees for the design concept, fabrication, installation and project management or art consultant fees.

The procurement approach will be dependent on the objectives of each project, the budget and the developer's procurement requirements. The main procurement approaches are listed below:

- **Direct acquisition or engagement**  
This approach may be appropriate where a particular Public Art or the work of a particular Professional Artist is sought. This process may also be preferred for smaller budget projects. In this case the proposed Professional Artist needs to be approved by the City as an initial step.
- **Limited competition**



In a limited competition approach, the /Owner/Applicant selects and invites artists to submit proposals in response to an Artwork Brief. This may be appropriate if the artist is required to work in collaboration with an architect, landscape architect and/or an urban designer.

- **Open competition**

This model requires a public call for Expressions of Interest to provide a schematic response to the Artwork Brief. Shortlisted Professional Artists are invited to develop and present concept designs for a fee, and a preferred Professional Artist is selected.

### 3. PERCENT FOR ART CONTRIBUTION (OPTION 2)

- 3.1 Where the Owner/Applicant chooses the cash-in-lieu option, they will receive a 15% discount on the Percent for Art contribution.
- 3.2 Cash-in-lieu funds are to be paid to the City (or payment plan entered into) prior to the granting of a building occupancy permit.
- 3.3 If the Development Approval expires or is amended to remove the respective condition the cash-in-lieu contribution will be refunded to the Owner/Applicant.
- 3.4 All Public Art cash-in-lieu payments will be collected by the City and combined into a reserve for the purpose of Public Art.
- 3.5 Public Art projects funded by the cash-in-lieu reserve is to be expended in the public realm and in alignment with the objectives of the City of Vincent Arts Plan.
- 3.6 Cash-in-lieu funds will be expended on Public Art projects in the same catchment area as the contributing development, unless otherwise agreed by the City and applicant, provided that the Public Art is consistent with the objectives of this Policy the City of Vincent Arts Plan.
  - 3.6.1 Catchment areas are centred around Town Centres (highlighted in pink in Appendix 1). Any address would be considered part of the catchment area of whichever Town Centre is in closest proximity.
  - 3.6.2 Cash-in-lieu contributors will be notified by the City as to the Public Art project that their contribution will be expended on.
- 3.7 Appendix 1 to this Policy presents a map of locations for Public Art projects in the City of Vincent.
  - 3.7.1 Public Art projects within each catchment area will be prioritised and implemented through the City of Vincent Arts Plan.

### 4. OWNERSHIP, COPYRIGHT AND MORAL RIGHTS

- 4.1 Ownership of Public Art commissioned under this Policy will generally depend upon the location of the Public Art:
  - 4.1.1 Where situated on private property, the Owner is responsible for the ongoing maintenance and upkeep of the Public Art; and



- 4.1.2 Where situated on public property, the Public Art is owned and maintained by the City, regardless of who coordinated the Public Art. In addition, ownership of the Public Art during the design and installation of the Public Art is subject to agreement between the Professional Artist and the Owner/Applicant or, where the Owner/Applicant chooses the cash-in-lieu option, the Professional Artist and the City.
- 4.2 The City will have the right to reproduce extracts from the design documentation of the Public Art and photographic images of the Public Art for non-commercial purposes, such as annual reports, information brochures, and information on the City's website.
- 4.3 Australian Copyright Law requires all original Public Art to be attributed to the Artist. A didactic plaque must be installed, by the Owner/Applicant, next to the Public Art to acknowledge the Professional Artist. Artists are also to be acknowledged when images of their work are published.

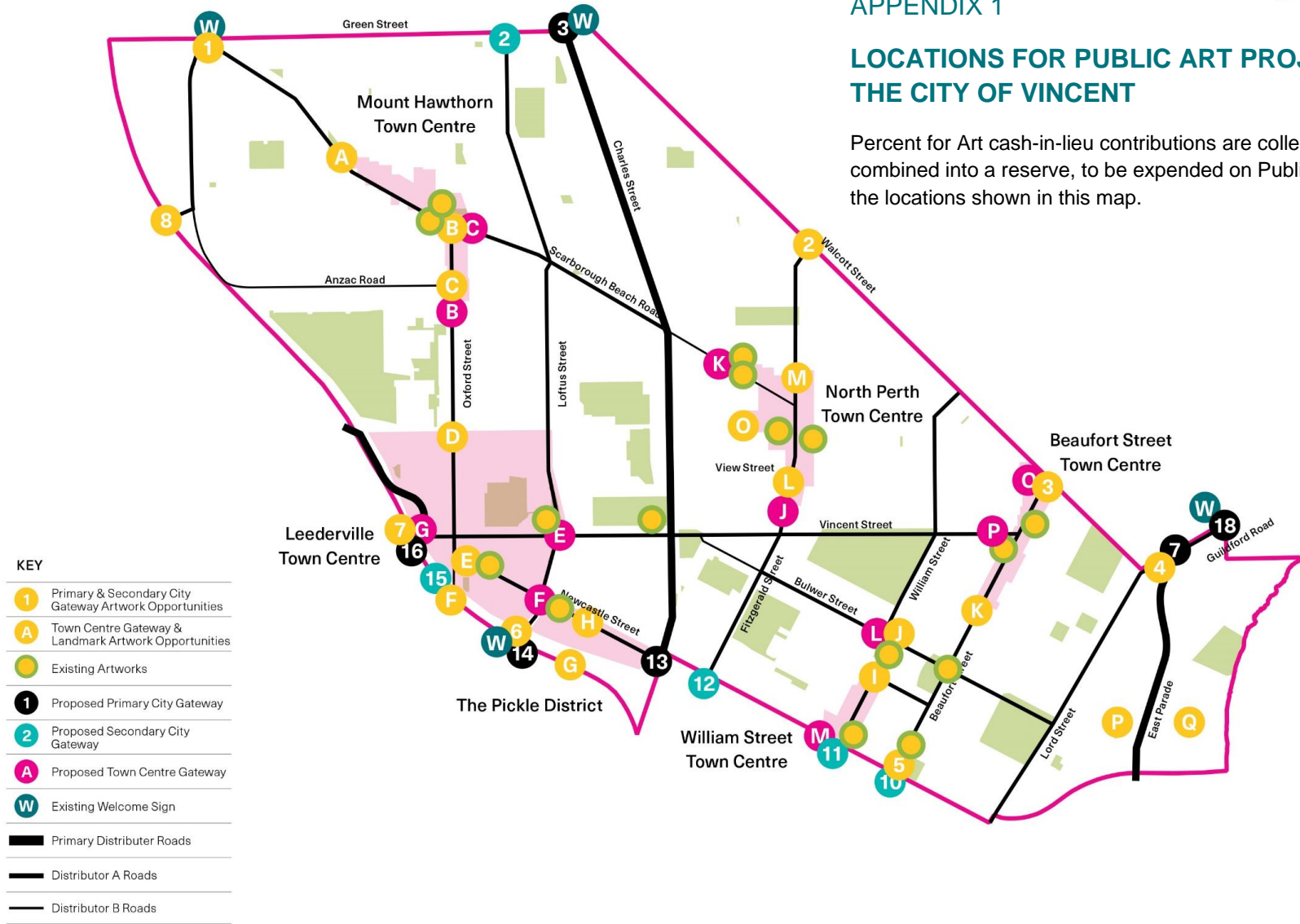
OFFICE USE ONLY	
Responsible Officer	Manager Policy & Place
Initial Council Adoption	24 August 1998
Previous Title	Local Planning Policy 7.5.13 Percent for Public Art
Reviewed / Amended	2022
Next Review Date	2025



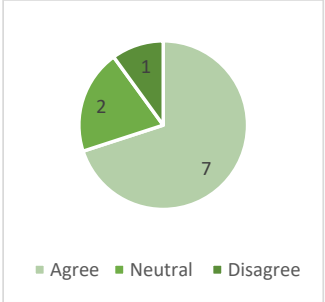
APPENDIX 1

LOCATIONS FOR PUBLIC ART PROJECTS IN THE CITY OF VINCENT

Percent for Art cash-in-lieu contributions are collected and combined into a reserve, to be expended on Public Art projects at the locations shown in this map.



## Attachment 1 – Summary of Submissions – Percent for Art

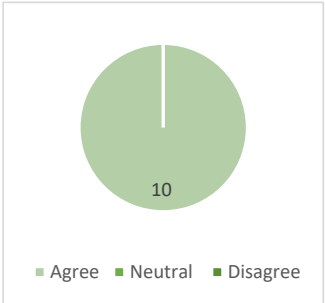
	Submitter's Comments	Administration's Comments
<b>Public Art Definition</b>		
<p><b>Question 2:</b> Do you agree that ephemeral and temporary artworks should be encouraged as percent for art contributions?</p>  <p>■ Agree ■ Neutral ■ Disagree</p>	<p><b>Question 3:</b> Do you have any other comments or feedback regarding ephemeral and temporary public artworks?</p> <p><b>Submission Summary:</b> Majority of submissions indicated support for the inclusion of ephemeral and temporal public artworks as they diversify public artworks, deliver conceptually responsive artworks, adapt to unique locations, activate public spaces, and allow for greater creative expression.</p> <p>Submitters who were neutral or disagreed raised concern about the control of quality and the type of public artworks which would be delivered. They also indicated that ephemeral and temporary artworks can lessen the impact of art and the Percent for Art Policy.</p> <p><b>Submission Detail:</b> S1. Submitter agreed with the definition, supporting the inclusion of ephemeral and temporary public artworks as they provide a greater diversity and can suit the uniqueness of particular locations. They indicated their support for more ephemeral and temporary public artworks.</p> <p>S3. Submitter indicated that ephemeral and temporary public artworks should be managed by the City using cash-in-lieu funding from Option 2 of the Policy. This would ensure that the quality and type of projects are delivered in a more controlled manner.</p> <p>S4. Submitter agreed with the definition as it would be a healthy and progressive way of enabling a wider variety of artistic expression. The Pickle District in West Perth was noted for its current work in this field. Submitter suggested that further supporting this area would enable a precedent for this form of artwork.</p>	<p>Expansion of the public art definition to include temporary and ephemeral artworks is anticipated to introduce greater diversity of artworks to the community and provide better community outcomes. Artworks of temporary or ephemeral nature are assessed and approved by the City according to the assessment criteria set out in the Policy:</p> <ul style="list-style-type: none"> <li>- They must demonstrate that the Public Art will deliver a significant arts and cultural activation that provides short-term and long-term outcomes for the local community; and</li> <li>- They should provide measurable outcomes that the activation will increase audience accessibility to an engaging arts and cultural experience.</li> </ul> <p>This criteria ensures that the public artwork delivered through the Policy is of a high quality, acts to enhance and engage Vincent and its community, and provides greater accessibility for the public to arts and cultural experiences.</p>

## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
	<p>S5. Submitter agreed that diversity of public artworks was an important and necessary progression from the stand-alone 'brooch' type sculptures that currently exist. This diversification will act to ensure that public artworks are created with more cultural and community input, in turn delivering more relatable arts concepts for the public.</p> <p>S6. Submitter agreed with the definition, further suggesting that projects over a determined monetary value, could have a percentage of their budget used for non-permanent works.</p> <p>S7. Submitter raised concern over the inclusion of ephemeral and temporary artwork viewing this as a loophole for lessening the impact of art and the Percent for Art Policy. The submitter emphasised the importance of the Percent for Art Policy in fostering cultural growth, noting that the inclusion of ephemeral and temporary public artworks should be conscious of maintaining that connection, and not be seen as an arts money pool.</p> <p>S10. Submitter strongly agreed with the definition adding that there are some instances in which ephemeral and temporary public artworks would be more appropriate than physical, long-lasting artwork. Submitter also noted that there are instances in larger projects where the percent for art budget is large enough to accommodate both physical, long-lasting artworks and events-based artworks to help activate an area.</p>	
<b>Mentorship and Upskilling for Emerging Artists</b>		
<b>Question 4:</b> Do you agree that percent for art projects that involve mentorship and upskilling by Professional Artists for emerging artists should be	<b>Question 5:</b> Do you have any other comments or feedback regarding percent for art projects that involve mentorship and upskilling for emerging artists?	
	<b>Submission Summary:</b> All submissions were supportive of the inclusion of mentorship and upskilling for emerging artists in the delivery of percent for art projects.	The Policy allows Public Art projects that include mentorship or upskilling for emerging artists who do not have



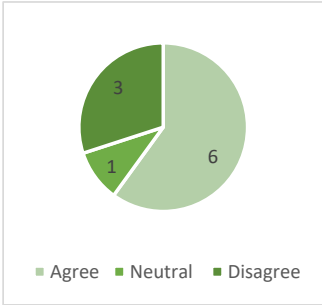
## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
<p>delivered as percent for art projects in Vincent?</p> 	<p><b>Submission Detail:</b></p> <p>S3. Submitter agreed and suggested that the practice of mentorship or upskilling in arts projects would best be supported through the provision of guidelines or criterion determined by the City to ensure a suitable standard of excellence is maintained, and to ensure the projects' success.</p> <p>S4. Submitter agreed, and further noted the work of West Perth based Public Arts Company, VOXLAB in this field, and encouraged the City to be aware of leaders in this area and support their ambitions to provide more of these opportunities.</p> <p>S5. Submitter agreed, noting the work of VOXLAB in providing opportunities for young emerging artists to work on large public art projects, adding that there should be greater support by the Percent for Art Policy for this type of mentorship.</p> <p>S6. Submitter strongly agreed, noting that experience in government percent for art processes is often limited. Submitter further suggested that this could be addressed within the mentorship of a public artwork project, or it could be advice that the City provides or helps facilitate.</p> <p>S10. Submitter strongly agreed, noting the difficulties that many young emerging artists face when trying to break into the sector, such as financial stresses which often lead to renting and working out of non purpose-built spaces.</p>	<p>extensive Public Art experience as an alternative option to the standard public art project applications where the criteria clause 1.4 isn't met.</p> <p>As this is an alternative option, applications will be dealt with individually and these types of projects will be guided by administration and the Arts Advisory Group to ensure project success. Due to project types within this category being varied, it is difficult to work up a specific guideline document to encompass all.</p> <p>All remaining submissions noted.</p>
<b>Public Art Infrastructure</b>		
<p><b>Question 6:</b> Do you agree that public art infrastructure projects are acceptable as percent for art contributions?</p>	<p><b>Question 7:</b> Do you have any other comments or feedback regarding percent for art projects that involve public art infrastructure?</p>	
	<p><b>Submission Summary:</b></p>	<p>The Policy has expanded the public artworks that the City would support</p>

## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
<p>A pie chart illustrating the distribution of responses regarding the acceptability of Public Art Infrastructure as a percent for art contribution. The chart is divided into three segments: a large green segment representing 'Agree' with a value of 7, a smaller green segment representing 'Neutral' with a value of 2, and a very small green segment representing 'Disagree' with a value of 1. A legend below the chart identifies the colors: green for 'Agree', dark green for 'Neutral', and dark green for 'Disagree'.</p>	<p>Submissions were mixed regarding the acceptability of Public Art Infrastructure as a percent for art contribution. Most submissions agreed that Public Art Infrastructure was a much-needed asset in the community, but concern was raised over the ongoing funding and management of these spaces. There was also concern over the delivery of Public Art Infrastructure which was not fit for purpose.</p> <p><b>Submission Detail:</b></p> <p>S1. Submitter agreed that Public Art Infrastructure was an acceptable percent for art contribution, querying whether there could be further mechanisms to make the process more achievable such as supporting land and business owners to facilitate these spaces.</p> <p>S4. Submitter agreed, calling for support for the Pickle District and their endeavours and leadership in this field.</p> <p>S5. Submitter agreed with the inclusion, noting the importance of having artists living and working in the community. Submitter raised concern over the delivery of such spaces, stating that this could provide developers with an easy opportunity to create space for art to happen with a commercial price tag, or provide small, unsuitable spaces which do not allow large-scale art to be created. It is suggested that there be measures in place to control the delivery of public art infrastructure.</p> <p>S6. Submitter disagreed, noting that this is a good idea in theory, but in practice, the delivery of Public Art Infrastructure can be shown on a Development Application, and the long-term management of these spaces is often unsuccessful or not well managed.</p> <p>S7. Submitter disagreed, noting the critical role these spaces play in vibrant and mature communities and suggesting that Public Art</p>	<p>through the percent for art scheme to meet demand for creative arts spaces throughout Vincent.</p> <p>The delivery and ongoing management of this infrastructure is guided by the provisions in the policy. Applicants must also liaise with the City's Arts Team and Arts Advisory Group to determine a reasonable and mutually acceptable means of calculating the value of Public Art Infrastructure. While the City will not deliver the infrastructure themselves, they still have a role in the assessment and approval of these spaces.</p> <p>Funding contributed through this option is held in a reserve account, in accordance with Part 6, Division 4, section 6.10 of the <i>Local Government Act 1995</i>. Under this legislation, changes to the purpose or, or use of the money held in this account requires an Absolute Majority vote by Council, requires one month's local public notice of the proposed change of purpose or proposed use. This is to ensure transparency and accountability in the management of local government funds.</p>

## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
	Infrastructure be considered and funded through means other than percent for art funding. Submitter raised concerns of the impact of this inclusion on the integrity and voracity of the Percent for Art Policy, suggesting that the Policy remain planning related to protect this, and maintain the critical connection between development and art outcomes.	
<b>Professional artist definition</b>		
<b>Question 8:</b> Do you support the proposed change to the Professional Artist definition in the draft Policy?	<b>Question 9:</b> Do you have any other feedback or comments regarding the Professional Artist definition?	
 <p>A pie chart showing the distribution of responses to Question 8. The chart is divided into three segments: a large light green segment representing 'Agree' with a value of 6, a smaller dark green segment representing 'Disagree' with a value of 3, and a very small medium green segment representing 'Neutral' with a value of 1. A legend below the chart identifies the colors: light green for Agree, medium green for Neutral, and dark green for Disagree.</p>	<p><b>Submission Summary:</b></p> <p>While predominantly in support, submissions were varied in their views on the definition of professional artist. Submissions suggested that:</p> <ul style="list-style-type: none"> <li>- Reference be made to young emerging artists, and that the criteria be weighted towards local arts providers and fabricators.</li> <li>- The inclusion of Aboriginal and Torres Strait Islander Artists in the criteria gave preferential treatment to Aboriginal and Torres Strait Island people.</li> <li>- The delivery of public artwork as one of the criteria for professional artist should be removed.</li> </ul> <p><b>Submission Detail:</b></p> <p>S2. Submitter disagreed with the inclusion of "Aboriginal and/or Torres Strait Islander Artist" as one of the categories that could be met to satisfy the definition of professional artist. Submitter stated that this promotes preferential treatment, does not focus on talent and does not believe that cultural heritage should be included in the definition of a professional artist.</p> <p>S3. Submitter was neutral, querying the exclusion of terms of reference relating to emerging artists.</p>	<p>The definition of professional artist refers to public art as a suggested means of income to meet the criteria.</p> <p>While young and emerging artists are not referred to in the professional artist criteria options, the City seeks to provide opportunities for emerging artists through mentorship and upskilling.</p> <p>The City's Reconciliation Action Plan refers to the Reconciliation Australia guidelines which includes: <i>Opportunities; Providing opportunities for Aboriginal people to actively participate in the social, economic and political activities within the City of Vincent. One of the intentions of this Policy is to provide ample opportunity for Aboriginal and Torres Straits Islander artists in engaging in public artwork projects within the City.</i></p> <p>The inclusion of "Aboriginal and/or Torres Strait Islander Artist" as one of the criteria that can be met to satisfy the definition of</p>

## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
	<p>S4. Submitter agreed, noting that support and recognition of local content is vital. Suggested that the criterion could be weighted for local arts providers who employ and fabricate locally.</p> <p>S6. Submitter disagreed stating the definition is purely wrong stating that someone can be a professional artist without having delivered public art. Suggesting the two matters, being a professional artist and having public art should be separated through the policy requirements rather than the definition.</p> <p>S7. Submitter disagreed, raising concern over the authenticity of developer proposals, suggesting that the artist definition may be a key component of this. Submitter suggested that there is plenty of scope for commissions and arts projects within the community that do not need to be funded by percent for art funding. Submitter emphasised that the intent of this Policy is addressing the impact of development and the need for art within the community preferably within the developments' locality, and recommends that Council do not lose sight of this.</p>	<p>professional artist is strongly aligned with this endeavour and with the City's Reconciliation Action Plan.</p>
<b>Cash-in-lieu framework (Option 2)</b>		
<b>Question 10:</b> Do you agree that more developers should be encouraged to take Option 2, a cash contribution in lieu of public art, in order to achieve a more strategic approach to public art in the City of Vincent?	<p><b>Question 11:</b> Do you have any other feedback or comments regarding the cash-in-lieu framework?</p> <p><b>Submission Summary:</b>  Submissions were mixed on whether developers should be encouraged to take Option 2 of the cash-in-lieu framework. Submissions in support focused on the strategic outcomes that Option 2 would facilitate. Submissions opposed were largely concerned with the discount provided for choosing Option 2, indicating that this discourages independent commissioning, and acts as an easy out for developers. Submissions also questioned the process itself, raising concerns about the management and integrity of fund distribution and allocation.</p>	<p>The Policy includes a cash-in-lieu framework to provide transparency as to how and where the cash contributions will be spent.</p> <p>Funding contributed through this option is held in a reserve account, in accordance with Part 6, Division 4, section 6.10 of the <i>Local Government Act 1995</i>.</p>

## Attachment 1 – Summary of Submissions – Percent for Art








	Submitter's Comments	Administration's Comments
<p>A pie chart illustrating the distribution of responses. The chart is divided into three segments: a large light green segment representing 'Agree' with a value of 6, a medium dark green segment representing 'Disagree' with a value of 3, and a small white segment representing 'Neutral' with a value of 1. A legend below the chart identifies the colors: light green for Agree, dark green for Disagree, and white for Neutral.</p>	<p><b>Submission Detail:</b></p> <p>S1. Submitter agreed, indicating that they would love the opportunity to contribute to the strategic approach of Public Art in their locality.</p> <p>S2. Submitter disagreed with a discount being offered for Option 2 and indicated that the developer has the right to choose what artwork is supported.</p> <p>S3. Submitter disagreed with a discount being offered for Option 2 suggesting it is an opt-out option for a developer, and easier than providing artwork for their project, adding that there should be no difference in developer contribution regardless of which option is chosen.</p> <p>S4. Submitter disagreed with the inclusion of Option 2, adding that the discount provided discourages developers from independent commissioning. Concerns were raised over the City's tendency to create and over-manage conceptually poor arts outcomes.</p> <p>S5. Submitter disagreed with the inclusion of Option 2 raising concern over the framework directing money away from the art and into managing the process of delivering art. Submitter further suggested that it is the work of artists in the management of art that leads to better art outcomes, and not consultants.</p> <p>S6. Submitter was neutral but raised concern over the integrity of funding allocation and distribution, and potential for funds to be used for other purposes. Submitter suggested that encouraging developers to provide art on their sites strengthens the Policy intent should it be challenged.</p>	<p>Under this legislation, changes to the purpose or, or use of the money held in this account requires an Absolute Majority vote by Council, requires one month's local public notice of the proposed change of purpose or proposed use. This is to ensure transparency and accountability in the management of local government funds.</p> <p>The intent of the Percent for Art Policy is to increase the social, heritage, cultural and economic value of the City through improved public amenity and enhanced built form. The provision of a value cap in the cash-in-lieu framework would act to provide constraint to the delivery of public artworks through this policy. Larger developments are a welcome opportunity to provide greater benefit for the community.</p>

## Attachment 1 – Summary of Submissions – Percent for Art

	Submitter's Comments	Administration's Comments
	<p>S7. Submitter agreed suggesting that increasing the proportions of the total cost of development to 1.25% for Option 1, and 30% for Option 2 would offer greater incentive for Option 2.</p> <p>S10. Submitter agreed, noting that Vincent is saturated with public artworks which are of varying impact and strongly agreed with the notion of pooling funds for a more strategic outcome.</p>	
<b>General comments</b>	<p>There is a large amount of public art within Vincent at present. A developer should be permitted to choose whether to include public art as part of their development.</p> <p>An analysis of the 330-submissions made to City independent of this survey in response to the Bunnings development application in the Pickle District should be included. This is a perfect test case for Percent for Art going directly into cultural infrastructure and a precedent to enable progressive arts sanctuary concepts complementing urban infill.</p>	<p>Through the preparation of the planning framework for the Pickle District the City is reviewing:</p> <ul style="list-style-type: none"> <li>the provision of art; or the provision of art and infrastructure through development incentives for community benefit provisions; and</li> <li>the 330 submissions for context of the place and for strengths and opportunities.</li> </ul>

## 10 INFRASTRUCTURE & ENVIRONMENT

### 10.1 UPDATE ON EXPANDING 40KM/H SPEED ZONES WITHIN CITY OF VINCENT

- Attachments:**
1. Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 1 (2016) [↓](#) 
  2. Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2 (2016) [↓](#) 
  3. Proposed 40Km/h Area Wide Speed Zone Trial - Results of Consultation (2018) [↓](#) 
  4. Road Safety Commission Report (GHD) [↓](#) 
  5. Evaluation Survey September 2022 [↓](#) 
  6. Safe Speed Trial Evaluation Report [↓](#) 
  7. 3741-CP-D - Speed Plan [↓](#) 

#### RECOMMENDATION:

That Council:

1. **NOTES** the Safe Speed Trial Evaluation Report (Attachment 6); and
2. **APPROVES** progression of formal applications to Main Roads Western Australia (MRWA) for the approval of permanent 40km/h speed zones within areas bounded by Newcastle, Vincent and Charles Streets and the Swan River; and
3. **APPROVES** progression of formal applications to MRWA to trial 40km/h speeds over a period of 18-months on all Local Roads which are currently posted 50km/h.

#### PURPOSE OF REPORT:

To seek Council **approval** for Administration to apply through MRWA for –

- Permanent 40km/h speed zones within areas bounded by Newcastle, Vincent and Charles Streets and the Swan River.
- Trial 40km/h speeds over a period of 18-months on all Local Roads which are currently posted 50km/h.

#### BACKGROUND:

In 2018 the City of Vincent proposed a 40km/h speed zone trial within Vincent's southern suburban residential areas to study the impact of slower speed limits. The objective was that the trial would make neighbourhood streets safer and provide a better street environment for all road users and residents living close by.

A pocket of West Perth has had a 40km/h speed limit in residential areas since the 1990s. The trial area extended the 40km/h zone from Charles Street in the West through to the Swan River in the East between Newcastle and Vincent Streets. The Road Safety Commission (RSC) supported the City of Vincent in its proposed trial of 40km/h urban speed limits with other stakeholders such as Main Roads Western Australia (MRWA) and Western Australia Local Government Association (WALGA) participating within the evaluation working group.

#### DETAILS:

Below is a timeline of events relating to the speed zone reduction on Local Roads –

**1990s** - 40km/h speed limit within residential area (Local Roads) of West Perth.

**2016** - Support for speed zone reduction trial (extending the West Perth 40km/h area) with MRWA and the RSC.



**2018** - Community consultation begins for trial.

**2019** - 40km/h speed zone trial begins.

**2020** - Third round of trial data collected and research finalised (GHD Report).

**2021** - Fifth round of trial data collected.

**2022** - North Perth submissions to MRWA complete for permanent 40km/h speed reduction.

**2022** - Safe speed trial evaluation report completed.

The safe speed trial evaluation report was completed by PJA consultants, in conjunction with the RSC, MRWA, City of Vincent and WALGA. A steering group was created to discuss the report and consensus summarised below –

1. Introduce the 40km/h speed zone trial as a permanent speed zone.
  - Undertake a high-level Movement and Place mapping exercise of the existing access and some distributor street network (including existing speed data) and identify which streets may require additional local area traffic management (LATM) treatment to reinforce the speed limit.
2. Extend the 40km/h speed zone to the rest of City of Vincent local and distributor streets.
  - Undertake a high-level Movement and Place mapping exercise of the remaining access and some distributor street network (including existing speed data) and identify which streets may require additional LATM treatment to reinforce the speed limit.

In response to the above outcomes of the working group's evaluation, Administration is proposing the following program and scope for each area –

- **Area 1:** from Newcastle Street to Vincent Street, between Charles Street and the river – implementation in 2022/2023.
- **Area 2:** within the area bounded by Raglan Road, Hyde Park, Vincent and Fitzgerald Streets, North Perth/Mount Lawley - implementation in 2022/2023.
- **Area 3:** in North Perth area bounded by Charles Street (West), Angove Street (North), Fitzgerald Street (East) and Vincent Street (South) - implementation in 2022/2023.
- **Area 4:** All remaining Local Access and most Distributor Roads within the City of Vincent to receive new 40km/h speed zone - implementation in 2024/2025.

Administration can confirm the current program and scope for each area as below;

**Area 1:** *Bounded by Newcastle Street to Vincent Street, between Charles Street and the river.*

- **2022/2023** - Application to MRWA for the existing trial area to become permanent.
- **2023/2024** - Subject to MRWA approval, through the budget process, allow funding for permanent implementation and complete project.

**Area 2:** *Bounded by Raglan Road, Hyde Park, Vincent and Fitzgerald Streets, North Perth/Mount Lawley.*

- **2022/2023** - Application to MRWA, design drawings and permanent signs and lines works completed.

**Area 3:** *Bounded by Charles Street (West), Angove Street (North), Fitzgerald Street (East) and Vincent Street (South).*

- **2022/2023** - Application to MRWA, design drawings and permanent signs and lines works completed.

**Area 4:** *All remaining Local Access roads to receive new 40km/h speed zone.*

- **2022/2023** - Application to MRWA for an 18-month trial area.
- **2023/2024** - Subject to MRWA approval, through the budget process, allow funding for implementation of the trial area and complete project.

MRWA raises concerns on the high operational and maintenance cost for areas which have differential speed limits. MRWA preference is for an overall 40km/h default limit to be implemented throughout Western Australia's Local Roads to reduce costs. Other concerns from MRWA came from driver behaviour and how traffic calming devices are expected to be implemented before speeds are approved to be reduced.

MRWA will have final authority to grant or reject applications to reduce speeds on Local Roads.

**CONSULTATION/ADVERTISING:**

Consultation on speed zoning has progressed since 2018. The safe speed trial area concluded with the evaluation report recommending that there is community support to have slower speeds throughout the City of Vincent.

The September 2022 community consultation period for the “Final Evaluation Survey” resulted in 57% support for reducing the speed to 40km/h within residential streets, as it provides greater confidence to walk or ride in the streets.

Consultation on the learnings from the Area 4 trial will be undertaken after 12 months data has been collected, analysed and prepared so it is comparable to that from other trials.

**LEGAL/POLICY:**

Road Traffic Act 1974

**RISK MANAGEMENT IMPLICATIONS**

Low: It is low risk for Council to continue and advocate for slower speeds throughout the City of Vincent.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

*Enhanced Environment*

*We have minimised our impact on the environment.*

*Accessible City* *Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.*

Prioritise pedestrians through safe streets, slower speed zones and shared spaces.

*Accessible City Strategy*

4.1.1 Work with the State Government and Inner-City Group of Councils to implement a 40km/h zone in all residential areas of the City of Vincent by 2023.

Opportunities – 30km/hr residential speed limits allow for an integration of mixed traffic cycling and significantly improved road safety outcomes.

*Thriving Places*

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.*

*Innovative and Accountable*

*Our community is aware of what we are doing and how we are meeting our goals.*

**SUSTAINABILITY IMPLICATIONS:**

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

*Sustainable Transport*

**PUBLIC HEALTH IMPLICATIONS:**

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

*Reduced injuries and a safer community*

**FINANCIAL/BUDGET IMPLICATIONS:**

- **Area 1** - Permanent 40km/h speed zones within areas bounded by Newcastle, Vincent and Charles Streets and the Swan River – Estimated cost of up to **\$75K**.
- **Area 4** - Trial all remaining Local Roads within the City of Vincent which are currently defaulted at 50km/h to be reduced to 40km/h over an 18 month period – Estimated cost up to **\$330K**
- Trial all remaining Local Roads within the City of Vincent which are currently defaulted at 50km/h to be reduced to 40km/h over an 18 month period – Estimated cost up to **\$330K**

Breakdown on scope of above costs include –

- Speed reduction application to MRWA.
- Design and drafting of the MRWA Signs and Lines design drawings.
- MRWA Installation costs for Signs and Lines.

Costs will need to be agreed and negotiated with MRWA, as regulatory signs and lines are installed through MRWA only, to be funded by the City of Vincent.

External funding opportunities will be explored by administration and allocation of project budget is forecasted within the Long Term Financial Plan (LTFP).

**COMMENTS:**

Since 2016, support has strengthened for slower speeds within Local Roads throughout the City of Vincent. Capital projects which have assisted specifically with speed reduction are –

- Safe Active Street (Department of Transport lead) – reduced speeds permanently on Local Roads to 30km/h.
- Low-Cost Urban Road Safety Program (Main Roads Western Australia lead) – reduced speeds on Local Roads below 50km/h.
- Local Area Traffic Management (LATM) (City of Vincent lead) – reduced speeds on Local Roads below 50km/h.

It is expected that Local Roads which have received some form of Traffic Calming modification will likely be approved by MRWA to become permanent 40km/h zones. Local Roads which have not yet received Traffic Calming treatments are less likely to be approved permanent 40km/h zones by MRWA.

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**9.2.2 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 1**

<b>Ward:</b>	South	<b>Date:</b>	12 May 2016
<b>Precinct:</b>	Precinct 11 – Mount Lawley Centre, Precinct 12 – Hyde Park, Precinct 13 – Beaufort Precinct 14 – Forrest, Precinct 15 – Banks, Precinct – MRA, Precinct 16 – EPRA, Precinct – EPRA 15	<b>File Ref:</b>	SC466
<b>Attachments:</b>	1 – Proposed Trial Area		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Lotznicker, Director Technical Services		
<b>Responsible Officer:</b>	R Lotznicker, Director Technical Services		

**RECOMMENDATION:**

That Council:

1. **ADVISES** Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40kph Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;
  - 1.1 partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City's Consultation Policy, for a minimum period of four weeks;
  - 1.2 advertises the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;
  - 1.3 bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;
  - 1.4 providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and
  - 1.5 should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and
2. **NOTES** that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received.

**COUNCIL DECISION ITEM 9.2.2**

**Moved** Cr Cole, **Seconded** Cr Buckels

That the recommendation be adopted.

*Debate ensued.*

**MOTION PUT AND CARRIED UNANIMOUSLY (9-0)**

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(TO BE CONFIRMED ON 28 JUNE 2016)

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**9.2.2 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 1**

<b>Ward:</b>	South	<b>Date:</b>	12 May 2016
<b>Precinct:</b>	Precinct 11 – Mount Lawley Centre, Precinct 12 – Hyde Park, Precinct 13 – Beaufort Precinct 14 – Forrest, Precinct 15 – Banks, Precinct – MRA, Precinct 16 – EPRA, Precinct – EPRA 15	<b>File Ref:</b>	SC466
<b>Attachments:</b>	1 – Proposed Trial Area		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Lotznicker, Director Technical Services		
<b>Responsible Officer:</b>	R Lotznicker, Director Technical Services		

**RECOMMENDATION:**

**That Council:**

1. **ADVISES** Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40kph Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;
  - 1.1 partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City's Consultation Policy, for a minimum period of four weeks;
  - 1.2 advertises the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;
  - 1.3 bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial; and
  - 1.4 providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and
  - 1.5 should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and
2. **NOTES** that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received.

**PURPOSE OF REPORT:**

To consider a proposal to undertake a '40kph area wide speed zone trial' in the southern part of the City of Vincent.

**BACKGROUND:**

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In March 2000 Council considered a report on lowering the posted speed limit on the state's local roads from 60kph to 50kph where it supported the introduction of the lower speed limit on the proviso that:

- the proposed speed limits would be designated by appropriate regulatory signage and line marking only, to minimise the requirement for the implementation of traffic calming devices, and
- enforcement of the proposed lower speed limits would be the responsibility of the WA Police.

The posted speed limit on over 70% of the State's road network was subsequently reduced from 60kph to 50kph.

The Mayor and Chief Executive Officer met with the Managing Director of Main Roads WA (MRWA) in early 2015 to discuss the possibility of undertaking a 40kph trial in the City of Vincent.

In June 2015 MRWA advised that there was in principle support for the trial from the Minister and that officers from MRWA would be in touch with the City to discuss the implementation of the trial.

Several meetings between Administration and MRWA followed where the proposed trial area was identified and costings undertaken.

#### DETAILS:

##### Lowering Speed Limits:

The findings of a recent study by Monash University in relation to the potential impact of lowered speed limits in urban and metropolitan areas, are summarised below:

- *Lowered average travel speeds brought about by a reduction in speed limits in urban and metropolitan areas will bring about considerable reductions in road trauma;*
- *A relatively minor impact on average travel times (mobility) is likely to occur at the individual level; at the societal level there are likely to be overall benefits depending on how values are assigned to travel times increases;*
- *Achieving community acceptance and support for speed limit reductions is critical as is the need to encourage better safety awareness by changing attitudes toward speeding and giving greater consideration to the needs of less prioritized road users;*
- *Vulnerable road users (pedestrians and cyclists) are likely to benefit most from reductions in average travel speeds;*
- *Lowered speed limits encourage better and safer forms of interaction between different types of road users which in turn should lead to a more attractive and liveable environment;*
- *Lowered average travel speeds should bring about an increase in energy efficiency with a corresponding reduction in fuel consumption and vehicle running costs, and a reduction in vehicle emissions (Greenhouse gases) and noise;*
- *Lowering speed limits, where circumstances permit, can prove to be a highly effective way of achieving and sustaining the long-term goals and intermediate targets proposed in traffic safety strategies and action plans.*

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Table 1, from the study, shows the consensus view of the 'risk of death' and 'serious injury' with respect to impact for pedestrians struck by a car (from Scully et al., 2007)

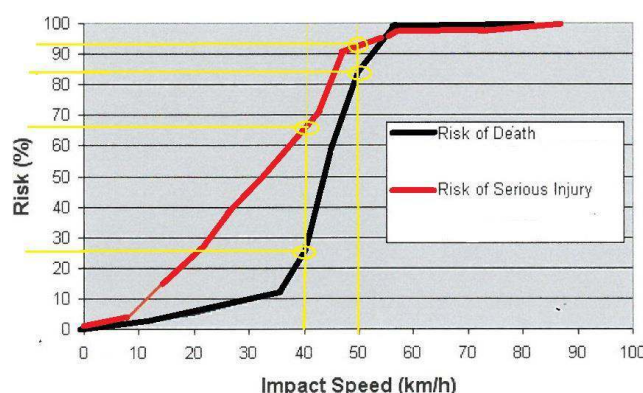


Table 1

As can be seen from the above table at 40kph (compared with 50kph) there is almost 60% lower risk of a fatality and 17% lower risk of serious injury to a pedestrian struck by a car.

#### Proposed '40kph Area Wide Speed Zone Trial':

The area under consideration for the trial is all the residential streets in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets as shown in **Attachment 1**.

The proposal would comprise the following:

- The identification of appropriate location for the installation of new 40kph signs and poles in the trial zone;
- Possible upgrading the existing LED signs at the two existing schools within the trial area\*; and
- An assessment of the traffic data prior to the trial and a comprehensive review during the trial by an independent road research provider.

Note:\* With regards to the school zones, this created an issue having speed differential which may compound and confuse the trial results. In addition MRWA have indicated this is likely to cause significant state-wide logistic, cost and political implications. MRWA have subsequently advised that they do not support the 30kph school zone at this stage and are arranging for a position paper to be prepared by a leading road research consultant to assess the benefits and costs associated with introducing 30kph school zones in WA before proceeding further with this.

#### CONSULTATION/ADVERTISING:

It is considered that the community in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets be consulted prior to progressing further with the proposal.

#### LEGAL/POLICY:

All streets in the proposed trial area except for Charles Street, Guildford Road and East Parade are under the care, control and management of the City. Stanley and Mitchell Street are boundary roads with the City of Bayswater.

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**STRATEGIC IMPLICATIONS:**

In keeping with the City's *Strategic Plan 2013-2023*, Objective 1 states:

*"1.1: Improve and maintain the natural and built environment and infrastructure*

*1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic. (d)Promote alternative methods of transport."*

**SUSTAINABILITY IMPLICATIONS:**

Lowering of speed limits on roads would result in reduced pollution and improved safety.

**RISK MANAGEMENT IMPLICATIONS:**

**Low.** The risk to the community is considered to be low as the proposal is likely to reduce traffic speeds and possibly volumes and provide a safer environment.

**FINANCIAL/BUDGET IMPLICATIONS:**

The estimated cost to install new signage in the trial area is \$150,000. The estimated cost to upgrade the LED school zone signage is \$80,000 and it is being requested that MRWA fund and undertake the consultation and the supply and installation of the signage.

With regards to review and monitoring during the trial the Road Safety Commission has indicated that they would arrange this, in partnership with MRWA as the trial results would have state wide significance. The cost of this has not been determined.

**COMMENTS:**

As mentioned in the report a recent study by Monash University concluded that even a small reduction in travel speeds brought about by a reduction in speed limits in urban and metropolitan areas will result in considerable reductions in road trauma.

In addition the study found that while relatively minor impacts on average travel times is likely to occur, at the individual level, at an overall collective level there are likely to be overall benefits depending on how values are assigned to travel times increases.

It is considered that implementing a 40kph trial would have many benefits for the community including a potential reduction in road running due to the lower speed zoning.



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**9.2.3 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2**

<b>Ward:</b>	South	<b>Date:</b>	5 August 2016
<b>Precinct:</b>	Precinct 11 – Mount Lawley Centre, Precinct 12 – Hyde Park, Precinct 13 – Beaufort Precinct 14 – Forrest, Precinct 15 – Banks, Precinct – MRA, Precinct 16 – EPRA, Precinct – EPRA 15	<b>File Ref:</b>	SC466
<b>Attachments:</b>	<u>1</u> – Proposed Trial Area		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Lotznicker, Director Technical Services		
<b>Responsible Officer:</b>	R Lotznicker, Director Technical Services		

**RECOMMENDATION:**

That Council:

1. **NOTES** the:
  - 1.1 Responses received from both Main Roads WA and the Road Safety Commission to Council's decision of 31 May 2016, as contained in the report; and
  - 1.2 Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40kph signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;
2. **AUTHORISES** the Chief Executive Officer to liaise with both Main Roads WA and the Road Safety Commission in preparing a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
3. **RECEIVES** a further report at the conclusion of the advertising period.

Moved Cr Gontaszewski, Seconded Cr Buckels

That the recommendation be adopted.

*Debate ensued.*

**PROPOSED AMENDMENT**

Moved Cr Gontaszewski, Seconded Cr Cole

That Recommendation 2 be amended as follows:

2. **AUTHORISES** the Chief Executive Officer to liaise with both Main Roads WA, and the Road Safety Commission and other relevant agencies/organisations to:
  - 2.1 Prepare ~~in preparing~~ a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and

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(TO BE CONFIRMED ON 20 SEPTEMBER 2016)

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Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and

**2.2 Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40kph Area Wide Speed Zone Trial; and**

*Debate ensued.*

**AMENDMENT PUT AND CARRIED UNANIMOUSLY (9-0)**

*Debate ensued.*

**MOTION AS AMENDED PUT AND CARRIED UNANIMOUSLY (9-0)**

**COUNCIL DECISION ITEM 9.2.3**

That Council:

1. NOTES the:
  - 1.1 Responses received from both Main Roads WA and the Road Safety Commission to Council's decision of 31 May 2016, as contained in the report; and
  - 1.2 Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40kph signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;
2. AUTHORISES the Chief Executive Officer to liaise with Main Roads WA, the Road Safety Commission and other relevant agencies/organisations to:
  - 2.1 Prepare a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
  - 2.2 Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40kph Area Wide Speed Zone Trial; and
3. RECEIVES a further report at the conclusion of the advertising period.

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(TO BE CONFIRMED ON 20 SEPTEMBER 2016)

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**9.2.3 Proposed 40kph Area Wide Speed Zone Trial – South Vincent Progress Report No 2**

<b>Ward:</b>	South	<b>Date:</b>	5 August 2016
<b>Precinct:</b>	Precinct 11 – Mount Lawley Centre, Precinct 12 – Hyde Park, Precinct 13 – Beaufort Precinct 14 – Forrest, Precinct 15 – Banks, Precinct – MRA, Precinct 16 – EPRA, Precinct – EPRA 15	<b>File Ref:</b>	SC466
<b>Attachments:</b>	1 – Proposed Trial Area		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	R Lotznicker, Director Technical Services		
<b>Responsible Officer:</b>	R Lotznicker, Director Technical Services		

**RECOMMENDATION:**

**That Council:**

1. **NOTES** the:
  - 1.1 Responses received from both Main Roads WA and the Road Safety Commission to Council's decision of 31 May 2016, as contained in the report; and
  - 1.2 Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40kph signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;
2. **AUTHORISES** the Chief Executive Officer to liaise with both Main Roads WA and the Road Safety Commission in preparing a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40kph Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
3. **RECEIVES** a further report at the conclusion of the advertising period.

**PURPOSE OF REPORT:**

To further consider a proposal to undertake a '40kph area wide speed zone trial' in the southern part of the City of Vincent.

**BACKGROUND:**

**Ordinary Meeting of Council 31 May 2016:**

Council considered a report on a proposed 40kph area wide speed zone trial in all of the residential streets in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets where the following would be undertaken:

- The identification of appropriate location for the installation of new 40kph signs and poles in the trial zone
- The 'possible' upgrading the of existing LED signs at the two existing schools within the trial area

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- An assessment of the traffic data prior to the trial and a comprehensive review during the trial by an independent road research provider.

Following consideration of the report Council made the following decision:

*"That Council:*

1. *ADVISES Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40kph Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;*
  - 1.1 *partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City's Consultation Policy, for a minimum period of four weeks;*
  - 1.2 *advertising the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;*
  - 1.3 *bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;*
  - 1.4 *providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and*
  - 1.5 *should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and*
2. *NOTES that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received."*

**DETAILS:**

In accordance with Council's decision Administration wrote to both Main Roads WA and the Road Safety Commission on 14 June 2016.

**MRWA Response – 6 July 2016:**

*"It is noted that Council now seeks State Government assistance in managing all aspects of the trial including funding the objectives. This is considered contradictory to Main Roads previous advice in June 2015 that Council would be responsible for all aspects of the trial including funding, for which I understand your officers had agreed to and were in the process of requesting.*

*Nevertheless, Council's proposals for 40 km/h residential areas and possible introduction of 30 km/h School Zones significantly impacts on State Government policy and legislation around the Built up Area 50 km/h speed limit and School Zones in general at a State-wide level.*

*Consequently, Main Roads has written to the newly (July 2015) formed Road Safety Commission to consider leading a review of such speed zoning changes with a focus on legislative changes to bring about reducing road trauma. This is considered a more appropriate approach in enabling an informed, quantifiable and structured way forward in setting lower speed limits to achieve the desired outcomes.*

*To assist the Commission's deliberations, Main Roads has engaged ARRB to undertake an investigation of speed zones nationally to capture current issues and directions.*

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*Considering the above, Main Roads cannot accept Council's current resolution however previous agreements continue to have Main Roads support.*

*I will advise the City of Vincent the outcome of discussions held with the Road Safety Commission in due course"*

**Road Safety Commission Response – 3 August 2016:**

*"After careful consideration I can advise that the Road Safety Commission supports the proposed trial by the City of Vincent. I would however note the following in relation to recommendation 1:*

- *The Road Safety Commission (RSC) accepts recommendation 1.2 contingent on consultation regarding the form and content of any proposed advertising.*
- *In relation to recommendation 1.4 the draft report be provided to the RSC for review prior to finalisation.*
- *In relation to recommendation 1.3 and 1.5, the RSC requests that should the trial proceed, a working group be formed to develop any potential implementation plan and assessment methodology, chaired by the City of Vincent and featuring representation from the relevant State Government agencies. "*

**Discussion:**

MRWA consider that Council will be responsible for all aspects of the trial, including funding, and if so previous agreements continue to have their support. Also they have engaged the Australian Road Research Board (ARRB) to undertake an investigation of speed zones nationally to capture current issues and directions.

Following receipt of the RSC letter, further clarification was sought regarding who would be responsible for the advertising, what funding will be provided, who would be preparing a draft report following the advertising and who would be undertaking a formal independent assessment/review of the trial's effectiveness, should the trial proceed.

From the responses received, should Council wish to continue with the trial the following would be required:

Task	Responsibility	Funding	Comments
Advertising the proposal to conduct a trial, including the lowering of the existing school zones from 40kph to 30kph within the trial area;	City of Vincent	City of Vincent / RSC	The City would undertake the advertising, with assistance in terms of funding and communications advice from the RSC if required.
Bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;	City of Vincent	City of Vincent / RSC	The Road Safety Commission is willing to provide funding in this regard, contingent on Ministerial approval (if required).
Providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon	City of Vincent	City of Vincent / RSC	RSC is willing to commit funds to enable this trial to take place, but would ultimately see the City of Vincent owning the process.
Assessment of traffic prior to trial	City of Vincent	City of Vincent / RSC / MRWA	All streets in the trial area would need to be

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			assessed prior to the trial commencing
Trial Implementation	MRWA	City of Vincent	Signs and poles will be installed by MRWA.
Formal independent assessment/review of the effectiveness of the trial	RSC	RSC / City of Vincent / MRWA	RSC have suggested that a working group, chaired by the City, be formed, to develop an implementation plan and assessment methodology with representation from the relevant State Government agencies. They will assist in funding a formal evaluation of the trial, however the preference would be a collaborative process involving all relevant stakeholders.

#### CONSULTATION/ADVERTISING:

In accordance with Policy No. 4.1.5 'Community Consultation', the community in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets be consulted prior to progressing further with the proposal.

#### LEGAL/POLICY:

All streets in the proposed trial area except for Charles Street, Guildford Road and East Parade are under the care, control and management of the City. Stanley and Mitchell Street are boundary roads with the City of Bayswater.

#### STRATEGIC IMPLICATIONS:

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

*"Natural and Built Environment*

*"1.1: Improve and maintain the natural and built environment and infrastructure*

*1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic. (d) Promote alternative methods of transport."*

#### SUSTAINABILITY IMPLICATIONS:

Lowering of speed limits on roads would result in reduced pollution and improved safety.

#### RISK MANAGEMENT IMPLICATIONS:

**Low.** The risk to the community is considered to be low as the proposal is likely to reduce traffic speeds and possibly volumes and provide a safer environment.

#### FINANCIAL/BUDGET IMPLICATIONS:

Council has allocated \$150,000, in the 2016/17 budget, which includes a 50% contribution from both MRWA and the Road Safety Commission.

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As it is unlikely that the 50% contribution will be received, Council may need to allocate additional funds, either in the midyear budget review or in 2017/18 (depending on project timing) should they still wish to proceed with the project.

The estimated cost to install new signage in the trial area is \$150,000. With regards to the school zones, this will need to be further determined however the estimated cost to upgrade the LED school zone signage is in the order of \$80,000,

With regards to advertising prior to the trial, and review and monitoring during the trial the Road Safety Commission has indicated that they would part fund the advertising and fund a formal independent assessment/review of the effectiveness of the trial as the trial results would have state wide significance.

**COMMENTS:**

As previously reported to Council a recent study by Monash University concluded that even a small reduction in travel speeds brought about by a reduction in speed limits in urban and metropolitan areas will result in considerable reductions in road trauma.

In addition the study found that while relatively minor impacts on average travel times is likely to occur, at the individual level, at an overall collective level there are likely to be overall benefits depending on how values are assigned to travel times increases.

It is considered that implementing a 40kph trial would have many benefits for the community including a potential reduction in rat running due to the lower speed zoning.



## ORDINARY COUNCIL MEETING MINUTES

16 OCTOBER 2018






**10 ENGINEERING****10.1 PROPOSED 40KM/H AREA WIDE SPEED ZONE TRIAL - RESULTS OF CONSULTATION**

TRIM Ref: D18/113815

Author: Francois Sauzier, Active Transport Officer

Authoriser: Andrew Murphy, Director Engineering

Attachments:

1. Results Summary 
2. Consultation Leaflet with Area Map 
3. Survey 1 
4. Survey 2 
5. Summary of Submissions 

**RECOMMENDATION:**

That Council:

1. NOTES the results of the Community Consultation as summarised in Attachment 1;
2. AUTHORISES the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern half of the City of Vincent as shown in Attachment 2; and
3. ADVISES the respondents of the outcome.

Moved: Cr Loden, Seconded: Cr Hallett

That the recommendation be adopted.

**PROPOSED AMENDMENT**Moved: Cr Gontaszewski, Seconded: Cr Topelberg

That the recommendation be amended as follows:

"That Council:

- ~~1. NOTES the results of the Community Consultation as summarised in Attachment 1;~~
1. **NOTES:**
  - 1.1 the results of the Community Consultation, demonstrating the majority of respondents within the City of Vincent and within the trial area support the 40km/h trial proceeding, as summarised in Attachment 1; and
  - 1.2 that the trial has the support of the Office of Road Safety who has offered to engage and fund the Monash University Accident Research Centre to undertake an accredited research project of the trial to ensure that findings are evidence-based and applicable to the broader Perth metropolitan area;
2. AUTHORISES the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern part of the City of Vincent as shown in Attachment 2;
3. NOTES that a Reference Group, consisting of the City of Vincent, the Office of Road Safety and other key stakeholders involved in road safety in Western Australia will be established to provide oversight and support to the trial; and

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ORDINARY COUNCIL MEETING MINUTES

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4. ADVISES the respondents of the outcome and commences liaison with the Office of Road Safety over implementation of the trial."

**AMENDMENT CARRIED UNANIMOUSLY (8-0)**

**For:** Mayor Cole, Cr Gontaszewski, Cr Fotakis, Cr Hallett, Cr Harley, Cr Loden, Cr Murphy and Cr Topelberg

**Against:** Nil

(Cr Castle was an apology for the Meeting.)

**COUNCIL DECISION ITEM 10.1**

**Moved:** Cr Loden, **Seconded:** Cr Hallett

That Council:

1. **NOTES:**

- 1.1 the results of the Community Consultation, demonstrating the majority of respondents within the City of Vincent and within the trial area support the 40km/h trial proceeding, as summarised in Attachment 1; and
  - 1.2 that the trial has the support of the Office of Road Safety who has offered to engage and fund the Monash University Accident Research Centre to undertake an accredited research project of the trial to ensure that findings are evidence-based and applicable to the broader Perth metropolitan area;
2. **AUTHORISES** the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern part of the City of Vincent as shown in Attachment 2;
3. **NOTES** that a Reference Group, consisting of the City of Vincent, the Office of Road Safety and other key stakeholders involved in road safety in Western Australia will be established to provide oversight and support to the trial; and
4. **ADVISES** the respondents of the outcome and commences liaison with the Office of Road Safety over implementation of the trial.

**CARRIED UNANIMOUSLY (8-0)**

**For:** Mayor Cole, Cr Gontaszewski, Cr Fotakis, Cr Hallett, Cr Harley, Cr Loden, Cr Murphy and Cr Topelberg

**Against:** Nil

(Cr Castle was an apology for the Meeting.)

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## ORDINARY COUNCIL MEETING AGENDA

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## 10 ENGINEERING

## 10.1 PROPOSED 40KM/H AREA WIDE SPEED ZONE TRIAL - RESULTS OF CONSULTATION

TRIM Ref: D18/113815

Author: Francois Sauzier, Active Transport Officer

Authoriser: Andrew Murphy, Director Engineering

- Attachments:
1. Results Summary [↓](#) 
  2. Consultation Leaflet with Area Map [↓](#) 
  3. Survey 1 [↓](#) 
  4. Survey 2 [↓](#) 
  5. Summary of Submissions [↓](#) 

## RECOMMENDATION:

That Council:

1. NOTES the results of the Community Consultation as summarised in Attachment 1;
2. AUTHORISES the Director Engineering to progress the implementation of a 40km/h Speed Zone Trial in the southern half of the City of Vincent as shown in Attachment 2; and
3. ADVISES the respondents of the outcome.

## PURPOSE OF REPORT:

To consider the results of the community consultation, specifically targeting residents of the City, to determine the Vincent community's appetite for the implementation of a 40km/h Speed Zone Trial in the southern portion of the City for the residential streets in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

## BACKGROUND:

## Ordinary Meeting of Council 31 May 2016

Council considered a report on a proposed 40km/h area wide speed zone trial in all of the residential streets in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

Following consideration of the report Council made the following decision:

*"That Council:*

1. ADVISES Main Roads WA and the Commissioner of Road Safety that it supports, in principle, undertaking a 40km/h Area Wide Speed Zone Trial in the area bounded by Charles Street, Vincent Street, Beaufort Street, Walcott Street, Guildford Road, Stanley Street and Mitchell Street, as shown in Attachment 1, subject to the State Government, through Main Roads WA, the Office of Road Safety, or other relevant State Agency or Agencies;
  - 1.1 partnering with the City of Vincent to undertake community consultation with residents and ratepayers in the affected, area, in accordance with the City's Consultation Policy, for a minimum period of four weeks;
  - 1.2 advertising the proposal to conduct a trial, including the lowering of the existing school zones from 40km/h to 30kph within the trial area;
  - 1.3 bearing, or substantially contributing to the funding of all works associated with the consultation, design and, if approved, implementation of the trial;

## ORDINARY COUNCIL MEETING AGENDA

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- 1.4 providing a report, to Council, at the conclusion of the consultation period outlining the comments received and recommendations thereon; and
- 1.5 should the trial proceed, undertaking a formal independent assessment/review of its effectiveness; and
2. NOTES that a further report will be presented, to Council on this matter, once a formal response to recommendation 1, has been received."

**Ordinary Meeting of Council 23 August 2016**

Council considered Progress Report No. 2 and made the following decision:

"That Council:

1. NOTES the:
  - 1.1 Responses received from both Main Roads WA and the Road Safety Commission to Council's decision of 31 May 2016, as contained in the report; and
  - 1.2 Funds allocated in the 2016/17 Budget of \$150,000, for the installation of 40km/h km/h signs/poles, includes a 50% contribution from Main Roads WA which, they have indicated, they will not provide;
2. AUTHORISES the Chief Executive Officer to liaise with Main Roads WA, the Road Safety Commission and other relevant agencies/organisations to:
  - 2.1 Prepare a consultation pack to be sent to residents / businesses in the area bounded by Charles, Vincent, Beaufort and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, by no later than 30 November 2016, seeking their views on undertaking a 40km/h km/h Area Wide Speed Zone Trial in streets as shown in Attachment 1; and
  - 2.2 Clearly define each agency/organisation's roles, responsibilities, costs, outcomes and deliverables in undertaking a proposed 40km/h km/h Area Wide Speed Zone Trial; and
3. RECEIVES a further report at the conclusion of the advertising period."

**DETAILS:**

The City's Administration prepared a consultation engagement plan, which prioritised the use of the City's engagement portal (EHQ), as recently used in the successful *IMAGINE* Vincent campaign.

**Consultation Package**

A consultation leaflet was prepared which provided some background information on the proposed 40km/h Speed Zone Trial, including a map of the proposed trial zone, and directing all respondents to an online survey. Hard copies for the survey were also made available over the counter of the City's Administration and Civic Centre while the Customer Service staff were also able to take survey responses over the phone if required.

The consultation leaflet can be viewed in **Attachment 2**.

14,000 consultation leaflets were printed with 8000 hand delivered to households in the affected areas; a further 4,500 were mailed to absentee property owners and businesses with the balance available from the City's facilities including Beatty Park Leisure Centre, City of Vincent Administration and Civic Centre and the Library and Local History Centre.

**Survey**

An initial survey was prepared and launched (Survey 1 **Attachment 3**) on 2 August 2018, with 74 responses received.

An additional number of questions and options were subsequently added (Survey 2 **Attachment 4**) on 8 August 2018, to which 318 responses were received. To ensure that those who had responded to the initial survey were kept fully informed all respondents (to Survey 1) were emailed advising of the additional questions so as to provide them with the opportunity to respond to Survey 2. Nine of the original respondents then added additional information.

## ORDINARY COUNCIL MEETING AGENDA

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The survey formally closed at 5pm on Wednesday 5 September 2018 and all survey responses from Survey 1 and 2 collated.

**Survey Results**

All responses have now been collated with a total of 392 responses being received. 385 (98.2%) of all respondents claim to either live, work or own property in Vincent.

All Areas

When asked if they support a reduction in speed limit on residential neighbourhood streets, within the trial area, to 40km/h, 225 respondents (57.4%) said YES and 167 respondents (42.6%) NO.

When asked what would be the preferred speed limit on residential neighbourhood streets across Vincent, 148 respondents (45.3%) advised they would prefer 40km/h; 126 (38.5%) saw no need to change (retain the default 50km/h limit) and 53 (16.2%) nominated 30km/h as their preferred speed limit.

Within the Trial Area

298 (76%) of all respondents live or own property within the proposed trial area. Of these respondents, 169 (57%) supported the trial and 129 (43%) did not.

For those who support the trial, respondents were asked to nominate from a list of concerns. In order of concern:

Number	Concerns
213	safer streets for all road users
154	enhance the neighbourhood feel of our suburbs
132	deter people taking short cuts through residential streets
127	reduction in likelihood of trauma in a road accident
101	more likely for children to walk or ride to school
98	environmental benefits of less noise and fuel consumption
82	more likely to walk or ride than take the car
14	other

For those who do not support the trial, respondents were asked to nominate from a list of concerns. In order of concern:

Number	Concerns
145	speed limit on local roads is appropriate
64	impact on traffic flow
51	drivers should adhere to current speed limit
51	other
23	concerns over lack of enforcement
14	would prefer speed humps or traffic calming be installed

Respondents were asked to rank from 1-5 the following measures to improve safety and amenity of residential streets:

Number	Item	Rank / Score out of 5
1	Speed humps or other traffic calming measures	3.39
2	Greater police enforcement	3.30
3	Increase and improve signposting of speed limits	3.21
4	Lower speed limit of residential streets	2.61
5	Better cycling and pedestrian infrastructure	2.37

**Summary of Submissions**

A summary of submissions made by respondents is attached (**Attachment 5**).

Of those who support the trial, the comments included:

## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

- Extend to other areas of Vincent;
- Reduce the carriageway widths of some streets and include cycle lanes if possible;
- There are many narrow streets in Vincent where people do speed;
- Car noise is reduced when traffic speed is slower.

Of those who do not support the trial, the comments included:

- A waste of rate payers money;
- Won't address the issue;
- More Police enforcement is necessary;
- Real issue is inattentiveness of all users.

Respondents were also asked if there were other traffic issues. Comments included:

- There are no issues;
- Provide more safe crossing points on main roads;
- Slowing traffic on main arteries (i.e. Bulwer Street) will cause frustration and road rage;
- Increase ranger patrols and fine people parking on pavements;
- Traffic calming seems ad-hoc;
- Focus more on maintenance.

#### The Next Phase – Establishment of a Reference Group

If the Council decision is that the trial should proceed, a key recommendation from the Road Safety Commission is the establishment of a Reference Group, consisting of representatives of the following key stakeholders involved in Road Safety in Western Australia:

- Road Safety Commission;
- Main Roads Western Australia;
- Department of Fire and Emergency Services;
- Western Australian Local Government Association;
- Department of Transport;
- Western Australian Police Service; and
- Royal Automobile Club WA

#### Monash University Accident Research Centre (MUARC)

In addition to the above it is the Road Safety Commission's intention to engage MUARC to undertake an accredited research project of the trial to ensure that the reporting of the results is of a standard so that any data and recommendations can be applied with confidence across urban areas, albeit within the Perth Metropolitan area or regional centres.

#### CONSULTATION/ADVERTISING:

A comprehensive marketing plan was produced including the design and distribution of a leaflet, directing respondents to the City's online engagement portal (EHQ) to complete the survey. 8,000 leaflets were hand delivered to directly affected households and businesses in the trial area and 4,500 were posted to absentee property owners, advising of the survey. Although respondents were encouraged to complete the online survey, surveys could also be filled out over the phone or the counter at the Vincent Administration and Civic Centre

The survey period was marketed via the placement of display advertisements in the local papers; 4 vinyl banners placed and rotated around the City over 4 weeks; and the use of the City's digital marketing channels to promote the survey.

The Urban Mobility Advisory Group (UMAG) has been kept informed and consulted upon the trial and this project will be a standing item on the UMAG agenda.

#### LEGAL/POLICY:

Nil.

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**RISK MANAGEMENT IMPLICATIONS:**

**Low:** The risk to the community is considered low as the proposal should lead to reduced traffic speeds and provide a safer environment.

**STRATEGIC IMPLICATIONS:**

In accordance with the City's *Strategic Plan 2013-2023*, Objective 1 states:

*"Natural and Built Environment*

*1.1: Improve and maintain the natural and built environment and infrastructure*

*1.1.5 Take action to improve transport and parking in the City and mitigate the effects of traffic.  
(d) Promote alternative methods of transport."*

**SUSTAINABILITY IMPLICATIONS:**

Lowering of speed limits on roads would result in reduced pollution and improved safety for all users.

**FINANCIAL/BUDGET IMPLICATIONS:**

The Council has allocated \$150,000 in the 2018/19 budget.

Main Roads WA are preparing a revised estimate based upon minimising the regulatory signage and line-marking required while ensuring that it complies and is enforceable. Earlier estimates to install new signage and line marking within the trial area was \$150,000.

**COMMENTS:**

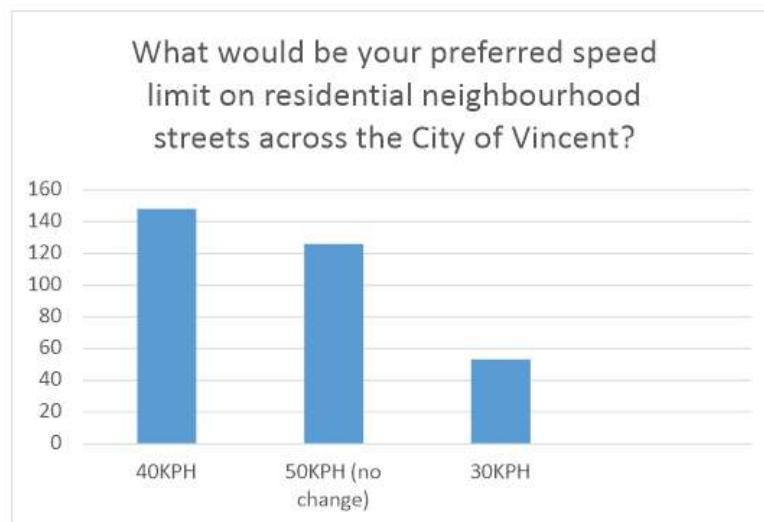
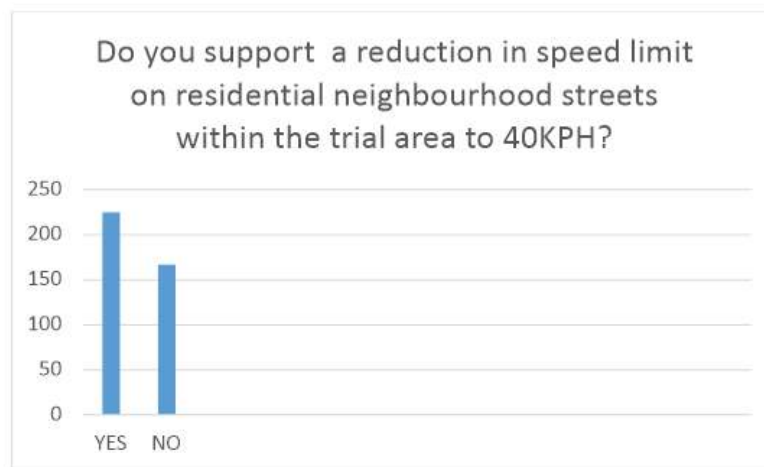
The City has undertaken extensive consultation with the Vincent community to gauge the level of support for the trial of a 40km/h speed zone on local streets, in the south portion of the City in the area bounded by Charles, Vincent, Beaufort, and Walcott Streets, Guildford Road, Stanley and Mitchell Streets, Graham Farmer Freeway and Newcastle Street.

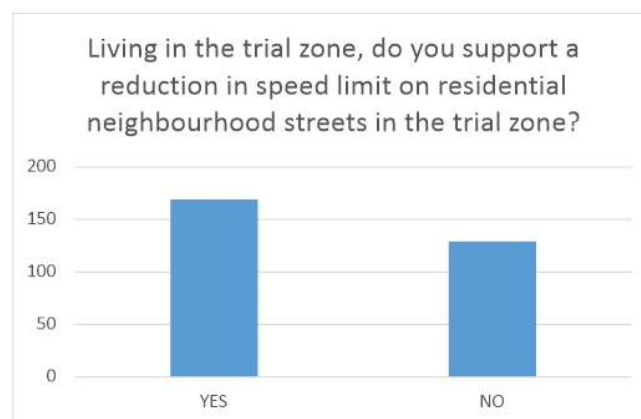
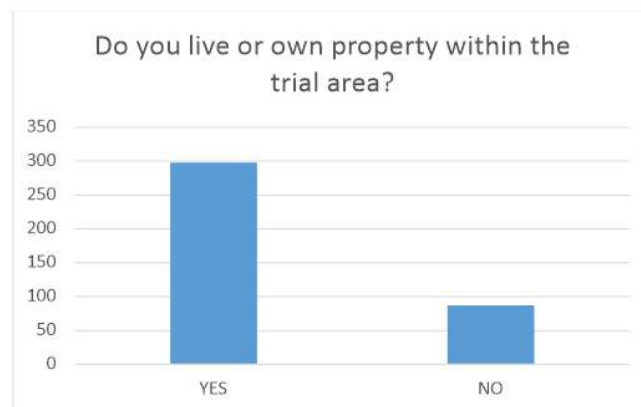
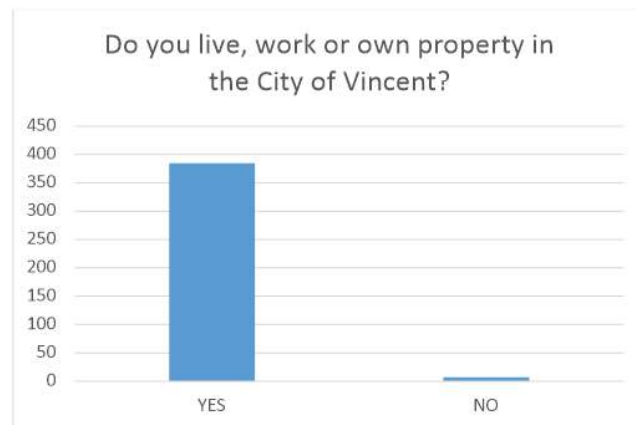
A total of 392 responses were received. 298 (76%) of all respondents live or own property within the proposed trial area. Of these respondents, 169 (57%) supported the trial and 129 (43%) did not.

Therefore, in light of the above results it is recommended that Council support the 40km/h Speed Zone Trial and approve the establishment of a Reference Group as the next step in the journey.



## 40 KPH SPEED ZONE TRIAL – Collated Results of Survey (4/8 – 5/9/18)







In the City of Vincent, we're all about making our inner city neighbourhoods feel welcoming. Streets where people can walk and ride safely, where kids can play and neighbours can spend more time outdoors getting to know each other and add to our sense of community.

Residents regularly tell me that they are concerned about the speed of traffic on their streets and the impact on their daily lives. More and more, I am hearing that 50 is too fast on our residential roads, that rat running is a major concern and that car and truck traffic is increasing.

Existing research shows that lowered speed limits make streets safer for all road users - drivers, pedestrians and cyclists - but slower speeds also contribute to more active and connected communities.

Research has also found that reduced speed limits are better for the environment with less fuel consumption and noise. At the same time, slower speeds only have a minor impact on average journey times.

The proposed trial is for 24 months and presents a great opportunity to further research lower residential speed zones and test the benefits right here in Vincent.

The trial 40km/h zone would apply to all residential streets from Charles Street in the west through to the Swan River in the east between Newcastle and Vincent Streets, with the key corridor roads remaining unchanged. The focus is on enhancing neighbourhood life, whilst not hindering traffic flow on major roads.

With your support, we hope to start the trial early in 2019. Please tell us what you think!

Emma Cole  
Mayor



# 40KM/H SPEED ZONE TRIAL


have your say

### WHAT HAPPENS NEXT?

After the survey closes on 5 September we will review the responses received and the results put to Council to decide whether to proceed with the trial.

If the trial proceeds then we will implement the speed zone changes early next year with the installation of 40km/h signage in the affected areas.

For more information visit [imagine.vincent.wa.gov.au](http://imagine.vincent.wa.gov.au)



This document is available in other formats and languages upon request

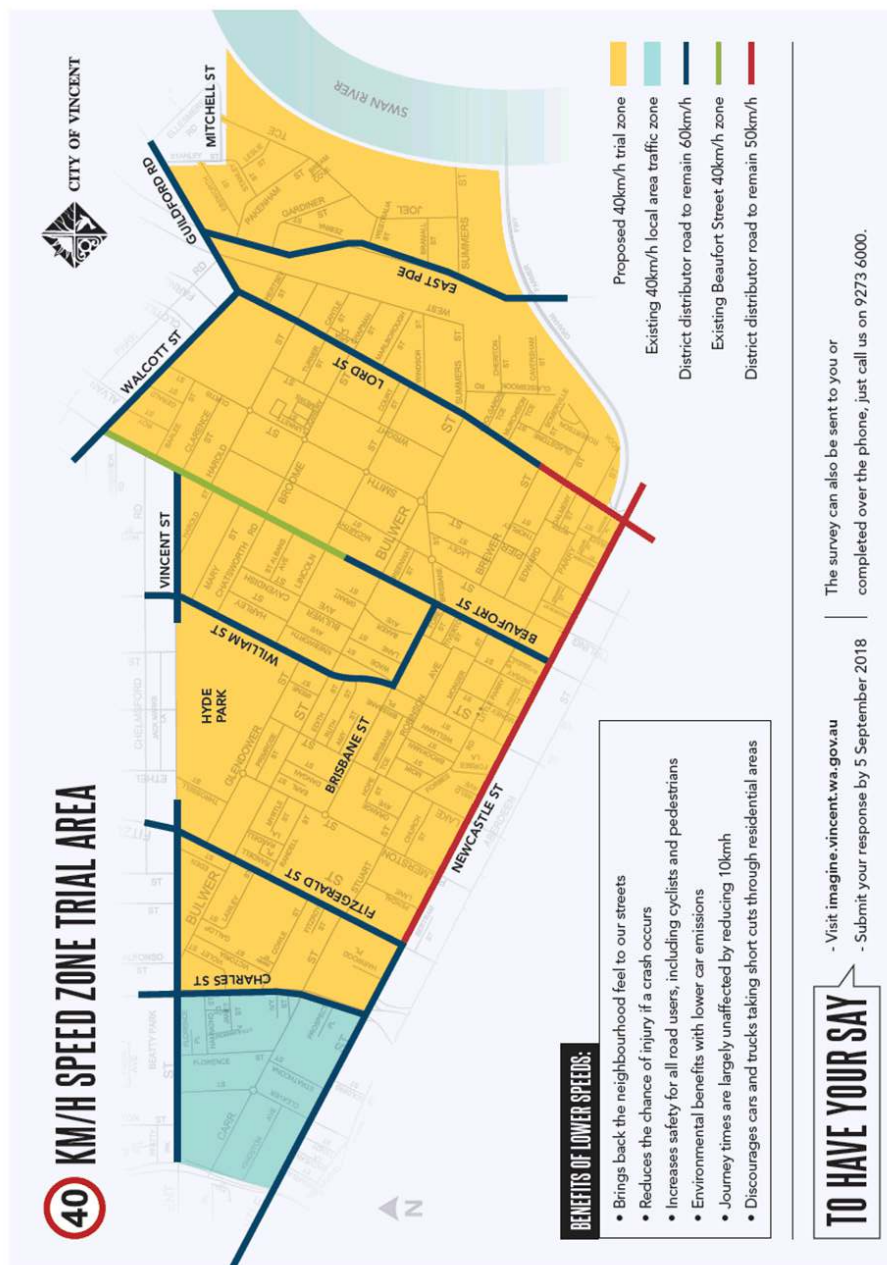
**Administration & Civic Centre**  
 Email: [mail@vincent.wa.gov.au](mailto:mail@vincent.wa.gov.au)  
 Phone: 9273 6000  
 Address: 244 Vincent Street, Leederville, Western Australia, 6007

**VINCENT.WA.GOV.AU**

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Item 10.1- Attachment 2

## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

**40km/hour Speed Zone Trial**

The City of Vincent

**40km/h speed zone trial**

Tell us if you support the proposed speed zone trial by answering a few simple questions prior to 5pm, 5 September 2018.

Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas? (Choose any one option) (Required)

- ☐ Yes  
☐ No

Answer this question only if you have chosen Yes for Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas?

What were your reasons for supporting the trial? (Choose all that apply)

- ☐ Safer streets for all road users including pedestrians and cyclists  
☐ Bring back a neighbourhood feel to our suburbs  
☐ Environmental benefits  
☐ Reduce likelihood of trauma in a road accident  
☐ Deter people taking short cuts through neighbourhood streets

Answer this question only if you have chosen No for Do you support the 40km/h speed zone trial on local roads to measure the effect of slower speeds in urban areas?

What were your reasons for not supporting the trial? (Choose all that apply)

- ☐ I think speed limits are fine  
☐ I'm concerned about travel times, despite the research showing they are largely unaffected  
☐ Other reasons

What is your street address?

What is your postcode? (Required)

Do you live in the trial area or own property there? (Choose any one option)

- ☐ Yes, I live at the property listed above  
☐ Yes, I own property in the trial area  
☐ No

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Item 10.1- Attachment 3

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## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

**40km/hour Speed Zone Trial**The City of Vincent

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Answer this question only if you have chosen Yes, I own property in the trial area for Do you live in the trial area or own property there?

What is the street address?

Would you consider a 30 kmh limit? (Choose any one option)

- ☐ Yes  
☐ No  
☐ Not sure

Rather than a trial, should the urban speed limit across Perth be reduced to 40 kph now in urban (local streets, not main distributors) streets? (Choose any one option)

- ☐ Yes  
☐ No  
☐ Not sure

Are you likely to use your car less, and walk or ride more, for local trips during the trial? (Choose any one option)

- ☐ Yes  
☐ No  
☐ Not sure

Do you have any further comments to make?

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## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

**40km/hour Speed Zone Trial**

The City of Vincent

**40km/hour Speed Zone Trial**

Please share your thoughts about the proposed speed zone trial by answering these few simple questions before 5:00pm Wednesday 5 September 2018.

1) Do you live, work or own property in Vincent? (Choose all that apply) (Required)

- ☐ Live  
☐ Work  
☐ Own property

2) Please let us know your Suburb (Required)

3) Please let us know your street

4) Are you within the trial area (bounded by Charles/Vincent/Newcastle Streets and the Swan River)? (Choose any one option)

(Required)

- ☐ Yes  
☐ No

5) Do you believe any of the following traffic issues need to be addressed in the City of Vincent? (Choose all that apply) (Required)

- ☐ Rat running (short cuts through residential streets)  
☐ Speeding on residential streets  
☐ Traffic congestion and volume on residential streets  
☐ Increasing safety for all road users (including pedestrian and cyclists)  
☐ Drivers not following road rules  
☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for 5) Do you believe any of the following traffic issues need to be addressed in the City of Vincent?

Please provide a short description of the other traffic issues that you believe need to be addressed

6) What would be your preferred speed limit on residential neighbourhood streets across the City of Vincent? (Choose any one option) (Required)

- ☐ No change - 50km/h  
☐ 40 km/h  
☐ 30 km/h

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Item 10.1- Attachment 4

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## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

**40km/hour Speed Zone Trial**The City of Vincent

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7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph? (Choose any one option) (Required)

- ☐ Yes  
☐ No

Answer this question only if you have chosen Yes for 7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph?

What best describes your reasons for supporting the 40km/h trial? (Choose all that apply) (Required)

- ☐ Safer streets for all road users  
☐ Reduction in likelihood of trauma in a road accident  
☐ Environmental benefits of less noise and fuel consumption  
☐ Enhance the neighbourhood feel of our suburbs  
☐ Deter people taking short cuts through residential streets  
☐ More likely to walk or ride than take car  
☐ More likely for children to walk or ride to school  
☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for What best describes your reasons for supporting the 40km/h trial?

For what other reasons do you support the 40km/h trial?

Answer this question only if you have chosen No for 7) Do you support a change in the speed limit on residential neighbourhood streets in the trial area to 40kph?

What best describes your reasons for not supporting the 40km/h trial? (Choose all that apply) (Required)

- ☐ The speed limit on local roads is appropriate  
☐ Impact on traffic flow  
☐ Drivers should adhere to current speed limit  
☐ Concerns over lack of enforcement  
☐ Would prefer speed humps or traffic calming be installed  
☐ Other (please specify)

Answer this question only if you have chosen Other (please specify) for What best describes your reasons for not supporting the 40km/h trial?

For what other reasons do you not support the 40km/h trial?

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Item 10.1- Attachment 4

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## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

**40km/hour Speed Zone Trial**The City of Vincent

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8) Please rank from 1 to 5 the following measures to improve safety and amenity of residential streets (with 1 being your highest priority and 5 being your lowest priority) (Rank each option) (Required)

- Lower speed limit of residential streets
- Speed humps or other traffic calming measures
- Better cycling and pedestrian infrastructure
- Increase and improve sign positing of speed limits
- Greater police enforcement.

9) Do you have any other comments?

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Item 10.1- Attachment 4

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**Summary of Submissions:**

The tables below summarise the comments received during the advertising period of the proposal. Many comments are subjective or self-explanatory and therefore Officer Technical comments not warranted in this instance.

Comments Received in Objection:
Waste of rate payers money – I avoid Beaufort St for this reason
Will not address issue – needs to be policed and target problem drivers
Comprehensive whole area traffic management is needed
Already enough speed humps/traffic calming throughout the City
No demonstrated crash, death and serious injury problem.
There is no problem
Rat running is a result of traffic calming on major roads
There is no lack of neighbourhood feel – roads are not built for people to play on.
Real issue is people not paying attention while driving
Driving cars in lower gears actually increases fuel emissions
Excessive numbers of parked cars in our streets already slows traffic
Investigate other measures to reduce speed rather than just signs
Is just a revenue raising agenda
Trial only looks at speed and does not discourage rat running – review of the road hierarchy needed so as there are 60kph connecting roads
Improve the traffic flow through the main arteries of the city instead

Comments Received in Support:
Reduce width of some streets (include a cycle lane if possible)
On heavily parked streets (ie Raglan), make all four way intersections regulated by Stop controls
Extend to other areas not just the south of Vincent
Vincent has many narrow streets with on-street parking where people speed
Just spending on signs would be cheaper than installing infrastructure
Car noise is reduced when cars travel more slowly

## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

## Other Traffic Issues

Issue Raised:
There is no issue
Homeless people keep walking out in front of moving cars
Heavy vehicles, parking on footpaths, construction traffic behaviour, non-resident parking, buses on 'timing' stops.
More safe crossing points for families near pre-primary/kindergarten & day-care centres.
Roads in poor condition and congested – mismanaged and poor parking design
Only allow single side parking on narrow roads as sightlines are impacted
Stop cyclists from riding two abreast
Don't narrow lanes on major roads such as Vincent at Hyde Park as it does not allow for cars to overtake cyclists.
Parking too close to intersections and across footpaths
Inattention – mobile phone usage by pedestrians, drivers etc.
Ensure local streets are connected and that there is a provision of safe crossing facilities of major roads.
Assess local traffic flow in whole areas not just street by street
Allow the left turn on a red light like in the USA
Need zebra crossing or extra STOP lights on Beaufort St near Vincent and Mary streets
I live in a 40KMH zone but there is no policing
Regular accidents on cnr of Bulwer and Fitzgerald needs to be addressed
More bike paths
Rat racing is a big issue
Speeding on Fitzgerald Street – cars using bus lanes and aggressive drivers
Slowing traffic flow on main arteries such as Bulwer St results in frustration, road rage and rat running.
Parking on the left lane of main distributors such as Fitzgerald St represents an obstacle to traffic circulation at any hour of the day.
Bus lanes disrupt car traffic and reduce the overall carrying capacity of the road
Increase road widths to facilitate separation of cars and bicycles and remove all traffic
Increase Clearways to 7pm on main roads.
Allow only resident parking on small narrow streets.
Increase ranger patrols and fine people parking on pavements
Improve pedestrian safety on crossing Charles Street
Better maintenance of line marking
Parking in residential streets by commuters – leads to congestion and unsafe conditions.
Late night/early morning speeding
Parking restrictions not enforced by rangers
Speed limits are not 'one size fits all' – need different speeds for differing roads
Residential driveways where view of oncoming pedestrians on footpaths are obscured by high walls or fences.

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## ORDINARY COUNCIL MEETING AGENDA

16 OCTOBER 2018

## Q 14 Other Comments

Comment raised:
Increase area of free bus zone or put on CAT buses and improve cycle paths
Address pedestrian signal phasing cycles at the corner of Fitzgerald and Newcastle
Reduce speed on Lord Street south of Walcott St and William Street between Vincent and Newcastle to provide for safer pedestrian crossings
Focus on maintenance of roads, footpaths, building site fences, bin collection etc
More consistency needed – why are sections of Lord St at 60kmh then at 50kmh?
Some traffic calming seems ad-hoc – Brisbane St – humps between Lake and William but not Lake & Palmerston.
Lobby to increase Police enforcement
Improve/increase the number of pedestrian islands and safer crossings
Improve pedestrian/cyclist infrastructure across Vincent, but especially in the North Perth town centre areas and at all major intersections.
Install speed humps to achieve 40kmh, but ensure does not hinder cycle traffic
East west connections should be at 50kmh.
Speed humps increases wear on vehicles and often confused with pedestrian crossings
Elma Street North Perth is a terrible rat-run route.
Cars often speed on Joel Terrace
Keep Bulwer at 60kmh as it is a major east west distributor
Reduce speed to 30kmh on Amy/Brisbane Tce/Edith between Lake & William streets.
Congestion in the area is a consequence of bus lanes on Fitzgerald Street
Work with RAC, driving groups and schools to raise the level of driving skills.
Council policy (residential development) has led to increased traffic. – narrowing roads, reducing traffic lanes, trees in roads speed bumps – this leads to congestion – not safe for any one.
Please extend it to Walcott Street

Item 10.1- Attachment 5

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## **Road Safety Commission**

### **40km/h Review City of Vincent 12 Month Trial Evaluation**

June 2020

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

## Executive Summary

### Background

In April 2019, the City of Vincent, Road Safety Commission, WA Police, and Main Roads WA commenced a trial of a 40 kilometres per hour (km/h) local speed limit area in the southern section of the City of Vincent. Various quantitative and qualitative data was collected by the City of Vincent before and during the trial to support a formal evaluation.

GHD has been engaged by the Road Safety Commission to provide advice and monitoring of the data collection and research design, to undertake data analysis, and to evaluate the outcomes of the trial. This evaluation aims to consider a broad set of the outcomes of the trial, including both direct traffic and transport observations, and community perception of the potential local amenity and wellbeing outcomes associated with reduced posted local traffic speeds.

This evaluation seeks to assess the outcomes of the trial based on the **triangulation** of several sources of data, rather than any one data set or single result. Conclusions are drawn where multiple sources of data indicate a similar overall result (refer section 2).

This report summarises the results of the first twelve months of the trial. GHD also delivered a separate six-month report in February 2020, which contains broadly similar findings. Seasonal effects appear to have impacted on the six-month report.

This twelve-month report is subject to, and must be read in conjunction with, the limitations set out in Section 1 and the assumptions and qualifications contained throughout the report.

### COVID-19 Pandemic

The twelve-month evaluation milestone data has been impacted by the COVID-19 Pandemic.

The specific impacts of COVID-19 on the evaluation is specifically addressed in section 2.4, and throughout the data analysis. Overall, most data was collected before the pandemic caused major changes in travel behaviour. Accordingly, **GHD believes that these trial results are valid and meaningful**, provided that any possible effects are considered in the analysis.

### Vehicle Speeds

Based on the full set of evidence evaluated after twelve months of the trial, it appears that **the trial has resulted in some speed reduction effects**. Mean (average) vehicle speeds have reduced by about 1 km/h, or about 2.4%. The 85<sup>th</sup> percentile speed on trial roads has dropped by just over 1 km/h, or about 2.5%.

The reduction in average vehicle speeds is of a similar magnitude to the reduction seen with the introduction of the default 50 km/h limit in 2001 (section 3.1). The reduction is not as large as overall results generally seen in research internationally.

The number of vehicles observed at twelve months was comparable to the baseline, and no significant change was observed on distributor roads which were not subject to any change in speed limit.



### *Crash Prevention*

After twelve months, crash records provided by Main Roads WA indicate that there **has been some crash reduction effect** on the trial roads.

This reduction coincides with a long-term decline in overall crashes within the City of Vincent. There was also a less substantial crash reduction in overall crashes within the control set of local roads (the northern part of the City of Vincent) not subject to the new limit.

The reduction in total crashes matches (triangulates) with the reductions in observed vehicle travel speeds, and aligns with established road safety theory. Therefore, **it is very likely that the 40 km/h limit would have long-term crash reduction benefits.**

The reduction in Killed and Seriously Injured (KSI) crashes was less in the trial area than in the control area. However, this finding is based on only three crash events (two in the trial area, one in the control roads). Therefore, this result is not statistically meaningful.

Results for crashes of different severity and road user types have been variable. The small size of the trial area means that single crash events can skew this data. Some of the crash data used in this evaluation was yet to be reviewed by Main Roads WA, and is therefore preliminary. Accordingly, future evaluation would be needed to substantiate the nature of the crash reduction more confidently.

### *Local Street Walking and Cycling*

Significant increases in walking and cycling were observed at the four observation sites within the City of Vincent. **A total of 14% more pedestrians and cyclists were observed in the twelve month surveys**, compared to the February 2019 baseline.

The total number of cyclists also increased at twelve months. The percentage of all cyclists who were observed cycling on the road surface (rather than on footpaths) also increased from 67% to 70%, suggesting **there may be a perceived safety benefit for cyclists**. There were some differences between the four sites. The timing of these surveys was largely before the most significant disruption effects of the COVID-19 lockdown.

School representatives and crossing wardens interviewed for this evaluation also spoke of **benefits for children's' safety travelling to school** (section 3.5). However, these interviews indicate that increased awareness-raising measures beyond the immediate school zone could be beneficial.

### *Resident Perceptions*

Residents surveyed expressed mixed overall responses about the trial. Overall, responses at twelve months were varied among the 151 resident surveys completed.

When asked directly about the trial, there was a reasonably even distribution of responses for questions concerning the potential safety and amenity benefits. This finding triangulates with the generally modest improvements in observed vehicle speed and pedestrian/cyclist count data.

Support for the trial appears to be lukewarm (section 3.4.5). While a small majority are unhappy with the lower limit, **there is not substantial or persistent opposition to the 40 km/h trial area among local residents. A majority of respondents surveyed at this twelve month milestone thought a 40 km/h limit could be useful in other areas.**

Indirect survey results indicate that residents are generally less concerned with road safety and local street amenity issues at this twelve-month milestone – further indicating benefits.

Open-ended comments about the trial mainly concerned:

- The perceived inappropriateness of the 40 km/h speed limit along Bulwer Street

- The perceived lack of compliance with the 40 km/h speed limit
- A perceived lack of enforcement
- A lack of awareness about the trial
- Confusion around signage for the trial

Survey respondents indicated that additional street design measures, signage, enforcement, and other awareness measures may improve compliance.

### **Conclusions**

In view of all the above data, considering the triangulation of results, **the 40 km/h trial within the City of Vincent has resulted in some speed reduction and crash benefits. This result is in line with what would be expected based on previous research in this field.**

The evidence also suggests that **local street amenity has somewhat improved**. The increase in the total number of pedestrian and cyclists observed triangulates with the slight improvement in perceived street safety and amenity reported by respondents.

It is not possible to completely exclude the impacts of COVID-19 on these results. However, the triangulation of multiple sources of data (collected mostly before the pandemic) generally supports these findings.

Complementary street design, road user awareness, and enforcement measures to reinforce the 40 km/h speed limit may result in the realisation of a greater level of total benefits. If left in place, it is possible that vehicle speeds within the trial area would continue to mediate below the new limit – particularly if supporting measures are introduced. Future evaluation would be useful in assessing the longer-term effects and potential effectiveness of supporting measures.



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## Appendices

Appendix A – References

## 1. Introduction

The 40 km/h trial took effect on all local roads within the southern part of the City of Vincent (broadly south of Vincent Street) on 29 April 2019. Distributor roads retained their existing posted limits, at either 50 km/h or 60 km/h. The two year trial is proposed to run until April 2021.

The spatial scope of the trial is illustrated in Figure 1-1 below.



**Figure 1-1: City of Vincent 40 km/h trial area**

Other 40 km/h speed zone areas already exist within the City of Perth, the City of Fremantle, and some regional towns in Western Australia. The portion of the City of Vincent bounded by Newcastle Street, Loftus Street, Vincent Street, and Charles Street (the “Cleaver Precinct” – shown in blue at the left of Figure 1-1) also has an existing 40 km/h limit, instituted during the 2000s.

It should be noted that both William Street (between Newcastle Street and Brisbane Street) and Brisbane Street (between William Street and Beaufort Street) were converted to two-way operation on Sunday December 1, 2019.

### **1.1 Purpose, Scope, and Limitations of this Report**

This report summarises the results of the study data provided to GHD for the baseline, six month, and twelve month trial milestones.

This report has been prepared by GHD for the Road Safety Commission and may only be used and relied on by the Road Safety Commission for the purpose agreed between GHD and the Road Safety Commission as set out in this report. The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report. GHD otherwise disclaims responsibility to any person other than the Road Safety Commission arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

This report is based upon data provided to GHD by the City of Vincent, Road Safety Commission, and third party contractors. GHD has prepared this report on the basis of information provided to GHD by the City of Vincent, the Road Safety Commission and others. GHD has not independently verified or checked this information beyond the agreed scope of work.

It should be noted that potential additional benefits arising from the trial (such as reduced traffic noise) for which data was not collected have not been evaluated. Accounting for these benefits could result in some variance in the overall efficacy of the trial.

GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

### **1.2 Acknowledgements**

Data in this report has been collated and provided by the City of Vincent, Main Roads WA, and other agencies involved in the 40 km/h Trial Area Working Group. GHD would like to acknowledge all members of the Working Group for their assistance through the trial evaluation. GHD would like to thank Main Roads WA for providing the traffic trend and pre-release crash data that has been used in this report.

## 2. Research Approach

This research has been undertaken as a longitudinal (through time) study of the conditions which occurred before and during the trial.

This evaluation has employed a mixed-methods approach, gathering several different sources of information to investigate a broad range of possible effects resulting from the introduction of the trial 40 km/h area speed limit.

A mixed-methods case study research approach is based upon developing understanding through capturing and *triangulating* (matching findings and themes from) many different sources of data (Yin 2011, p. 14; MacCallum, Babb, and Curtis 2019, p. 46). In a mixed-methods research approach, conclusions are drawn based on patterns indicated across several sources of data, rather than from any single dataset. No definitive conclusion should be drawn from any single data point within this report; conclusions should only be drawn based on results which align from the analysis of several sources of data.

Where applicable, control datasets have been used to compare results within the trial area to results for similar locations which did not have a change in speed limit. The use of such controls helps to identify broader trends which may be occurring irrespective of the trial speed limit.

### 2.1 Research Context

This research has been informed by a review of similar evaluations and empirical assessments undertaken previously in Australia and internationally. Research strongly indicates that urban speed limits are an effective and cost-efficient mechanism to reduce fatalities and injuries occurring due to traffic crashes (Archer et al. 2008; Elvik et al. 2009a).

Evidence from other locations indicates that reductions in vehicle speeds on local roads may also result in reductions of traffic noise, and can promote walking and cycling, which have clear flow-on health, wellbeing, social, and economic benefits (Box and Bayliss 2012; James et al. 2014). The impacts of noise and air pollution resulting from traffic also reach minimal levels at a speed of 40 km/h (Elvik 2009b, p. 37). Reducing local speed limits typically has a negligible effect on journey times, particularly because small variations in trip time associated with travel on local roads at the start and end of journeys are not perceptible or significant when considered in the frame of whole trips (Haworth et al. 2001).

It is important to note that previous research suggests that, when speed limits are lowered, the actual travel speeds tend to decrease, but less than the full reduction in the speed limit. Evidence collected across countries generally indicates that a reduction of posted speed limit of 10 km/h results in travel speeds decreasing by less than 10 km/h – typically about 3-4 km/h (OECD/ECMT 2006, p. 100).

In addition to assessing quantitative transport activity data, qualitative data about resident perceptions is also a critical component of this study.

### 2.2 Research Design

Quantitative (traffic and road user activity data) and qualitative (attitudinal survey) data has been collected in regularly scheduled phases during the pre-trial (“ex ante”) and trial (“ex post”). The data collection in the pre-trial and trial periods has been consistent, and is explained below.

### 2.2.1 Quantitative – Crash Data

Crash data has been retrieved from the Main Roads WA crash database. Because the evaluation for the trial periods is occurring before the scheduled usual release of the data, specific extracts have been provided directly by Main Roads WA.

Crash data for a calendar year is reviewed and corrected during March and April of the following year. Therefore, **crash data released to GHD before these correction milestones may contain duplicates and other erroneous records which misrepresent crash risk.** Generally speaking, this dataset – often with uncorrected duplicate records, such as multiple reports made by multiple parties in a single crash – overstate recent crashes, making recent crash incidence appear worse than actual. GHD has not verified or filtered the crash data for these effects.

Crashes for a relatively small area across a short time frame may be impacted by “small number” effects. This means that the occurrence of a single crash (such as a non-frequent high severity crash) during the trial period may have an extreme weighting on the results, even though the underlying level of risk may have been reduced. Accordingly, analysis of crashes has been made by assessing the aggregate results for the baseline and trial periods.

Because actual travel speeds and crash risk is very closely correlated (see Jurewicz and Turner 2011, and Elvik 2009b), the change in overall vehicle speeds should also indicate the relative change in overall crash risk, assuming that no other factors have changed.

### 2.2.2 Quantitative – Active Transport Video Survey Data

The City of Vincent has commissioned an experienced video surveying provider to undertake counts of pedestrians and cyclists (“active transport” users) at four sites within the trial area (Table 2-1). Three of these sites are located in close proximity to the City’s usual traffic count sites (see section 2.2.3 below), such that the data can be compared for analysis.

**Table 2-1: Pedestrian and cyclist count sites**

Site	Location	Intersection Type and Context	Nearby Traffic Count Site	Other Notes
Site One	Palmerston Street and Randell Street	Local T-junction with speed cushions on both streets, corner of Robertson Park.	Palmerston Street between Myrtle and Randell Streets (<50 m)	-
Site Two	William Street and Lincoln Street	T-junction terminus of Lincoln Street. Bakery on corner. Hyde Park opposite William Street	William Street between Lincoln Street and Chatsworth Road (<200 m)	William Street at this location (north of Brisbane Street) remains 60 km/h
Site Three	Vincent Street and Throssell Street and Ethel Street	Two closely-spaced T-junctions on Vincent Street. Corner of Hyde Park. Nearby traffic cushions on Vincent Street.	Vincent Street between Ethel Street and Norfolk Street (<200 m)	60 km/h limit resumes approximately 100 m west of Throssell Street.
Site Four	Bulwer Street and Smith Street	Single lane roundabout with nearby T-junction approx. 30 m south on Brisbane Street. Corner of Perth Oval/nib Stadium. Protected bicycling lanes exist along Bulwer Street.	Bulwer Street between Lord and Wright Street (>150 m). Considered too far from this site to be representative.	

Each site has been video surveyed for twelve hours (0700 – 1900) on the Tuesday, Wednesday, Saturday and Sunday of a single week for each data collection round. Therefore, there are 16 days of twelve hour observations for each data collection round, which have been manually observed and tallied. There are approximately 24,000 observed active transport movements in the baseline data set.

These locations were selected by the City of Vincent, Main Roads WA and the Road Safety Commission prior to the appointment of GHD. The selected sample provides a useful snapshot of daytime pedestrian and cyclist activity within the trial area. No control sites were selected for this analysis.

No suitable other control group has been identified for this evaluation. While activity on the Principal Shared Path (PSP) network was considered as a potential control, it was assessed that PSP counts are likely to be too sensitive to other local factors. Unfortunately, there is not a comparable public data source for pedestrian and cyclist activity which is directly comparable to the video surveys commissioned by the City of Vincent.

Observations have been pooled to daily totals and averages for analysis, using Excel formulae to draw total values from the various original workbooks provided by the City.

Any effects of weather have not been controlled for, but reported conditions on each sampled day are reported with the results (section 3.2).

### 2.2.3 Quantitative – Traffic (Vehicle Count) Data

The City of Vincent routinely captures traffic data at sites listed in Table 2-2, which have been surveyed around the time of the data collection periods.

**Table 2-2: Traffic count data sites**

Sample	Road	Location (between/near these side streets)
Within 40 km/h trial area	Brisbane St	Dangan-Lake
	Brisbane St	Lane-Lindsay
	Bulwer St	Fitzgerald-Palmerston
	Bulwer St	Lord-Wright
	Carr St	Charles-Fitzgerald
	Harold St	Smith-Wright
	Joel Tce	Bream Cove-Gardiner
	Mary St	Beaufort-William
	Palmerston St	Myrtle-Randell
	Pier St	Brewer-Edward
	Smith St	Broome-Lincoln
	Summers St	Claisebrook-West
	Vincent St	Ethel-Norfolk
	William St	Monger-Robinson
Distributor Roads not subject to trial 40 km/h limit	Fitzgerald St	Cowle-Randell N Bound
	Fitzgerald St	Cowle-Randell S Bound
	Lord St	Court-Marlborough N Bound
	Lord St	Court-Marlborough S Bound
	William St	Chatsworth-Lincoln N Bound
	William St	Chatsworth-Lincoln S Bound

Data was collected for a calendar week at each site, and is reported in the results section. For each data collection period, the City has provided summary statistics and access to the raw count files for analysis. This evaluation is based on aggregate statistics. There were about 551,000 total weekday vehicle movements observed in the baseline dataset.

These counts are based on pneumatic tube traffic counting technologies. These black rubber tube systems *may* detect cyclists travelling on the road, but are not generally designed for counting bicycle movements. We have assumed that all values reflect detection of vehicles.

Due to the week-long sample period, and the different specific weeks recorded at each site, the effects of weather or other atypical circumstances are not considered in our analysis of traffic counts. The effects of these will be negligible when data is analysed as part of the overall sample. The key data points from each site that are evaluated in this report are:

- Average Weekday Traffic (AWT) – the number of vehicles passing the survey point on a weekday
- Average (Mean) Speed – the average speed counting all observed vehicles
- 85<sup>th</sup> Percentile Speed. This is the speed that is exceeded by 15% of observed vehicles.

#### **2.2.4 Qualitative – Attitudinal/Perception Surveys**

A series of attitudinal surveys have been undertaken during the pre-trial period, and at intervals during the trial. These were collected through a targeted online survey hosted by the City of Vincent.

Respondents were recruited through letterbox drops within specific parts of the trial area. These locations were selected due to the specific conditions of each area (for instance, an area near a primary school was selected to identify results of the trial relating to school zones).

The pre-trial survey was conducted in April 2019, and the six-month survey was conducted in mid-November 2019. The November 2019 letter box recruitment strategy was a repeat of the April survey. The November survey also recruited responses by an email sent to participants of the first survey who provided their address for this purpose.

A twelve month survey was conducted during May 2020. This was a repeat of the six month survey, with some additional questions to assess travel behaviour change associated with the ongoing COVID-19 pandemic. The number of properties to which a flyer was delivered was also expanded, as the final evaluation sought to obtain a broad view from across the trial area. Respondents who provided email address details in previous surveys were also invited to complete this final survey.

The questionnaire design for the twelve month evaluation was also modified to reduce the impact of COVID-19 on attitudinal questions. This is explained further in section 3.4.4.

Prior to this evaluation process, the City of Vincent also undertook earlier surveys (in October 2018) to support the establishment of the trial. These results have also been considered through the qualitative analysis, though direct comparison between results is not possible due to differences in sampling and question design.

No control group was selected for this analysis, as only perceptions within the trial area are of interest, and as the baseline survey effectively serves as the benchmark for comparison of trial results.

The survey design for this evaluation is detailed further in GHD Memorandum *6138251-MEM-C\_Vincent 40 km Survey Design*.



### 2.2.5 Qualitative – School Zones

The safety and amenity for children travelling to school is an important public policy issue, especially for encouraging routine walking and cycling. The potential safety and amenity benefits for children's travel to school associated with the trial 40 km/h area was identified as a point of interest for the Road Safety Commission.

Reduced speed areas, such as around schools, have been widely demonstrated to have safety benefits, especially when street design measures and posted speed limits are coordinated (Elvik et al. 2009, p. 455).

The trial 40 km/h area speed limit effectively means that 40 km/h school zones effectively apply across the entire day, and across a broader part of the local street network surrounding schools. In theory, this can extend the protective effects of the 40 km/h to people travelling around the school outside typical school zone times (for example, students involved in after-school activity).

The effects on safety and amenity resulting from a change from conventional school zones (within default 50 km/h local road networks) to a 40 km/h local road area are challenging to directly observe and evaluate. Accordingly, a qualitative research approach to understand perceived effects of the trial among key school community representatives was adopted.

On behalf of the Road Safety Commission, GHD requested phone or email interviews with School Traffic Wardens and representatives of the two primary schools located within the trial area. The interviews follow a short, semi-structured format. The WA Police Force facilitated contact for the interviews with traffic wardens, while GHD contacted school administrations directly.

These interviews were only conducted at the twelve month milestone, and are reported in section 3.5.

## 2.3 Research Limitations

This research, at the twelve month milestone, is limited by:

- The relatively short time trial period frame, which only encompasses one year of data. There are unique features of this period (including the COVID-19 pandemic, and other more typical seasonal changes, influences, and trends).
- The scale and geographical nature of the network level trial area. The trial area is relatively small when considered against the wider metropolitan area. The trial area street network is much more constrained than typical suburban road networks.
- Potential effects associated with the transition and adjustments in driver familiarity and habits. The twelve month period may reflect effects associated with adjustment which would not exist if the 40 km/h area had been continually operating/permanent.

Accordingly, GHD suggests that this evaluation process is repeated at the 24 month milestone, which is the scheduled data for the trial to conclude. This evaluation could also consider in more detail how findings of the evaluations could inform speed zoning beyond this 24 month mark.

## 2.4 Effects Associated with the COVID-19 Pandemic

The twelve month evaluation data collection has occurred during the outbreak of SARS-CoV-2 coronavirus, which results in COVID-19 disease. This round of data collection has occurred while the effects of the pandemic have acutely impacted upon the lives of residents of the Perth Metropolitan Area. Government measures to mitigate the spread of the coronavirus through physical distancing have impacted the trial area to a similar degree to urban locations across Australia.

The COVID-19 pandemic has seen extreme reductions in vehicle traffic and public transport patronage in cities globally. Pedestrian and cycling activity has generally increased, as social distancing and increased time spent at home has incentivised active transport as a form of physical exercise and recreation.

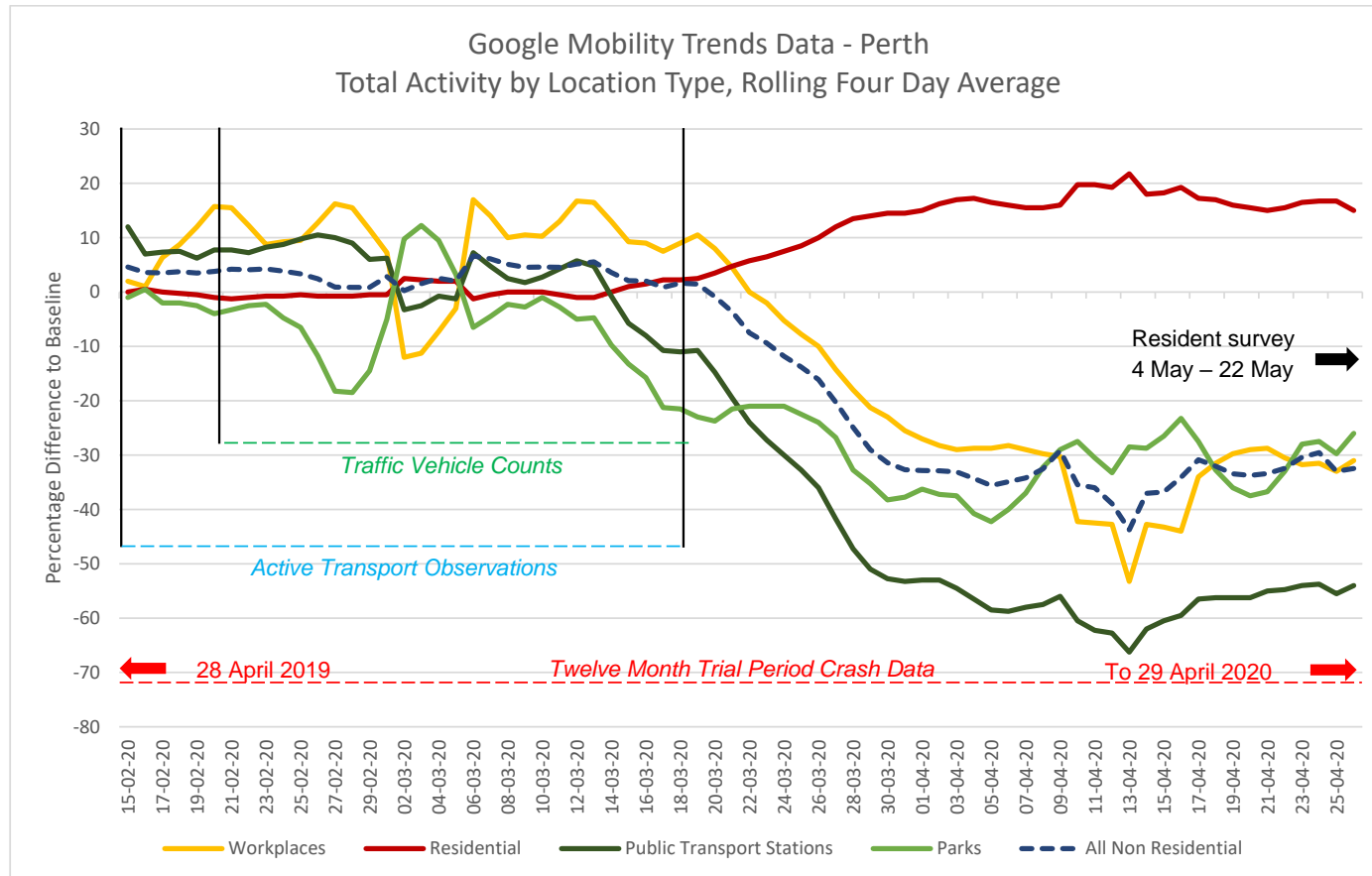
The travel behaviour change effects of the pandemic has generally coincided with this twelve month evaluation. The complexity of these effects (such as more people initially driving to avoid public transport before large scale transition to travel avoidance) means that single measures may not fully capture the timing of the pandemic. However, Google Mobility Trends data<sup>1</sup> has been published by Google for an international set of cities, which represents overall activity changes coinciding with the twelve month milestone. GHD has used this data to illustrate the magnitude of possible travel behaviour change, which can be compared to other cities within the international dataset.

Generally, it appears that travel behaviour changes are very defined commencing from the middle of March 2020 (Figure 2-1), with a corresponding increase in home-based activity. The timing of the data collection methods, as presented in Table 2-3, indicates that there may be different impacts on each dataset. Importantly, the traffic count dataset appears to have been mostly collected ahead of the impacts of COVID-19, while the resident perception survey was able to specifically address COVID-19 in the questions asked to the respondents.

Ultimately, while COVID-19 represents an unprecedented disruption in travel patterns and behaviours, the results of the twelve month datasets do still have relevance for the evaluation of the trial.

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<sup>1</sup> See <https://www.google.com/covid19/mobility/>



**Figure 2-1: Google Mobility Trends Data - Perth Total Activity by Location Type, Rolling Four Day Average**

Source: GHD Analysis of Google Data, original source: <https://www.google.com/covid19/mobility/>

**Table 2-3: Effects associated with COVID-19 by twelve month evaluation dataset**

Dataset	Date Collected	Changes to data Collection Process	Expected Magnitude of Effect
Crash Data (Section 3.1)	Requested 4 May – period is for 28 April 2019 to 29 April 2020.	No change in GHD evaluation process. Reporting and processing of crash statistics by crash involved parties, WA Police and Main Roads may be altered.	Changes in travel behaviour mainly occurred over the last six weeks of this evaluation period (Figure 2-1). However, reduced traffic volumes over these weeks may have complex impacts on crash risk and incidence. It should not be assumed that reduced traffic necessarily results in reduced risk. Crash incident occurrence rates during the pandemic have varied between cities globally.
Active Transport Observations (Section 3.2)	15 February – 18 March	No change in data collection process.	Later March traffic survey counts are more likely to be impacted more than February dates (refer section 3.2.2). However, it generally appears that these counts occurred just before the most substantial changes in travel patterns.
Traffic Vehicle Counts (Section 0)	20 February – 18 March	None – routine counting as conducted by the City of Vincent. Note that subsequent routine counts were cancelled.	Likely to be some impact, especially on counts during March, though these appear to be of small magnitude. The overall traffic volumes observed were comparable to the 2019 baseline.
Resident Perception Survey (Section 3.4)	4 May – 22 May	Revisions to survey working and questions to specifically define questions about travel over the past year <i>generally</i> . Addition of an open-ended question about specific impacts of COVID-19 to capture whatever respondents feel is notable about their travel in this period.	Likely to be some influence on results, even with revisions to questions to try to minimise these effects. Survey results should be evaluated with consideration of these possible impacts.

## 3. Results

This section presents a summary overview of the results of the trial.

All comparisons are between the data collected at the twelve month evaluation point and the pre-survey baseline, unless specifically stated.

Detailed interpretation and concluding analysis is provided in Section 4 of this report.

### 3.1 Crash Data

Crash data was provided by Main Roads WA. This data has been evaluated longitudinally, and compared between baseline and trial periods.

#### 3.1.1 Reporting Effects and Limitations

As noted in section 2.2.1, crash data for a calendar year is reviewed and corrected during March and April of the following year. Therefore, **crash data released to GHD before these correction milestones may contain duplicates and other erroneous records which misrepresent crash risk**. Generally speaking, this dataset – often with uncorrected duplicate records, such as multiple reports made by multiple parties in a single crash – overstate recent crashes, making the trial period crash incidence appear **worse** than actual. GHD has not verified or filtered the crash data for these effects.

For the twelve month evaluation, crashes records for the period 1 January to 28 April 2020 are likely to have duplicates. These have not been adjusted by GHD.

Main Roads WA provided two sets of crash data:

1. A set of crash data for 1 January 2014 to 24 November 2019 was received in December 2019, and is reported in the Six Month Evaluation Report. The data for the trial period contained within this dataset has been superseded by the Twelve Month data detailed below. However, the baseline dataset of 27 April 2014 to 28 April 2019 has exclusively been taken from this dataset.
2. A set of crash data for 1 January 2015 to 30 April 2020 was received in May 2020. This data was used to develop 12 month trial period statistics.

It should be noted that some crashes reported for the six month trial period have been normalised in a way that changes the twelve month results. Example changes are noted below:

- Some duplicate crash records (i.e. for the same crash reported by multiple parties) have been removed, altering crash rates.
- The street name for some crashes changed, such that it transfers them from one subset to another. For instance, a crash reported for a minor local road, intersecting with a major road in the first dataset, was reclassified to be reported for the major road in the second issue of the data. Accordingly, the crash went from being included in the control group to an excluded distributor group, altering the control crash rate.

Owing to these differences, GHD recommends that a definitive re-analysis is completed after this one year data is reviewed and finalised by Main Roads WA in April 2021.

To allow for comparison of annualised rates, these crashes have been divided into time periods as per Table 3-1.

**Table 3-1: Trial Time Periods**

Time Period Subset	Notes
Pre_Baseline_Exclude	From 1-Jan-14 to 27-Apr-14 Before the baseline – discard, not reported
Baseline	From 27-Apr-14 to 28-Apr-19 Five year period – Baseline
Trial_0-6_Month	From 29-Apr-19 to 28-Oct-19 Six month period of the trial (reported in six month report and not in this document)
Trial_Year	From 29-Apr-19 to 29-Apr-20 Twelve month period of the trial, reported in this document.

All baseline crashes were converted to annualised crash rates. The crash rates were not adjusted per vehicle distance travelled, as no specific vehicle distance data is available.

To compare between the trial area and a suitable control group, roads within the City of Vincent were manually divided into categories relating to the trial as per Table 3-2. All crashes were assigned to only one subset.

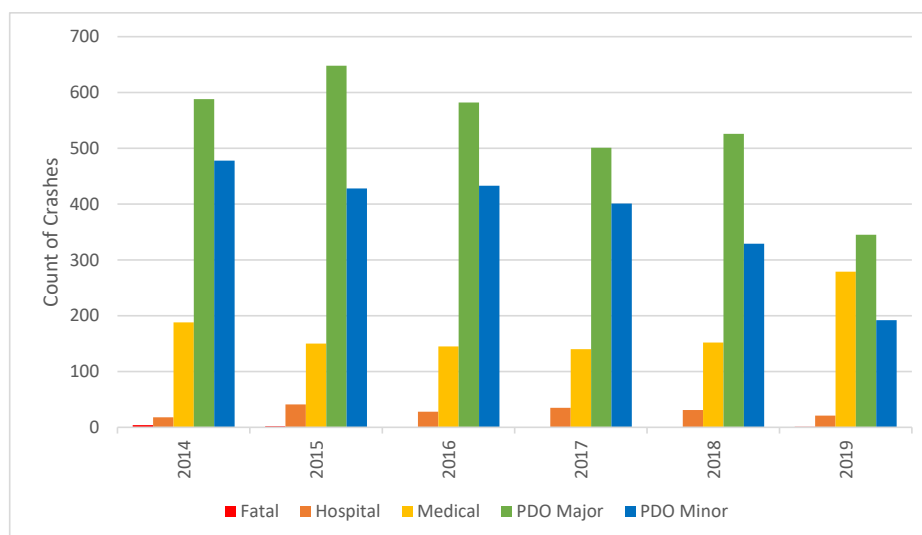
**Table 3-2: Trial Road Categories**

Road Type Subset	Definition
Control	Local road outside trial area which retained existing limit (mostly default 50 km/h Built Up Area limit).  This group provides a comparison to indicate broad changes which may have occurred irrespective of the trial.
Control Distributor	Distributor road outside trial area which retained existing limit (almost entirely 60 km/h posted arterial roads).
Excluded	Roads not appropriate for any other group, including Freeways, Freeway access ramps, Safe Active Streets, and Right Of Way roads (i.e. laneways and shared spaces).  Brisbane Street was included in this group due to conversion to two way during the six month trial period.  Crashes for these roads are still reported in "All Roads" categories.
Trial	Roads subject to the new 40 km/h speed limit, including sections of distributors where the limit was applied.
Trial Distributor	Distributor road within the trial area which retained an existing limit greater than 40 km/h (either 50 km/h or 60 km/h). Results for these roads have not been evaluated, but are included in the "All Roads" category.
All Roads	All of the above

Some "All Roads" totals presented in tables in the following section do not equal the sum of subset values, as not all subsets are presented.

Generally, crashes within the City of Vincent appear to have been slightly declining across the most recent five years of available data. This may reflect many factors, including changes in travel patterns and risk factors beyond speed limits and policy-specific road safety measures. For instance, if total vehicle distance travelled in Vincent has reduced, the rate of crashes would most likely decline, even if there had been no change in actual crash risk.

Analysis of seasonal (May to October) data, shown in Figure 3-1, illustrates what appears to be a general reduction in all crashes over the five year dataset.



**Figure 3-1: Seasonal Crashes in Vincent (Whole Local Government Area), by Severity, 2014 to 2019**

The following sections present all data converted to annualised figures. Several limitations of this should be noted:

- As the trial year period is one year, and the baseline period is five years, the results for the trial period are more sensitive to individual crash events.
- The full year of the trial period also means that seasonal effects should be minimal. However, possible effect of the *introduction* of the trial (including changes in driver awareness or uncertainty about the applicable limit) may influence crash rates.

Where possible, results on the roads subject to the new 40 km/h limit have been compared with those on control local roads (roads in the City of Vincent which are subject to the default 50 km/h limit during both the baseline and trial periods.)

### 3.1.2 All Killed and Seriously Injured Crashes

A driving motivation for the trial is to prevent death and serious (permanent) injury resulting from crashes. Crashes in which any person is killed or seriously injured are referred to as KSI crashes. Based on Main Roads WA crash data, "Killed" crashes are those in which a person dies within 30 days of being involved in a crash. "Seriously Injured" crashes are generally those in which a person sustains injuries requiring hospitalisation. Medical crashes are generally those in which a person seeks treatment for injuries which are minor.

A total of 198 KSI crashes were reported during the baseline period (about 40 per year), and 26 during the first year of the trial period.

It should be noted that, as this data has been issued ahead of the usual review and publication process, crashes recorded for 2020 are subject to possible reclassification. Figures reported for 2019 in the six month evaluation have also been superseded by corrected data provided to GHD for this evaluation.

During the baseline time period, the trial and control roads had a similar annual rate of KSIs for all road users (Table 3-3). This is also true for the trial period, though total numbers are very small.

**Table 3-3: Yearly Crash Rate - all KSI Crashes**

Road Subset	Baseline	12 Month Trial Period	Change
Control Roads	5.6	1	-82%
Trial Roads	6	2	-67%
Distributor Roads (beyond trial area)	13.2	11	-17%
All Roads	39.6	26	-34%

During the twelve month trial period, the reported KSI crash rate for both trial roads and control roads has declined. However, the data for the trial period reflects only one to two crashes, which means that individual crash events have very significant impact on the calculated trend.

It appears that crashes on distributor roads have reduced less than crashes on local roads, suggesting that local roads (within and outside the trial area) have become safer during the trial period.

### 3.1.3 Vulnerable Road User KSI Crashes

Vulnerable Road Users (VRU) are those who are using travel modes which are most exposed to harm resulting from crashes. This category includes people walking and using wheelchairs, cyclists, motorcyclists, and people riding mopeds, small scooters, skateboards, etc. Reducing harm to VRUs is a key policy objective to support healthy active transport and recreation.

The annual KSI rate for VRUs was slightly higher for trial roads than control roads during the baseline period (total of 33 crashes), while it was higher for the trial roads during the trial period (two hospital severity crashes for the trial group and one for the control group). However, this difference is a single crash, which is not statistically indicative of a difference in risk.

This finding is inconclusive, but suggests that local roads across the City of Vincent were safer for VRUs during the first year of the 40 km/h trial. The effects of the trial for VRUs are not measurable with only one year of data. When figures for distributor roads beyond the trial area are analysed, a smaller improvement in VRU safety (23% crash reduction) is indicated by the data.

**Table 3-4: Yearly Crash Rate - VRU KSI Crashes**

Road Subset	Baseline	Twelve Month Trial Period	Change
Control Roads	3.4	1	-71%
Trial Roads	3.2	2	-38%
Distributor Roads (beyond trial area)	5.2	4	-23%
All Roads	14.2	12	-29%



### 3.1.4 All Medical Crashes

While prevention of KSI crashes is the main focus of road safety policy, medical crashes also represent a problem and cost for the public, and can indicate underlying risks which might result in KSI crashes.

Medical crashes (generally defined as those where a person seeks basic medical attention, such as with a General Practitioner) reported for all road users decreased for both trial and control roads between the baseline and twelve month period (Table 3-5). The trial roads only had one medical KSI reported for the twelve month period.

**Table 3-5: Yearly Crash Rate - All Medical Crashes**

Road Subset	Annual Baseline	Twelve Month Trial Period	Change
Control Roads	21.8	10	-54%
Trial Roads	12.8	1	-92%
Distributor Roads (beyond trial area)	66.6	59	-11%
All Roads	159.4	139	-25%
% on Trial Roads	37%	9.1%	N/A

### 3.1.5 All Crashes

Lastly, evaluating all crashes (for all road users and severity levels) provides the largest dataset to assess the potential impacts of the trial.

While Property Damage Only (PDO) crashes indicate road safety risks, it is important to acknowledge that road safety policy and practice now aims to reduce severe crashes, rather than Property Damage Only crashes. Crashes in which property is damaged but no persons are physically harmed are not the central focus of road safety measures. The prevention of harm to people is the primary aim of road safety policy.

The outcomes for all crashes, including KSI, Medical, and PDO crashes is shown in Table 3-6. The change for the trial roads and the control roads has been similar, with a slightly greater improvement among the trial area.

**Table 3-6: All Crashes**

Road Subset	Annual Baseline	Twelve Month Trial Period	Change
Control Roads	191	102	-47%
Trial Roads	157.4	71	-55%
Distributor Roads (beyond trial area)	449.4	265	-41%
All Roads	1365.4	837	-39%

### 3.1.6 Summary Finding

When viewed against the vehicle speed data, which indicates a slight reduction in vehicle speeds (see section 0), it appears that the trial limit has had some small protective effect in reducing road traffic crashes, with some possible reduction in severity. However, this has occurred over a period where crashes reported across the rest of the City of Vincent have also generally declined.

Based on this crash data, the evidence presented in the following subsections, and the broader evidence in the wider research literature, GHD concludes that the trial area has reduced crash

risk overall, in line with what would be expected based on the observed change in observed vehicle speed behaviour.

Since the trial area speed limit has not involved any other speed management countermeasures (such as street design changes, changes in enforcement, etc.), it is likely that use of these other countermeasures in conjunction with the 40 km/h speed limit would probably result in a stronger crash reduction effect. It should be noted that WA Police performed very limited enforcement of the 40 km/h speed limit during the twelve month trial period.

It should also be noted that corrections to the crash data for 2020, scheduled to be performed by Main Roads WA in April 2021, will probably alter the crash statistics for this period. If duplicates are removed or crashes reclassified to higher-order roads (refer 3.1.1), it is possible that the results for the trial period may indicate a stronger crash prevention benefit.

These preliminary findings are based on a single twelve month period. Ultimately, due to small number effects at twelve months, analysis over an extended time period is needed to more conclusively demonstrate the magnitude of the crash reduction benefits.

### 3.2 Active Transport Activity

This section reports on the pedestrian and cyclist observations undertaken for this study, both from the baseline and six month trial period.

#### 3.2.1 Baseline

Baseline active transport activity surveys occurred in late March 2019. Weather conditions observed on these days is representative of typical March conditions, and is therefore not likely to have unduly influenced the survey results (Table 3-7).

**Table 3-7: Baseline Active Transport Observation Survey Dates**

Survey Day	Date	Weather Reported (BOM) <sup>2</sup>		
		Min. °C	Max. °C	Rain
1	Tuesday, 26 <sup>th</sup> March 2019	14.8	34.0	None
2	Wednesday, 27 <sup>th</sup> March 2019	16.3	29.6	None
3	Saturday, 30 <sup>th</sup> March 2019	14.1	30.7	None
4	Sunday, 31 <sup>st</sup> March 2019	16.7	35.2	None
Trial Started		Monday, 29 <sup>th</sup> April 2019		

The total number of observed active transport users was 23,879. 19,381 pedestrians were observed – and 3,003 cyclists were counted riding on the road, with 1,495 riding not on the road (Table 3-8).

Saturday was less busy than the other days, mainly due to there being fewer pedestrians counted at sites two (William Street) and three (Vincent Street).

<sup>2</sup> Bureau of Meteorology, Perth WA Daily Weather Observations.  
<http://www.bom.gov.au/climate/dwo/201903/html/IDCJDW6111.201903.shtml>

**Table 3-8: Baseline Survey Totals for Each Day (Sum of all sites)**

Total of all Sites	Tue	Wed	Sat	Sun	Mean	Total
Total Pedestrians	4,975	5,266	3,764	5,376	4,845	19,381
Total Cyclists (On-Road)	1,043	643	515	802	751	3,003
Total Cyclists (Off-Road)	405	646	191	253	374	1,495
Total Active Transport Road Users	6,423	6,555	4,470	6,431	5,970	23,879
% Cyclists On Road	72%	50%	73%	76%	68%	67%

Of all sites, William Street has the highest daily pedestrian count (1,810 per day), while Bulwer Street had the most cyclists (~ 400 per day, mostly on road). These results are summarised in Table 3-9.

**Table 3-9: Baseline Site Totals (Daily averages, all days)**

Daily Average Counts by Site	Site One Palmerston Street	Site Two William Street	Site Three Vincent Street	Site Four Bulwer Street	Mean
Total Pedestrians	973	1,810	917	1,146	1,211
Total Cyclists (On-Road)	194	128	115	314	188
Total Cyclists (Off-Road)	104	114	70	86	93
Total Active Transport Road Users	1,271	2,052	1,101	1,546	1,492
% Cyclist On Road	65%	53%	62%	78%	65%

### 3.2.1 Six Month Results

Please refer to the Six Month Evaluation Report (6138251-REP-C\_Evaluation Report - 6 Month) for detailed commentary on the results observed at the six month milestone.

### 3.2.2 Twelve Month Results

The twelve month data collection period occurred twelve months after the baseline data collection period. This was one week before the full twelve months of the trial period had elapsed.

Weather on these survey days is broadly representative of typical late February conditions in Perth, with negligible rain on Saturday 22 February (Table 3-10).

The weather was also broadly similar to the baseline (refer section 3.2.1). Therefore, the weather for these days is not expected to have had a substantial impact upon results.

**Table 3-10: Twelve Month Active Transport Observation Survey Dates**

Survey Day	Date	Sites Surveyed	Weather Reported (BOM)		
			Min. °C	Max. °C	Rain mm
1	Saturday, 15 <sup>th</sup> February 2020	One, Four	22.3	25.6	None
2	Sunday, 16 <sup>th</sup> February 2020	One, Four	18.0	26.3	None
3	Tuesday, 18 <sup>th</sup> February 2020	One, Two, Four	16.9	33.5	None
4	Wednesday, 19 <sup>th</sup> February 2020	One, Two, Four	22.1	36.2	None
5	Saturday, 22 <sup>nd</sup> February 2020	Two	20.1	27.7	1.0
6	Sunday, 23 <sup>rd</sup> February 2020	Two	19.6	33.5	None
7	Tuesday, 3 <sup>rd</sup> March 2020	Three	15.0	32.6	None
8	Wednesday, 4 <sup>th</sup> March 2020	Three	13.7	33.7	None
9	Saturday, 7 <sup>th</sup> March 2020	Three	20.5	26.8	None
10	Sunday, 8 <sup>th</sup> March 2020	Three	17.6	30.3	None
Twelve month milestone	Tuesday, 28 <sup>th</sup> April 2020				

As discussed in section 2.4, the later survey dates coincide with the early effects of the COVID-19 pandemic, particularly for Site Three. However, these surveys were conducted ahead of the largest travel behaviour change effects (occurring from roughly 15 March onward), as shown in the Google Mobility Trends Data in Figure 2-1.

Data for Sites One, Two, and Four may be impacted by initial behaviour changes associated with the COVID-19 pandemic, before widespread social distancing arrangements had been implemented. Therefore, this data may be indicative (but not necessarily definitive) for how the trial may have impacted participation in walking and cycling.

For the purposes of analysis, data taken on the same days of the week on different individual dates (i.e. data collected on both Tuesday dates) have been aggregated.

Vehicle count sites near Sites One and Three have similar traffic volumes observed between baseline and the twelve month data collection, with observed reductions in mean and 85<sup>th</sup> percentile speeds for vehicles (Table 3-11).

**Table 3-11: Measured Traffic Speeds near Active Transport Observation Survey Sites**

Site	Nearby Traffic Count Site	Baseline			Six Months			Twelve Months			% Change (Baseline – 12 Month)		
		Average Weekday Traffic	Ave Speed	85% Speed	Average Weekday Traffic	Ave Speed	85% Speed	Average Weekday Traffic	Ave Speed	85% Speed	Average Weekday Traffic	Ave Speed	85% Speed
Site One	Palmerston Street between Myrtle and Randell Streets (<50 m)	2,786	29.1	36.5	2,617	29.6	36.7	2,659	28.7	36.0	-5%	-1%	-1%
Site Two	William Street between Lincoln Street and Chatsworth Road (<200 m)	Not subject to new limit (remains 60 km/h)											
Site Three	Vincent Street between Ethel Street and Norfolk Street (<200 m)	11,597	45.2	52	10,861	44.9	51.5	11,499	41.2	49.7	-1%	-9%	-4%
Site Four	Bulwer Street between Lord and Wright Street (>150 m)	Survey locations considered too far apart to be cross-referenced											

*Pink shading indicates vehicle speed increases from baseline or above the applicable legal speed limit, green indicates a reduction.*

The total number of observed active transport users was 27,418 (Table 3-12), an increase on both the March 2019 baseline (23,879) and October 2019 Six Month counts (23,181). The increase between the total number of pedestrians and cyclists between the baseline and twelve month surveys was 14.8% (an additional 3,539 observations). A total of 22,678 pedestrians were observed, while 3,340 cyclists were counted riding on the road, with 1,400 riding not on the road (Table 3-12).

**Table 3-12: Twelve Month Survey Totals for Each Day (sum of all sites)**

Total of all Sites	Tue	Wed	Sat	Sun	Mean	Total
Total Pedestrians	7,874	5,599	4,721	4,484	5,670	22,678
Total Cyclists (On-Road)	685	751	1,038	866	835	3,340
Total Cyclists (Off-Road)	356	272	385	387	350	1,400
Total Active Transport Road Users Observed	8,915	6,622	6,144	5,737	6,855	27,418
% Cyclists On Road	66%	73%	73%	69%	70%	70%

Of all sites, William Street again had the greatest daily pedestrian count (1,939 per day), while Bulwer Street again had the most cyclists (415 per day, mostly on road). These results are summarised in Table 3-13 below.

**Table 3-13: Baseline Site Totals (Daily averages, all days)**

Daily Average Counts by Site	Site 1 Palmerston Street	Site 2 William Street	Site 3 Vincent Street	Site 4 Bulwer Street	Mean
Total Pedestrians	1,147	1,939	889	1,695	1,417
Total Cyclists (On-Road)	260	138	142	295	209
Total Cyclists (Off-Road)	41	121	69	119	88
Total Active Transport Road Users	1,448	2,198	1,100	2,109	1,714
% Cyclist On Road	86%	53%	67%	71%	70%

When compared with the baseline, we see a significant increase (~15%) in overall active transport at the four sites. There is some reduction in cycling off the road, which is more than offset by increased on-road cycling. 17% more pedestrians were counted overall. Counts by days of the week appear to show an overall general increase, with some quite erratic variations (Table 3-14, overleaf).

**Table 3-14: Site Totals Compared to Baseline**

Total of all Sites	Tue		Wed		Sat		Sun		Total	
	n	%	n	%	n	%	n	%	n	%
Total Pedestrians	2899	58.3%	333	6.3%	957	25.4%	-892	-16.6%	3297	17.0%
Total Cyclists (On-Road)	-358	-34.3%	108	16.8%	523	101.6%	64	8.0%	337	11.2%
Total Cyclists (Off-Road)	-49	-12.1%	-374	-57.9%	194	101.6%	134	53.0%	-95	-6.4%
Total AT Road Users	2492	38.8%	67	1.0%	1,674	37.4%	-694	-10.8%	3539	14.8%

*Pink shading indicates fewer pedestrians/cyclists from baseline; green indicates more.*

When observing cyclists, we see overall increase in the proportion of cyclists riding on-road (Table 3-15). This might indicate that a subset of cyclists are more comfortable cycling on the road as a result of the trial speed limit. Overall, 4,498 total cyclists were counted in the baseline survey, and 4,740 at twelve months – an increase of just over 5%. Further work to directly interview cyclists (such as brief intercept surveys at the count site) about their comfort riding on the road within the trial area may be useful in further understanding this finding.

**Table 3-15: Change in Proportion of Cyclists Riding On-road (Sum of all days)**

Total of all Days	Site One	Site Two	Site Three	Site Four	Total (%)	Total on road (n)
Baseline Percentage on Road	65%	53%	62%	78%	67%	3,003
Twelve Month Percentage on Road	86%	53%	67%	71%	70%	3,340
Change in Percentage on Road	21%	0%	5%	-7%	4%	-
Change in Number on Road	-358	108	523	64		337

### 3.3 Traffic (Vehicle Counts)

This section presents traffic data detected by counts completed by the City of Vincent (refer 2.2.3).

#### 3.3.1 Baseline

Baseline count results are summarized in Table 3-16.

**Table 3-16: Baseline Total Observed Traffic Statistics**

Sample Subset	AWT Five day			Ave Speed	85 <sup>th</sup> % Speed
	Mean	Daily Total	Grand Weekday Total		
New 40 km/h Roads	4408.9	61,725	308,625	39.5	47.6
Excluded Distributor Roads	8076.3	48,458	242,290	51.3	58.1
Totals	-	110,183	550,915	-	-

The first series of traffic surveys undertaken for the baseline were conducted a few months in advance of the commencement of the trial during the months of February and March (Table 3-17). There was some degree of non-compliance of the 50 km/h default speed limit at the 85<sup>th</sup> percentile, indicated with red shading for streets listed in Table 3-17. For comparison, speed compliance on the distributor roads was consistently good.



**Table 3-17: Baseline Traffic Dataset**

Road	Location	Survey Date		AWT Five day	Ave Speed	85% Speed	% Heavy Veh.
40 km/h Trial Roads							
Brisbane St	Dangan-Lake	27-Feb-19	06-Mar-19	1410	38.1	46.1	2.6
Brisbane St	Lane-Lindsay	20-Feb-19	27-Feb-19	3208	41.2	50.9	4.9
Bulwer St	Fitzgerald-Palmerston	27-Feb-19	06-Mar-19	11,248	45.9	52.7	2.5
Bulwer St	Lord-Wright	20-Feb-19	27-Feb-19	7411	47.2	54.4	2.6
Carr St	Charles-Fitzgerald	06-Mar-19	13-Mar-19	4407	44.5	51.7	3.0
Harold St	Smith-Wright	20-Feb-19	27-Feb-19	2296	33.4	39.8	2.6
Joel Tce	Bream Cove-Gardiner	06-Mar-19	13-Mar-19	2386	45.0	53.1	3.1
Mary St	Beaufort-William	27-Feb-19	06-Mar-19	1055	31.8	39.4	2.4
Palmerston St	Myrtle-Randell	27-Feb-19	06-Mar-19	2786	29.1	36.5	2.9
Pier St	Brewer-Edward	20-Feb-19	27-Feb-19	2864	38.7	47.9	2.6
Smith St	Broome-Lincoln	20-Feb-19	27-Feb-19	2321	40.6	49.5	1.8
Summers St	Claisebrook-West	06-Mar-19	13-Mar-19	1513	38.4	46.6	4.7
Vincent St	Ethel-Norfolk	06-Mar-19	13-Mar-19	11,597	45.2	52.0	2.5
William St	Monger-Robinson	20-Feb-19	27-Feb-19	7223	34.4	46.1	3.8
Sample Averages				4,409	39.5	47.6	3.0
Daily Totals				61,725			
Excluded Distributor Roads							
Fitzgerald St	Cowle-Randell Northbound	13-Feb-19	20-Feb-19	8477	49.4	56.0	2.5
Fitzgerald St	Cowle-Randell Southbound	13-Feb-19	20-Feb-19	9463	49.4	57.1	5.7
Lord St	Court-Marlborough Northbound	13-Feb-19	20-Feb-19	10,167	52.5	58.9	4.7
Lord St	Court-Marlborough Southbound	13-Feb-19	20-Feb-19	9534	53.0	59.2	5.6
William St	Chatsworth-Lincoln Northbound	13-Feb-19	20-Feb-19	4175	52.0	59.2	3.6
William St	Chatsworth-Lincoln Southbound	13-Feb-19	20-Feb-19	6642	51.4	58.3	3.3
Sample Averages				8076	51.3	58.1	4.2
Daily Totals				48,458			

*Pink shading indicates observed speed values being greater than the baseline default 50 km/h limit for roads subject to the trial only.*

This data suggests most vehicles travelling on the local roads and vehicles travelling on surrounding distributor roads are generally in compliance with the legal speed limit.

### 3.3.2 Six Month

A slight decrease in average and 85<sup>th</sup> percentile speed on the trial streets was observed over the six month trial period (Table 3-18). However, this change is only a slight proportion of the 10 km/h reduction in the legal limit. Speeds on Distributor roads appear to be similar to baseline.

**Table 3-18: Six Month Total Traffic Statistics with Comparison to Baseline**

Sample Subset	AWT Five day		Grand Total	Change from Baseline	Average Speed			85% Speed		
	Daily Mean	Daily Total			Mean of sites km/h	Change km/h	Change %	Mean of sites km/h	Change km/h	%
New 40 km/h Roads	4298	60,169	300,845	-2.5%	39.35	-0.19	-0.47%	47.26	-0.36	-0.76%
Excluded Distributor Roads	7510	45,059	225,295	-7.0%	51.13	-0.15	-0.29%	58.30	0.18	0.32%
Totals	-	105,228	526,140	-4.5%	-	-	-	-	-	-

*Pink shading indicates observed speed values being greater than the baseline, with green shading indicating a downward change.*

The first series of traffic surveys undertaken during the trial occurred in advance of the six month milestone passing (Table 3-19). While average and 85<sup>th</sup> percentile speeds dropped, most average and 85<sup>th</sup> percentile speeds were in excess of the legal limit within the area. Speed limit compliance on distributor roads remained excellent.

**Table 3-19: Six Month Traffic Dataset**

Road	Location	Survey Date		AWT Five day	Ave Speed	85% Speed	% Heavy Veh.
40 km/h Trial Streets							
Brisbane St	Dangan-Lake	21-Aug-19	28-Aug-19	1421	38.1	46.1	2.8
Brisbane St	Lane-Lindsay	07-Aug-19	14-Aug-19	3131	40.5	50.4	4.5
Bulwer St	Fitzgerald-Palmerston	14-Aug-19	21-Aug-19	10,256	45.2	51.7	3.0
Bulwer St	Lord-Wright	07-Aug-19	14-Aug-19	8416	46.5	54.0	3.4
Carr St	Charles-Fitzgerald	14-Aug-19	21-Aug-19	4129	46.3	53.6	5.0
Harold St	Smith-Wright	07-Aug-19	14-Aug-19	2209	32.9	39.4	2.8
Joel Tce	Bream Cove-Gardiner	21-Aug-19	28-Aug-19	2143	43.1	50.9	3.0
Mary St	Beaufort-William	21-Aug-19	21-Aug-19	990	33.6	40.3	3.1
Palmerston St	Myrtle-Randell	14-Aug-19	21-Aug-19	2617	29.6	36.7	3.2
Pier St	Brewer-Edward	07-Aug-19	14-Aug-19	2958	38.3	47.7	3.2
Smith St	Broome-Lincoln	07-Aug-19	14-Aug-19	2306	41.0	49.1	2.0
Summers St	Claisebrook-West	21-Aug-19	28-Aug-19	1515	37.4	45.9	4.7
Vincent St	Ethel-Norfolk	14-Aug-19	21-Aug-19	10,861	44.9	51.5	2.5
William St	Monger-Robinson	07-Aug-19	14-Aug-19	7217	33.5	44.3	5.0
Sample Averages				4297.8	39.4	47.3	3.4
Daily Totals				60,169			
Excluded Roads							
Fitzgerald St	Cowle-Randell NB	31-Jul-19	07-Aug-19	7364	48.5	56.5	5.4
Fitzgerald St	Cowle-Randell SB	31-Jul-19	07-Aug-19	8691	48.2	57.2	6.2
Lord St	Court-Marlborough NB	31-Jul-19	07-Aug-19	9854	52.6	59.0	4.5
Lord St	Court-Marlborough SB	31-Jul-19	07-Aug-19	9198	53.5	59.6	5.6
William St	Chatsworth-Lincoln NB	31-Jul-19	07-Aug-19	4031	52.3	59.0	3.5
William St	Chatsworth-Lincoln SB	31-Jul-19	07-Aug-19	5921	51.7	58.5	3.7
Sample Averages				7509.8	51.1	58.3	4.8
Daily Totals				45,059			

*Pink shading indicates observed speed values being greater than the trial legal limit of 40 km/h (shown for roads subject to the trial only).*

Vehicles travelling on distributor roads appear to be travelling generally to the limit, similar to the results observed in the baseline surveys.

### 3.3.3 Twelve Month

The results for the Twelve Month evaluation indicates that there has been a further reduction in overall average (mean) and 85<sup>th</sup> percentile speeds for the 40 km/h trial roads. Importantly, while the six month trial saw less overall traffic (down 4.5% from baseline), the twelve month surveys saw a slight increase in the total volume of traffic compared to the baseline, with an increase of 1.7% overall (Table 3-20).

**Table 3-20: Twelve Month Total Traffic Statistics with Comparison to Baseline**

Sample Subset	AWT Five day			Change from Baseline	Average Speed			85% Speed		
	Daily Mean	Daily Total	Grand Total		Mean of sites km/h	Change km/h	Change %	Mean of sites km/h	Change km/h	%
New 40 km/h Roads	4579	64,104	320,520	3.9%	38.59	-0.94	-2.38%	46.43	-1.19	-2.50%
Excluded Distributor Roads	8001	48,006	240,030	-0.9%	51.28	0.00	0.00%	58.28	0.17	0.29%
Totals	-	112,110	560,550	1.7%	-	-	-	-	-	-

*Pink shading indicates observed speed values being greater than the baseline, with green shading indicating a downward change.*

The decrease in average (-0.94 km/h) and 85<sup>th</sup> percentile (-1.19 km/h) observed speeds on the trial streets was again a small proportion of the 10 km/h reduction in the legal limit. This is generally in line with similar evidence in the international research literature, but is less than the 3-4 km/h decrease that could be expected based on meta-analysis of studies (OECD/ECMT 2006, p. 100). The unexpectedly low change in observed vehicle speeds is probably because the trial has primarily involved signage, with limited use of other engineering and enforcement measures.

The magnitude in speed reduction in the trial area is also comparable to the mean and 85<sup>th</sup> percentile speed reductions observed in metropolitan Perth during the two years immediately after the 2001 introduction of the 50 km/h default built up area speed limit in Western Australia (Hoareau and Newstead 2004, p. 38). It appears that area-wide speed reductions in Western Australia have yielded actual travel speed reductions in a gradual way, over several years following implementation. This reflects gradual adjustment in driver behaviours.

Speeds on Distributor roads were once again very similar to the baseline. Remarkably, there has been no change in overall observed mean speed at the excluded distributor sites, and a very slight increase in observed 85<sup>th</sup> percentile speeds, with only slight variation between individual sites. Overall, the resulting reduction in average and 85<sup>th</sup> percentile speed on trial roads is indicative of a modest potential effect resulting from the trial area limit (Table 3-21).

**Table 3-21: Overall trial road speed compliance**

	Baseline	Six Month	Twelve Month
Legal Limit (km/h)	Default 50	Area 40	Area 40
Mean Speeds (km/h)	39.54	39.35	38.59
85 <sup>th</sup> Percentile Speeds (km/h)	47.62	47.26	46.43

*Pink shading indicates observed speed values being greater than the trial legal limit of 40 km/h.*

Observations at individual count sites, shown in Table 3-22, show reasonable compliance by the average vehicle, though the 85<sup>th</sup> percentile speeds (the speed that 15% of vehicles exceeded) remained generally well above 40 km/h. This suggests that other measures (such as physical road modification or increased enforcement) may be needed to reduce the incidence of vehicles travelling in excess of 40 km/h. Regulatory signage alone does not appear to combat this moderate (~10 km/h) speeding.

**Table 3-22: Twelve Month Traffic Dataset**

Road	Location	Survey Date		AWT Five day	Ave Speed	85% Speed	% Heavy Veh.
40 km/h Trial Streets							
Brisbane St	Dangan-Lake	04-Mar-20	11-Apr-20	1596	37.1	45.2	2.5
Brisbane St	Lane-Lindsay	19-Feb-20	26-Feb-20	2941	40.2	49.5	4.8
Bulwer St	Fitzgerald-Palmerston	26-Feb-20	04-Mar-20	11,154	44.7	51.3	2.8
Bulwer St	Lord-Wright	19-Feb-20	26-Feb-20	9603	46.1	53.5	3.2
Carr St	Charles-Fitzgerald	26-Feb-20	04-Mar-20	4071	43.5	50.7	2.5
Harold St	Smith-Wright	19-Feb-20	26-Feb-20	2398	32.9	39.4	1.9
Joel Tce	Bream Cove-Gardiner	04-Mar-20	11-Mar-20	2146	43.2	50.1	2.5
Mary St	Beaufort-William	04-Mar-20	11-Mar-20	971	33.0	40.0	3.3
Palmerston St	Myrtle-Randell	26-Feb-20	04-Mar-20	2659	28.7	36.0	2.9
Pier St	Brewer-Edward	19-Feb-20	26-Feb-20	2982	38.3	47.2	2.9
Smith St	Broome-Lincoln	19-Feb-20	26-Feb-20	2395	40.5	48.6	1.8
Summers St	Claisebrook-West	04-Mar-20	11-Mar-20	1553	38.0	46.1	5.2
Vincent St	Ethel-Norfolk	26-Feb-20	04-Mar-20	11,499	41.2	49.7	3.0
William St	Monger-Robinson	19-Feb-20	26-Feb-20	8136	32.9	42.7	3.3
Sample Averages				4579	38.6	46.4	3.0
Daily Totals				64,104			
Excluded Roads							
Fitzgerald St	Cowle-Randell NB	12-Feb-20	19-Feb-20	8990	49.3	57.2	5.9
Fitzgerald St	Cowle-Randell SB	12-Feb-20	19-Feb-20	7188	49.8	57.4	5.8
Lord St	Court-Marlborough NB	12-Feb-20	19-Feb-20	10,225	52.3	59.0	5.1
Lord St	Court-Marlborough SB	12-Feb-20	19-Feb-20	10,043	53.4	59.6	6.1
William St	Chatsworth-Lincoln NB	12-Feb-20	19-Feb-20	6482	51.4	58.0	3.4
William St	Chatsworth-Lincoln SB	12-Feb-20	19-Feb-20	5078	51.5	58.5	3.3
Sample Averages	Sample Averages			8001	51.28	58.3	4.9
Daily Totals	Daily Totals			48,006			

*Pink shading indicates observed speed values being greater than the trial legal limit of 40 km/h (shown for roads subject to the trial only).*

Vehicles travelling on distributor roads appear to be travelling generally to the speed limit, similar to the results observed in the baseline and six month surveys.

The results for each site indicate that 85<sup>th</sup> percentile speed compliance has generally decreased slightly at all sites. No site has seen a dramatic change in 85<sup>th</sup> percentile speeds (Table 3-23). Again, this suggests that street design changes and enforcement may be a stronger mechanism for speed compliance.

**Table 3-23: Longitudinal Comparison of 85<sup>th</sup> Percentile Speeds**

Road	Location	85 <sup>th</sup> Percentile Speed		
		Baseline	Six Month	Twelve Month
Speed Limit		Default 50	Area 40	Area 40
Brisbane St	Dangan-Lake	46.1	46.1	45.2
Brisbane St	Lane-Lindsay	50.9	50.4	49.5
Bulwer St	Fitzgerald-Palmerston	52.7	51.7	51.3
Bulwer St	Lord-Wright	54.4	54.0	53.5
Carr St	Charles-Fitzgerald	51.7	53.6	50.7
Harold St	Smith-Wright	39.8	39.4	39.4
Joel Tce	Bream Cove-Gardiner	53.1	50.9	50.1
Mary St	Beaufort-William	39.4	40.3	40.0
Palmerston St	Myrtle-Randell	36.5	36.7	36.0
Pier St	Brewer-Edward	47.9	47.7	47.2
Smith St	Broome-Lincoln	49.5	49.1	48.6
Summers St	Claisebrook-West	46.6	45.9	46.1
Vincent St	Ethel-Norfolk	52.0	51.5	49.7
William St	Monger-Robinson	46.1	44.3	42.7
Sample Averages		47.6	47.3	46.4
<b>Excluded Roads</b>				
Fitzgerald St	Cowle-Randell NB	56.0	56.5	57.2
Fitzgerald St	Cowle-Randell SB	57.1	57.2	57.4
Lord St	Court-Marlborough NB	58.9	59.0	59.0
Lord St	Court-Marlborough SB	59.2	59.6	59.6
William St	Chatsworth-Lincoln NB	59.2	59.0	58.0
William St	Chatsworth-Lincoln SB	58.3	58.5	58.5
Sample Average	Sample Average	58.1	58.3	58.3

*Pink shading indicates observed speed values being greater than the applicable legal limit (shown for roads subject to the trial only).*

### 3.4 Qualitative Resident Perceptions Survey

The April 2019 baseline survey received 63 responses, while the November 2019 survey received 73 responses. The twelve month evaluation survey received 151 responses. This reflects the increased letter box distribution, and respondents re-recruited by email from the earlier surveys.

The survey also included demographic information to test similarity of the sample to the broader community. The demographic profile for the twelve month results appears to be a reasonable representation of the residential population within the trial area.

Like all voluntary surveys, there is potential that the results reflect selection bias – that is, people who have stronger or particular views might be more likely to respond to the survey, resulting in a snapshot that does not entirely reflect the whole community. In this evaluation, this is not considered to be a significant problem, especially because the views of people who are especially motivated are of interest to the trial evaluation.

#### 3.4.1 Baseline Attitudes

At the baseline survey, respondents generally indicated agreement with the potential benefits of the trial (Figure 3-2). Interestingly, and consistent with past surveys, respondents indicated that speeding above the new limit was morally unacceptable.

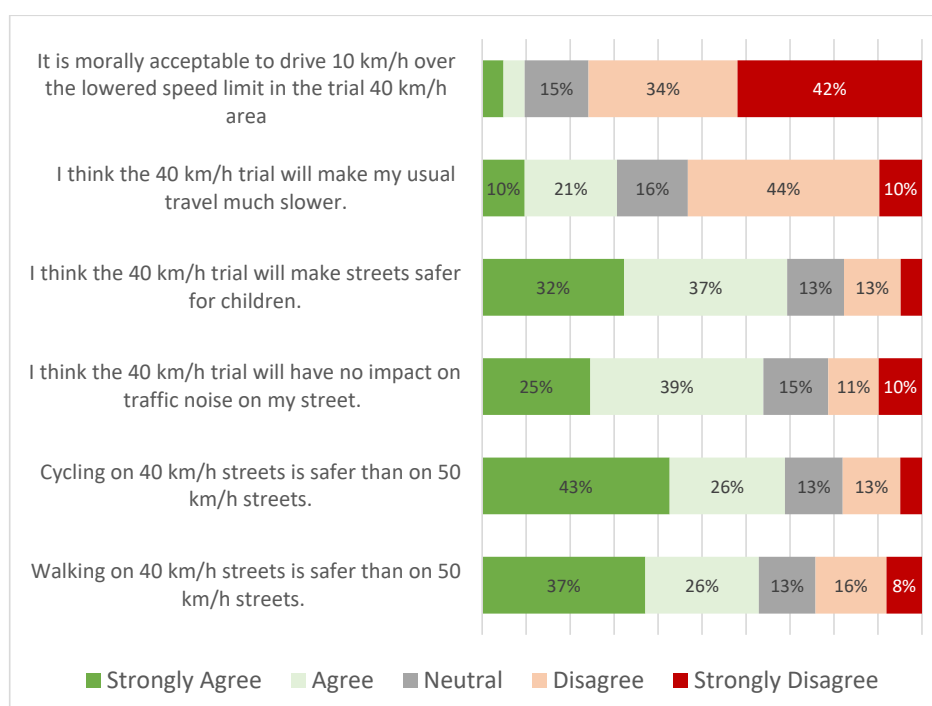
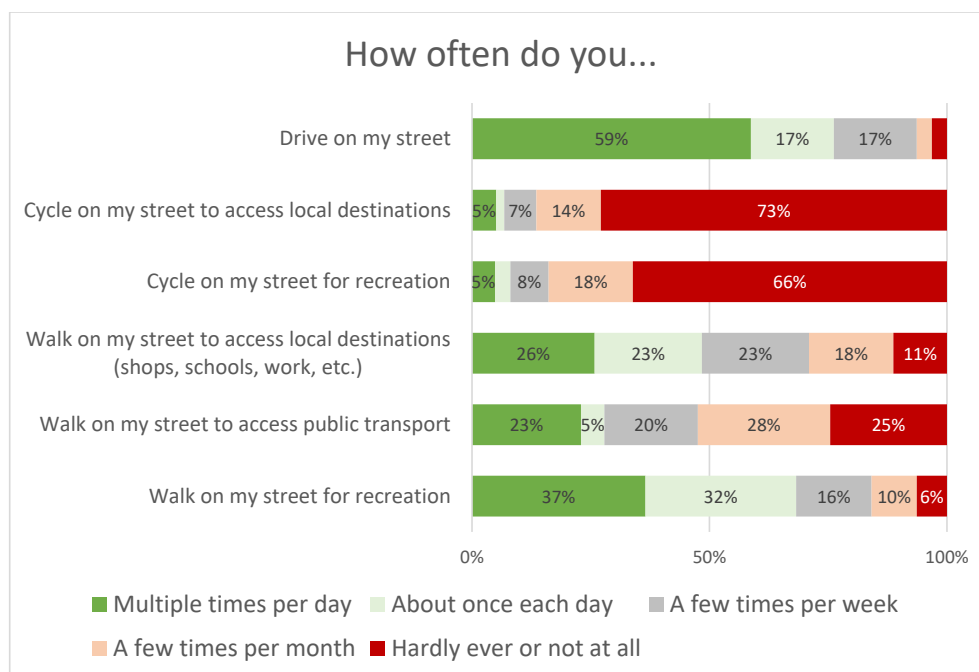


Figure 3-2: Pre-trial Speed Limit Attitudes

### 3.4.2 Baseline Travel Behaviours

Respondents reported frequently driving on their local street, with generally high participation in recreational and utility local walking. Cycling participation was quite limited, with more than 60% of respondents not usually cycling for recreation or local neighbourhood utility transport.



**Figure 3-3: Pre-trial Reported Local Travel Behaviours**

### 3.4.3 Six Month Milestone Attitudes

Please refer to the Six Month Evaluation Report (*6138251-REP-C\_Evaluation Report - 6 Month*) for detailed commentary on the results observed at the six month milestone. Some six month reports are also profiled for comparison in the next section.

It should be noted that seasonal effects are likely to weigh upon travel behaviour reported in this dataset.



### 3.4.4 Twelve Month Milestone – Travel Behaviours

#### Effects of COVID-19

As the resident survey was conducted over a period of significant disruption (refer section 2.4), it was anticipated that the new routine habits adopted during physical distancing measures would skew questions relating to travel behaviour and potentially attitudes relating to the trial.

Since this evaluation is based on a before and after comparison study, the difference between the results for the same question in the baseline and trial datasets forms critical evidence, especially for quantitatively-measured attitudinal questions.

Accordingly, GHD and the City of Vincent sought to maintain, as far as practicable, the similarity of attitudinal questions. The questionnaire design was altered as follows:

- The survey recruitment materials and questionnaire introductory text was edited to include “We understand that the current COVID-19 pandemic is changing activity and travel patterns, and we are taking this into account in our evaluation of the trial. Your feedback is an important part of our evaluation and we would love to hear how you have experienced the trial over the past 12 months.”
- The travel behaviour questions was re-phrased to: “How often would you usually do the following, not considering the current COVID-19 pandemic?” The revision to this question should make the results between this dataset and the baseline dataset more comparable, though some residual reported effects (e.g. recency bias) associated with disrupted activity patterns may still exist in the dataset.
- A new open ended question was added: “Has the COVID-19 pandemic changed your usual walking, cycling or driving patterns? If so, how?” This is reported below.

#### *Change in Specific Transport Patterns due to COVID-19 Self-Reported by Respondents*

When asked to describe how COVID-19 had altered usual walking, cycling or driving patterns, respondents described a range of changes to their travel behaviour. The open-ended comments received for this question were reviewed and assigned into groups, if respondents mentioned a specific thematic response to their travel behaviour. These below figures are the percentage of respondents who *mentioned* a type change, which does not necessarily represent the number of people who have actually changed their travel patterns in this way.

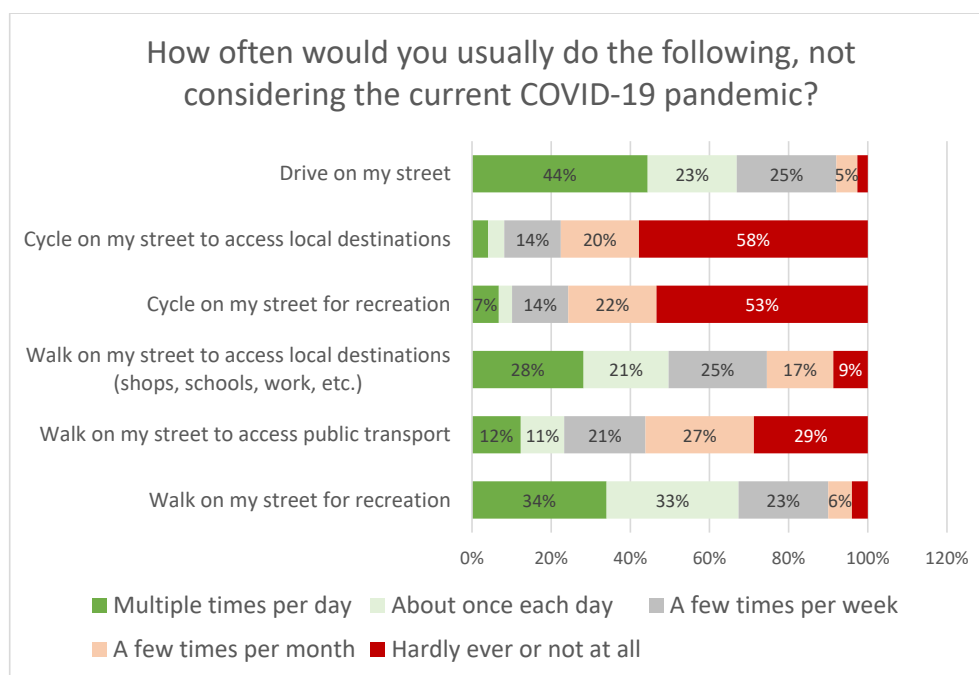
41 respondents (27%) reported no changed to their usual travel behaviour. 18 respondents (12%) specifically reported working from home<sup>3</sup>. 35 respondents (23%) mentioned driving less, while 15 (10%) reported less use of public transport. For active transport (walking and cycling), 39 respondents (26%) mentioned some overall increase in walking or cycling, while 20 respondents (13%) reported less participation in walking or cycling. 31 respondents (20%) offered no specific comment, while 16 respondents (11%) made comments which could not be assigned to any of the above themes.

<sup>3</sup> The working from home rate for Greater Perth reported for the 2016 census was 3.4%, though this includes certain agricultural workers, mobile tradespeople, and some other occupations. See page 3 of the Babb et al. (2017) [Unlocking the Potential for Working Closer to Home](#) report.

### *Change in Usual Transport Patterns (aside from the COVID-19 Pandemic) Reported by Respondents*

Routine use of local streets for different modes of transport was evaluated with equivalent questions to the baseline, phrased to exclude (or at least minimise) the results of COVID-19 on the responses.

Results for this question at twelve months are presented below in Figure 3-4. The same results from the baseline are included as Figure 3-3 in section 3.4.2.



**Figure 3-4: Twelve Month Reported Local Travel Behaviours**

When the percentage of respondents falling into each category are compared (see Table 3-24), it appears that changes in local travel have been mixed, with a greater share of respondents reporting very frequent or very infrequent travel by different modes. There is also a substantial reduction in reported walking to access public transport.

These general findings align with the responses in the open-ended travel behaviour question reported on the previous page, and suggests that some people have engaged in much more walking and cycling (for instance, due to more time at home), while others have reported less walking and cycling (such as for people who may have previously walked or cycled to work).

Whether this is due to the trial conditions or COVID-19 remains to be seen. Although these results should ideally not reflect the effects of COVID-19 pandemic, it is not possible to conclusively determine that they have not been at least partially impacted.

**Table 3-24: Changes in Reported Local Travel Behaviours**

Statement	Change in Response Percentages (Baseline to 12 Month)					Inference based on change in response
	Multiple times per day	About once each day	A few times per week	A few times per month	Hardly ever or not at all	
Walk on my street for recreation	2%	2%	6%	-8%	-2%	Walking patterns appear disrupted. No clear trend. Less routine use of public transport. Responses seem slightly more weighted toward more extreme categories.
Walk on my street to access public transport	-7%	1%	1%	-10%	15%	
Walk on my street to access local destinations (shops, schools, work, etc.)	8%	1%	1%	-5%	-4%	
Cycle on my street for recreation	-2%	0%	2%	-2%	3%	No clear trend
Cycle on my street to access local destinations	6%	1%	-2%	-1%	-4%	
Drive on my street	-9%	1%	8%	1%	0%	Slightly less frequent driving trips.

*Pink shading indicates that a lower percentage of respondents provided this response in the twelve month survey, compared with baseline. Green indicates an increase.*

### 3.4.5 Twelve Month Milestone – Attitudinal Questions

At this twelve month milestone, perceptions towards the trial appear to be mixed, with many questions receiving fairly even splits of responses into each attitude category.

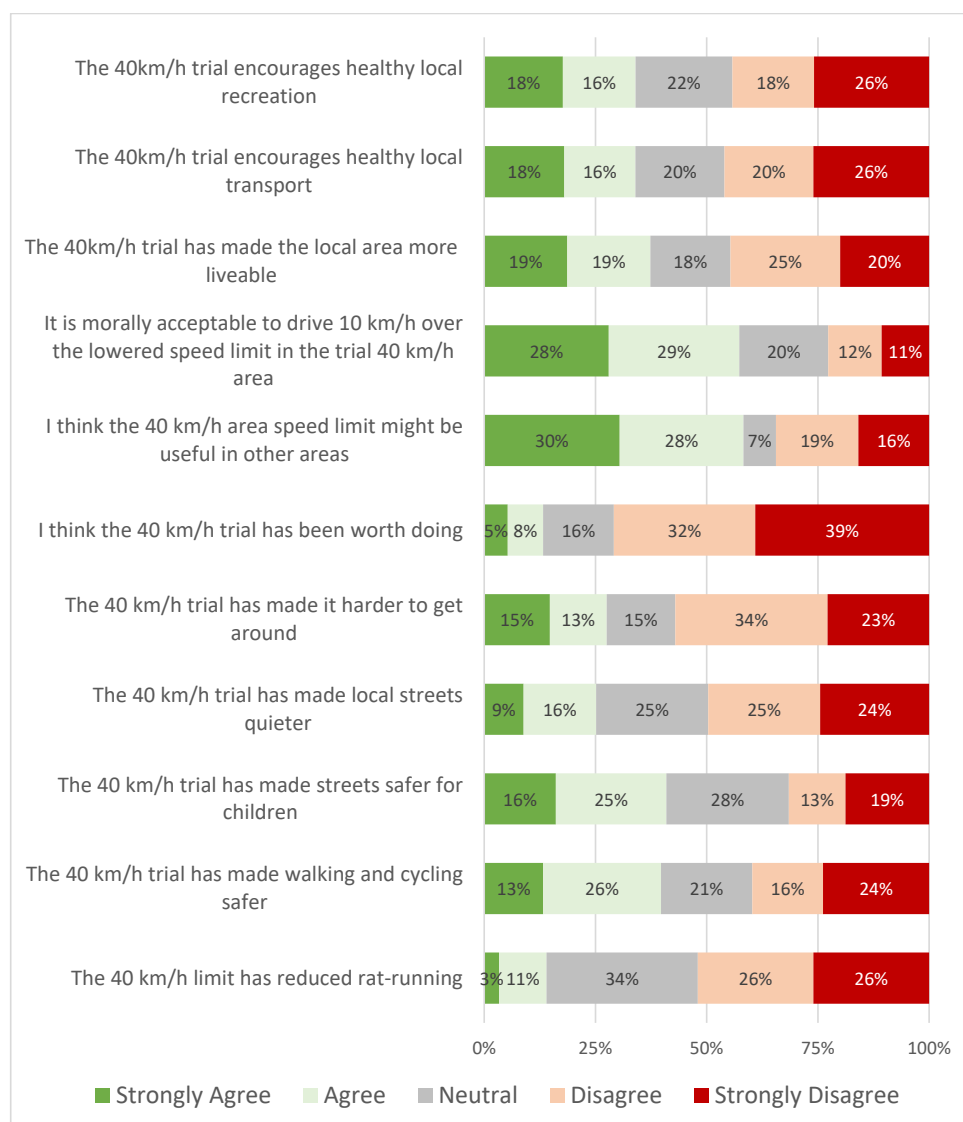
Attributional responses have been measured through direct questions about the trial, through general perception questions, and in open-ended questions.

#### *Attitudinal Responses – Direct Questions*

Directly-stated perceptions about the trial, shown overleaf as Figure 3-5, assess respondents' immediate response to the trial itself. These questions are most direct, and are most likely to responses weighted by overall opinions of the trial area speed limit.

The even spread of many of the results appears to indicate that both perceived benefits and perceived disbenefits of the trial have been fairly minor. For instance, less than 30% of respondents agreed that the trial "has made it more difficult to get around". Questions about the overall effects of the trial on pedestrian/cyclists safety, and local amenity impacts, received very evenly split responses.

Some results seem to indicate a weak or ambivalent overall attitude towards the trial. For example, 58% of respondents agreed or strongly agreed that a 40 km/h area limit might be useful in other areas, though 71% of the same cohort of respondents disagreed that the trail had been "worth doing" (Figure 3-5).



**Figure 3-5: Twelve Month Attitudinal Survey Results about the Trial**

#### *Attitudinal Responses – Indirect Questions*

While response to direct responses varied, measuring the difference for questions regarding general attitudinal questions about local transport and amenity before and after the trial implementation provides further evidence of trial outcomes.

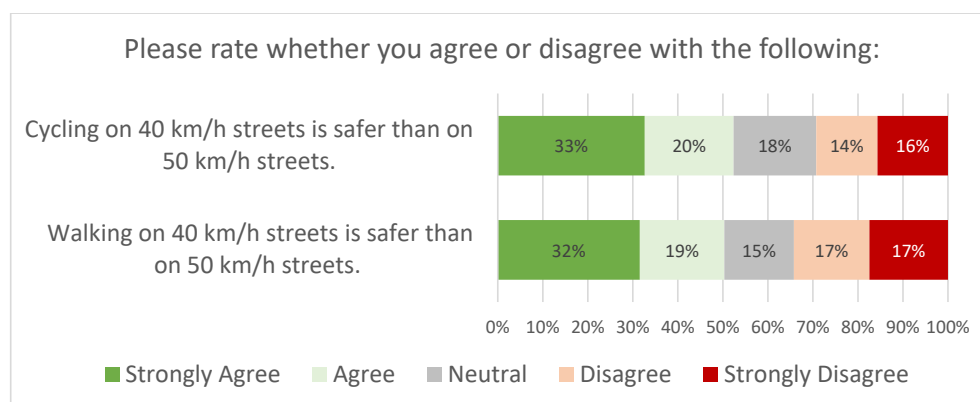
Comparing how results for the same question changed between the baseline and twelve month surveys provides an indication of whether there is an implied change in perceptions. These results, presented in Table 3-25, indicate a general tendency for respondents to be less concerned about local transport issues than in the baseline survey. This result is similar to the result observed at six months, and may indicate that some intended benefits of the trial may be materialising.

**Table 3-25: Change in Response Percentages for Local Transport Perceptions**

Statement	Change in Response Percentages (Baseline to Twelve Month)					Inference based on change in response
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	
It is generally safe for me to walk around my local area	1%	13%	-10%	-4%	0%	Overall improvement in perceived pedestrian safety (for adult respondents)
It is generally safe for children to walk around my local area	11%	7%	-4%	-12%	-2%	Overall improvement in perceived safety for children/vulnerable pedestrian groups
"Rat-running" (traffic taking short cuts on local streets) in my local area is a problem	-1%	-5%	-5%	13%	-2%	Slight reduction in concerns about rat-running.
Traffic noise in my local area is a problem	-5%	-4%	-2%	7%	3%	Reduced concern about traffic noise.
Vehicles speeding on local streets is a problem	-13%	3%	3%	8%	-1%	Reduced strong concern about vehicles speeding on local streets.
Cycling within the City of Vincent is generally safe	-4%	11%	-6%	0%	-1%	Potential slight improvement in perceived risks for cyclists.
I would cycle more if it was safer	-5%	0%	-3%	2%	5%	Slight decrease in number of people for whom safety concerns may impede cycling.
I would walk more if it was easier to cross roads	0%	-18%	-8%	14%	11%	Decrease in respondents for whom crossing roads is a barrier to walking
I would like to drive less	3%	-19%	11%	2%	3%	No substantial implication.

*Pink shading indicates that a lower percentage of respondents provided this response in the twelve month survey, compared with baseline. Green indicates an increase.*

When asked about the relative safety of walking and cycling on 40 km/h streets (compared to 50 km/h streets), more than half of all respondents agreed that safety had improved (Figure 3-6).



**Figure 3-6: Twelve Month Perceptions about Pedestrian and Cyclist Safety**

When compared with baseline results, a greater share of respondents agree that the lower speed limit improves pedestrian and cyclist safety at this twelve month mark (Table 3-26). This triangulates with observed increases in active transport activity (refer section 3.2.2), further substantiating the safety benefits of the lower speed limit.

**Table 3-26: Change in Response Percentages for Pedestrian and Cyclists Safety**

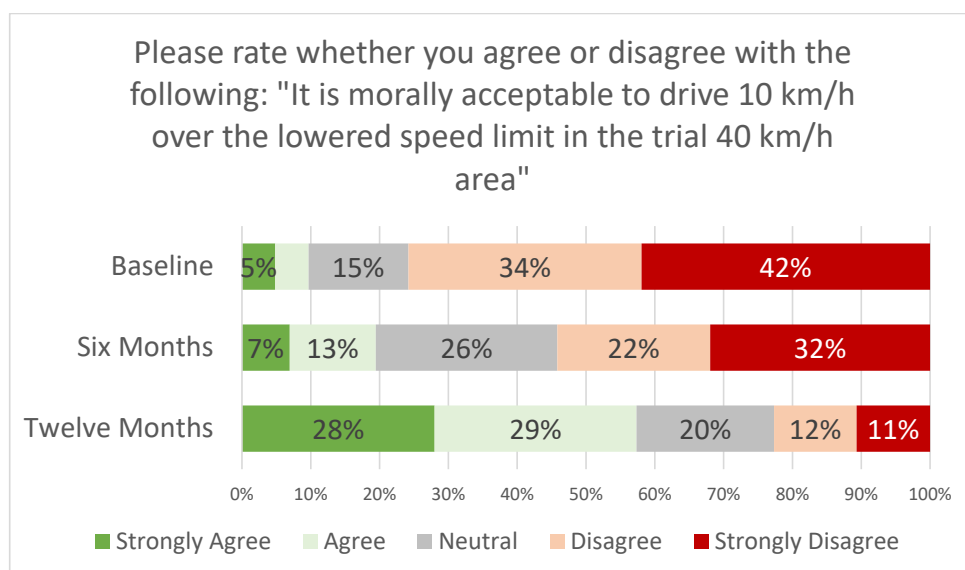
Statement	Change in Response Percentages (Baseline to 12 Month)				
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Walking on 40 km/h streets is safer than on 50 km/h streets.	9%	-4%	-4%	0%	-1%
Cycling on 40 km/h streets is safer than on 50 km/h streets.	26%	7%	-8%	-9%	-16%

*Pink shading indicates that a lower percentage of respondents provided this response in the twelve month survey, compared with baseline. Green indicates an increase.*

#### **Attitudinal Responses – Moral Acceptability of Exceeding the Speed Limit**

Perceptions of safe and acceptable speeds vary among populations (Box and Bayliss 2012). A question relating to the “moral acceptability” of speeding (i.e. driving at the previously existing limit) was included in the survey. This question was used previously in an evaluation of the introduction of the lower 50 km/h default built up area speed limit in December 2001 (developed by Battini and Evans, cited in Hoareau and Newstead 2004, p. 42).

One concerning finding of this trial evaluation is that respondents appear more accepting of speeding (to the previous 50 km/h limit) than they were at baseline. This trend appears to continue from the six month results (Figure 3-7, overleaf).



**Figure 3-7: Morality of Exceeding Trial Area Limit – Result between Surveys**

The baseline 40 km/h trial area morality question result (total 76% of respondents morally opposed to speeding) mirrors the initial result found in the 2001 surveys (Table 3-27). However, while moral opposition to speeding within the default 50 km/h limit increased after the introduction of the new limit (to 80% of respondents), the same does not appear to have occurred in this area trial (Figure 3-7). This may reflect limited awareness of the new limit, or effects associated with limited overt enforcement.

**Table 3-27: Morality of Exceeding the lower 50 km/h Built-Up Area Limit**

	Dec 2001-May 2002	Jun 2002-Nov 2002	Dec 2002-May 2003	Jun 2003-Nov 2003
Agree	22%	21%	18%	18%
Disagree	76%	76%	80%	80%
No opinion	3%	2%	1%	2%

Source: Batini and Evans, presented in Hoareau and Newstead 2004, p. 42.

### *Open Ended-Responses – General Support or Opposition*

The twelve month evaluation survey contained the following 'free-text' questions: "Do you have any other general comments about traffic and transport in Vincent?" and "Do you have any other comments about the 40 km/h speed limit trial?"

About a third of respondents (55 out of a total of 151 respondents) expressed a written comment about the trial. Of these, 24 were opposed, while 23 provided comments in favour of the trial limit. Qualified support was provided by eight respondents.

In most cases, these opinions were either very positive or very negative as shown by the representative responses below.

Supportive comments included:

*"I think it has been a great initiative."*

*"The new 40 zones are great, it has slowed drivers down especially on Beaufort Street and near the schools I have noticed. With more families living inner city living it's a very good idea to have the 40 km speed limit."*

*"I love this new speed limit!"*

*"I would like to see this trial extended across other densely populated residential areas and enforced more noticeably and regularly."*

*"The trial is clearly a good idea, and hopefully the 40km/h speed limit will be permanent. Well done to the Council on the initiative."*

Non-supportive comments generally indicated scepticism for the purpose of the trial:

*"It's unnecessary and would do little to deter speeders"*

*"The trial, in my view was/is of little value."*

*"Very strongly disagree with 40 km speed"*

*"I don't understand why 50 km/h is suitable for all other built up areas/suburbs but we should be punished with 40 km/h."*

*"It is nonsense and it achieves absolutely nothing."*

Responses expressing qualified support generally raised specific conditions for how they felt the 40 km/h may be more appropriate:

*"I would agree more with questions above in relation to the 40 kmh limit if it was enforced."*

*"I accept some streets should be 40"*

*"I believe 40 km is good on smaller, local streets"*

*"I agree with the 40 kph speed limit. However, I would make Bulwer St 50 kph,"*

Two of the respondents noted that they had changed their mind since implementation of the trial:

*"Initially I thought the idea was ridiculous however I am now in favour for all of the reasons above but ask that it is implemented properly"*

*"Although I was not initially a supporter of the 40 km speed limit, I've revised that thought and am supportive as I believe that it can only help to increase safety for everyone living in the area"*



### *Open Ended-Responses – Thematic Findings from Comments*

Further analysis of the responses revealed a number of themes relating to aspects of the trial.

**Bulwer Street** - Twenty-one of the respondents indicated that they felt that the 40 km/h speed limit on Bulwer Street was too low. The finding for this specific road may be over-represented because of the geographic sampling strategy.

*“Bulwer Street does not need 40 km hour limit”*

*“Bulwer St used to be 60 and is very much a main road, since it's dropped to 40, the time 20 km difference seems completely unnecessary and extreme”*

*“40 km/hr on Bulwer St, a main thoroughfare is ridiculous”*

*“I think the 40km speed limit is too slow on Bulwer Street”*

**Compliance and Awareness** - Fifteen of the respondents felt that compliance with the 40 km/h speed limit had been limited or non-existent.

*“It seems to be ignored at times, which I think may be due to lack of awareness of the new limit amongst those who are not local residents”.*

*“40 km/hr on Joel Terrace totally ineffective”*

*“I don't believe the majority of motorists take any notice of 40 km limits”*

Nine of the respondents felt that the trial had no impact on traffic speeds.

*“I do not think it has been effective, as in my experience most drivers remain at 50 km/h or more”*

*“In my particular case, I have seen little change from the 40 km/h speed limit trial”*

*“The normal traffic around my area has not changed in trial period”*

This is unsurprising, in view of the modest overall average vehicle speed reductions (section 3.3.3).

**Enforcement** - Sixteen of the respondents believed that the trial would have benefited from greater enforcement.

*“The lack of any enforcement of speed limits is a serious drawback”*

*“Little or no enforcement of speed limits”*

*“I would like to see this trial extended across other densely populated residential areas and enforced more noticeably and regularly”*

**Signage** - Eleven of the respondents indicated that the signage for the trial could be improved.

*“There are far too many street signs (40 kmh Limit, End of 40 kmh Limit) along Bulwer St that add confusion”*

*“It's not signposted enough/clear”*

*“The speed signs are so unclear as it will say end of 40 km/h but it hasn't ended”*

*“Far better signage required for 40 kmh zones - some were hidden behind trees and not as clear as normal speed limit signage”*

**Improvements** - A small number of the respondents suggested improvements, such as traffic calming and electronic speed limit signs should be implemented.

*"Speed limit should be enforced, especially by physical means i.e. speed humps, etc."*

*"I feel it would be much better and more acceptable generally if there was a solar powered adjustable speed limit"*

*"There need to be flashing 40 signs as there are on Beaufort Street in order to remind drivers who don't live in the area"*

*"Need better speed humps on Harold St"*

**Rat running** - Fourteen of the respondents were concerned about rat running, either through the trial or as a result of the trial (the quantitative results indicate that concern about rat-running has reduced over the trial period, refer to Table 3-25 in section 3.4.5).

*"Rat run traffic still speed and ignore the limit"*

*"I have regularly had annoyed rat runners overtake and speed away down my street"*

*"Lots of rat running on Barlee Street since the no right turn on Beaufort/Walcott intersection causes much more unsafe traffic than the 40 km speed limit"*

*"Specific action to address rat running would be more beneficial"*

### 3.5 School safety

There are two primary schools, and two school crossings controlled by WA Police Traffic Wardens (crossing guards), within the trial area.

Prior to the trial, each school had a conventional 40 km/h School Zone on fronting local roads. Existing school zone signage located at the entry to the local road area (i.e. on the entry from district distributor roads) was simply replaced to area 40 km/h signage for the trial period. Variable speed limit signage has been in place on nearby district distributor roads well before the commencement of the 40 km/h area trial.

To evaluate the potential effects of the 40 km/h trial on school access and safety, GHD requested phone or email interviews with school traffic wardens and representatives of the two primary schools located within the trial area. The interviews followed a short, semi-structured format. Both traffic wardens participated in a phone interview, while written comments were received from one school.

#### *Traffic Wardens (“Crossing Guards”)*

Both traffic wardens had more than four years of experience at their location. Neither warden reported a significant difference in driver behaviour at their location during the first twelve month of the trial, which is broadly consistent with the traffic count data (refer section 2.2.3).

Both wardens commented that, since their crossings are located on distributor roads (which retained their speed limits and 40 km/h school zone timings), the trial itself had not substantially altered driver behavior. Aside from the recent effects of the COVID-19 pandemic, the wardens reported no substantial change in traffic during the trial year, or occurring around the start of the trial.

Each of the wardens noted instances of poor driver behaviour, mainly around instances of highly reckless speeding, and inattentive driving behaviours. One warden noted:

*“People tend to forget the [school zone 40 km/h] limit – it is not obvious... Even when the [40 km/h LED speed] signs on people do not comply with the limit...”*

One warden emphasised the effectiveness of on-road 40 patches<sup>4</sup>, and suggest they could be painted on more local roads, perhaps on area wide basis, as an additional reminder to drivers. The warden also commented that repeater signage along their relatively long school frontage may also improve driver compliance and safety.

The traffic wardens each commented that overt and covert police enforcement can result in detection of a substantial number of vehicle travelling at excessive speeds. One warden recalled a police operation near to their crossing, prior to the trial:

*“One enforcement round there was one unmarked police car – the police issued something like 29 infringements in just in a short period of time – perhaps 45-60 minutes”*

Both wardens commented that they had not noticed targeted enforcement over the past year.

The final question put to the traffic wardens concerned their preference between a conventional school zone, and the 40 km/h trial area covering a wider area of local roads around the school.

*“My preference is for 40 km [speed limit] across day – so when school happens, people are more used to it... there’s no reason why there shouldn’t be a permanent 40 km/h limit.”*

<sup>4</sup> Refer [Main Roads WA Standard Drawing 20063-0522-1](#)

The other warden provided a similar response, but noted the importance of enforcement:

*I think [a 40 km/h area limit provides] enhanced safety for children and parents walking to school - pupils getting off buses etc. - they would benefit. There's not too much [of a benefit] for my crossing, because it already has a 40 km/h limit... I think local roads being 40 km/h is a good idea – but we don't have the police presence to enforce 27/4"*

### **Schools**

There are two primary schools in the trial area. A response was sought from a representative of each.

One response was received from a school principal, who estimated that up to 50-60% of the school's students may walk or cycle on a school day with fine weather. The principle had noticed any specific difference in traffic behaviour (aside from pandemic-related effects) over the trial year.

The principal noted that, while there would be limited impacts for roads around the school that were already 40 km/h during school zones, there are some benefits beyond the immediate school side streets:

*"I like the fact that motorists are travelling slower around our students."*

No response was received from the other school.

## 4. Evaluation and Conclusions

The 40 km/h area speed limit within the City of Vincent has been assessed incorporating all the above results. This evaluation and conclusion has been made based on these twelve month results, and considering the preliminary results reviewed after the first six months of the trial.

### 4.1 Overall Findings

Based on the full set of evidence evaluated after twelve months of the trial, it appears that the trial has resulted in some speed and crash reduction effects. There also appears to be an associated minor local amenity and perceived safety benefit, especially for pedestrians and cyclists.

These findings are made based on a reasonable set of one year of data. While the precise magnitude of these benefits is challenging to ascertain with only one year of data, these evaluation results are evidence of a modest overall benefit.

The triangulation (matching) of evidence across the data collection methods used in this evaluation is the basis for this finding. While further data would be valuable (especially to evaluate specific KSI crash reduction effects, and to further reduce the potential impacts of COVID-19 on the results), the triangulation between results at this evaluation point provides a reasonable degree of certainty around the results.

While the effects of the COVID-19 pandemic (section 2.4), and the preliminary nature of the crash data (section 3.1.1) may have some impact on specific results, findings based on triangulation are much less susceptible to variation than single measured results. When the evidence is considered in totality, these potential effects do not appear to substantially alter the overall evaluation results.

The similarity of these results against the default 50 km/h built up area research (Hoareau and Newstead 2004) and international research more broadly (Box and Bayliss 2012; OECD/ECMT 2006, p. 100) also further support these evaluation findings.

From these results, we infer that there is potential for further improvement if additional speed management measures are implemented. The *Local Area Speed Management Blueprint* developed by the Road Safety Commission outlines a range of potential speed management measures.

### 4.2 Vehicle Speeds, Crashes, and Road Safety Implications

Vehicle crash risks are closely associated with vehicle speeds. A decrease in vehicle speeds is commonly associated with a more substantial reduction in the occurrence of crash rates (Elvik 2009b). Both a reduction in observed (mean and 85<sup>th</sup> percentile) and total crashes has been observed in the trial area.

Mean (average) vehicle speeds have reduced by about 1 km/h, or about 2.4%. The 85<sup>th</sup> percentile speed on trial roads has dropped by just over 1 km/h, or about 2.5%. The reduction in vehicle speed has been of a similar magnitude to the reduction seen with the introduction of the default 50 km/h limit in 2001. The reduction is not as large as overall results generally seen in research internationally, which suggests that complementary measures may further improve the results of area speed limit treatments. This is also supported by the available research evidence (see Elvik 2009a).

After twelve months, crash records provided by Main Roads WA indicate that there has been some crash reduction effect on the trial roads. This reduction has also occurred during a long-term decline in overall crashes within the City of Vincent. There was also a less substantial

crash reduction in overall crashes within the control set of local roads (the northern part of the City of Vincent) not subject to the new limit.

The reduction in KSI crashes was statistically less in the trial area than in the control area, but these findings are based on only three crash events (two in the trial area, one in the control roads) - which are therefore not statistically meaningful.

Results for crashes of different severity and road user types have been variable. The small size of the trial area means that single crash events can skew this data. Some crash data used in this evaluation was yet to be reviewed by Main Roads WA, and is therefore preliminary. Accordingly, future evaluation would be needed to substantiate the nature of the crash reduction more confidently. We suggest that long term evaluation (perhaps at two and five year milestones) would be highly informative, especially if the 40 km/h area limit was retained.

#### **4.3 Findings for Travel Behaviours and Active Transport**

Unfortunately, due to the timing of the resident survey during the COVID-19 pandemic, specific findings about the effect of the trial on reported travel behaviour cannot conclusively be drawn from the 151 survey responses (section 3.4.4). As would be expected, the resident survey findings do confirm highly variable results in changes in usual travel behaviour resulting from the pandemic.

However, video survey observations do indicate some increase in participation in walking and cycling (section 3.2.2). Significant increases in walking and cycling were observed at the four observation sites within the City of Vincent. A total of 14% more pedestrians and cyclists were observed in the twelve month surveys, compared to the February 2019 baseline. Vehicular traffic volumes observed just before the pandemic were relatively stable (1.7% increase from baseline, section 3.3.3).

The total number of cyclists also increased at twelve months. The percentage of all cyclists who were observed cycling on the road surface (rather than on footpaths) also increased from 67% to 70%, suggesting there may be a perceived safety benefit for cyclists. The total number of cyclists riding on the road grew by approximately 5% (242 total cyclists) from the early 2019 baseline. There were some differences between the four sites. The timing of these surveys was largely before the most significant disrupted effects of the COVID-19 lockdown.

School representatives and crossing wardens interviewed for this evaluation also spoke of benefits for children's safety travelling to school (section 3.5). However, these interviews indicate that additional awareness measures beyond the immediate school zone could be valuable.

#### **4.4 Resident Perceptions**

Residents surveyed expressed mixed overall responses about the trial. Overall, responses at twelve months were widely spread among the 151 resident surveys completed.

When asked directly about the trial, there was a relatively even distribution of responses for questions concerning the potential safety and amenity benefits. This finding triangulates with the generally modest improvements in observed vehicle speed and pedestrian/cyclist count data.

Support for the trial appears to be lukewarm (section 3.4.5). While a small majority are unhappy with the lower limit, there is not substantial or persistent opposition to the 40 km/h trial area among local residents. A majority of respondents surveyed at this twelve month milestone thought a 40 km/h limit could be useful in other areas.

Indirect survey results indicate that residents are generally less concerned with road safety and local street amenity issues at this twelve month milestone – further indicating benefits.

A finding of reduced concern about the moral implications of low-level speeding within the trial area among residents surveyed is of concern. This may suggest the need for enforcement, or at least further integration of measures to reinforce the suitability of a 40 km/h limit.

Open-ended comments about the trial mainly concerned:

- The perceived inappropriateness of the 40 km/h speed limit along Bulwer Street
- The perceived lack of compliance with the 40 km/h speed limit
- A perceived lack of enforcement
- A lack of awareness about the trial
- Confusion around signage for the trial

Survey respondents indicated that additional street design measures, signage, enforcement, and other awareness measures may improve compliance. Open ended-survey comments broadly triangulated with other findings.

#### **4.5 Conclusions**

In view of all the above data, and the triangulated results, the 40 km/h trial within the City of Vincent has resulted in some speed reduction and crash benefits. The result is in line with what would be expected based on previous research.

The evidence also suggests that local street amenity has somewhat improved. The increase in the total number of pedestrian and cyclists observed triangulates with the slight improvement in perceived street safety and amenity reported by respondents. There is good triangulation of findings between results from different methods, which supports confidence in these conclusions.

Complementary street design, road user awareness, and enforcement measures to reinforce the 40 km/h speed limit may result in the realisation of a greater level of total benefits. If left in place, it is possible that vehicle speeds within the trial area would continue to mediate below the new limit – particularly if supporting measures are introduced. Future evaluation would be useful in assessing the effectiveness of supporting measures.

## Appendices



## Appendix A – References

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GHD

Level 10

999 Hay Street

T: 61 8 6222 8222 F: 61 8 9463 6012 E: permal@ghd.com

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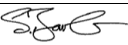
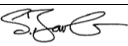
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51-REP-0\_Evaluation Report - Twelve Months.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Six Month Evaluation Report						
A (template only)	S McLeod	R Gorell	On file	A Wilmot	On file	17/05/2019
B (working six month evaluation)	S McLeod D Mulcahy	No formal issue		No formal issue		N/A
C (Draft issue six month evaluation)	S McLeod B Meyer D Mulcahy	S McDermott	S McDermott	A Wilmot	On file	21/02/2020
Twelve Month Evaluation Report						
A (Draft issue twelve month evaluation)	S McLeod R Gorell D Mulcahy	S Barlow		A Wilmot	On file	29/05/2020
0 (Final Twelve Month Evaluation)	S McLeod	S Barlow		A Wilmot	On file	09/06/2020

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CITY OF VINCENT

# Final evaluation survey

## SURVEY RESPONSE REPORT

24 May 2017 - 06 November 2022

PROJECT NAME:  
40km/h Trial Survey



Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



## REGISTRATION QUESTIONS

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

**Q1 Street:**

Screen Name Redacted 5/26/2017 04:23 PM	Bulwer Street
Screen Name Redacted 5/27/2017 07:50 AM	33 Britannia Road
Screen Name Redacted 5/28/2017 08:46 PM	Vincent Street
Screen Name Redacted 5/29/2017 10:54 PM	Albert Street
Screen Name Redacted 5/30/2017 11:06 AM	3/40 York Street
Screen Name Redacted 6/02/2017 10:42 AM	Lincoln Street
Screen Name Redacted 7/19/2017 12:33 PM	Glendower Street
Screen Name Redacted 7/20/2017 03:26 PM	Alma
Screen Name Redacted 8/30/2017 07:59 PM	Alma road
Screen Name Redacted 5/20/2018 08:07 PM	Flinders Street
Screen Name Redacted 8/07/2018 08:36 PM	49 Mary St
Screen Name Redacted 8/08/2018 09:29 AM	Carr Street
Screen Name Redacted 8/08/2018 09:36 AM	Brisbane

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Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

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Screen Name Redacted 8/08/2018 10:13 AM	Mary Street
Screen Name Redacted 8/08/2018 10:21 AM	10 Dangan St Perth
Screen Name Redacted 8/09/2018 10:20 AM	25 Edith St
Screen Name Redacted 8/09/2018 12:51 PM	1A Salisbury Street
Screen Name Redacted 8/09/2018 02:57 PM	Wasley
Screen Name Redacted 8/09/2018 03:33 PM	Hammond
Screen Name Redacted 8/09/2018 06:59 PM	166 Lincoln Street
Screen Name Redacted 8/09/2018 08:07 PM	Chatsworth
Screen Name Redacted 8/10/2018 06:34 AM	Stuart Street
Screen Name Redacted 8/11/2018 12:07 AM	Stirling St
Screen Name Redacted 8/12/2018 11:43 PM	Edith Street
Screen Name Redacted 8/14/2018 09:37 AM	Brisbane Street
Screen Name Redacted 8/14/2018 10:01 AM	Carr Street
Screen Name Redacted	Fitzgerald Street

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8/14/2018 07:53 PM

Screen Name Redacted Lake St

8/16/2018 01:23 PM

Screen Name Redacted Zebina Street

8/18/2018 01:14 PM

Screen Name Redacted 129 Joel Terrace

8/20/2018 04:13 PM

Screen Name Redacted 368 Stirling Street

8/21/2018 11:33 AM

Screen Name Redacted McCarthy

8/22/2018 03:35 PM

Screen Name Redacted U 1 12 Turner St

8/23/2018 08:28 AM

Screen Name Redacted 18/34 Smith Street

8/28/2018 10:40 PM

Screen Name Redacted 29 Vincent Street

8/29/2018 12:17 PM

Screen Name Redacted 12, Orange Avenue

8/30/2018 09:29 PM

Screen Name Redacted Newcastle Street

9/02/2018 09:56 AM

Screen Name Redacted West parade

9/02/2018 05:06 PM

Screen Name Redacted Brookman

9/03/2018 07:04 PM

Screen Name Redacted Edinboro

9/03/2018 08:09 PM



## Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



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Screen Name Redacted 9/03/2018 08:50 PM	Alma Road
Screen Name Redacted 9/04/2018 02:54 PM	Dunedin St
Screen Name Redacted 9/04/2018 05:25 PM	1/34 Cowle Street
Screen Name Redacted 9/04/2018 05:48 PM	Palmerston
Screen Name Redacted 9/04/2018 06:03 PM	Wasley St
Screen Name Redacted 9/04/2018 08:04 PM	Vincent St
Screen Name Redacted 9/11/2018 01:05 PM	Edith
Screen Name Redacted 9/18/2018 03:31 PM	Joel terrace
Screen Name Redacted 7/11/2019 09:28 AM	213 Roberts Street
Screen Name Redacted 2/09/2021 12:28 PM	west parade
Screen Name Redacted 3/13/2021 12:01 PM	William St
Screen Name Redacted 6/20/2021 01:19 PM	Grosvenor Rd
Screen Name Redacted 4/13/2022 01:27 PM	22 Church Street, Perth, Perth, Perth
Screen Name Redacted 9/16/2022 08:21 AM	105 Alma Rd

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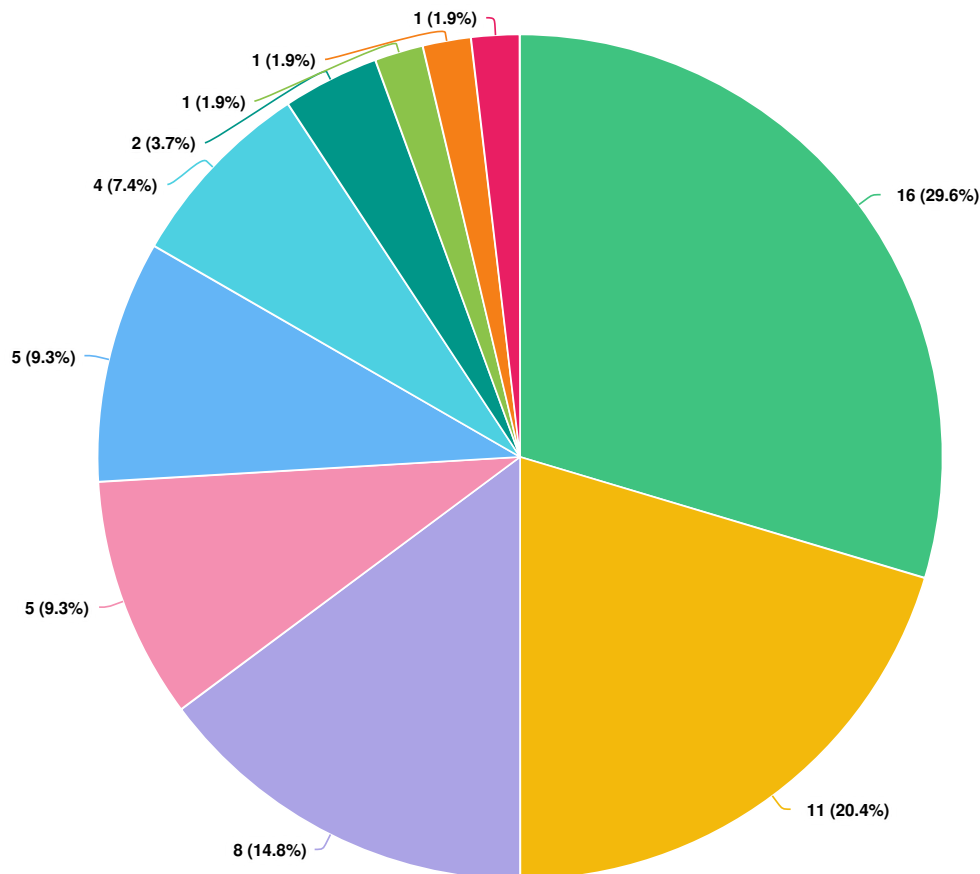
Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Mandatory Question** (54 response(s))

**Question type:** Single Line Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022


**Q2 Suburb:**

**Question options**

PERTH, WA    MOUNT LAWLEY, WA    HIGHGATE, WA    WEST PERTH, WA    NORTH PERTH, WA  
 MOUNT HAWTHORN, WA    LEEDERVILLE, WA    NORTHBRIDGE, WA    EAST PERTH, WA  
 PERTH GPO, WA

Mandatory Question (54 response(s))  
 Question type: Region Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

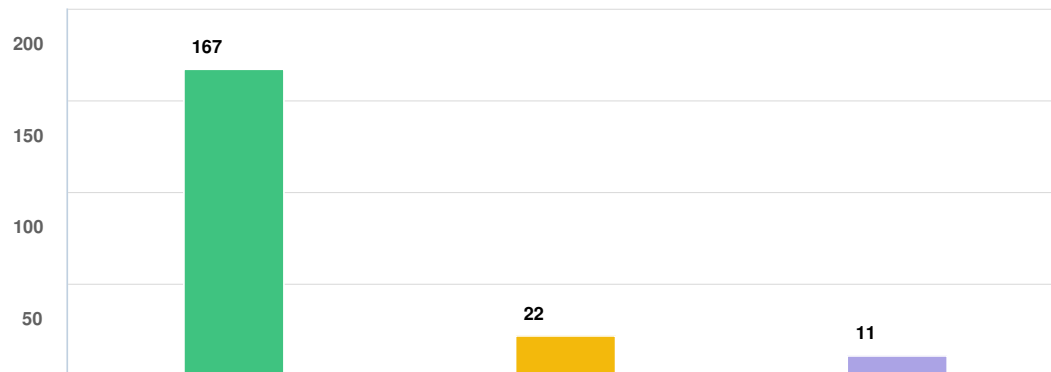


## SURVEY QUESTIONS

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q1** Please select as many of the following that apply to you.



**Question options**

☒ I live in the City of Vincent    ☐ I work in the City of Vincent    ☐ I live outside but regularly travel to the City of Vincent

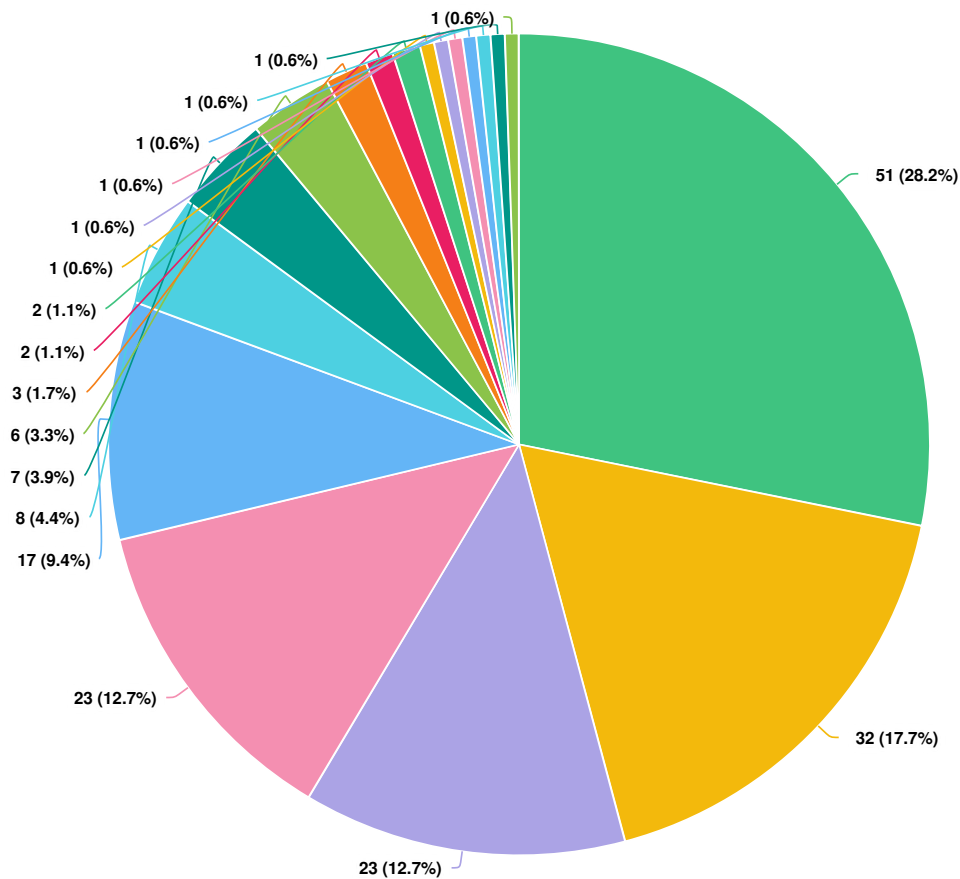
*Mandatory Question (181 response(s))*

*Question type: Checkbox Question*

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



## Q2 What suburb do you live in?



### Question options

PERTH, WA    MOUNT LAWLEY, WA    NORTH PERTH, WA    HIGHGATE, WA    WEST PERTH, WA  
 MOUNT HAWTHORN, WA    LEEDERVILLE, WA    NORTHBRIDGE, WA    PERTH BC, WA  
 PERTH GPO, WA    JOONDANNA, WA    GUILDFORD, WA    WEST LEEDERVILLE, WA    MELVILLE, WA  
 VICTORIA PARK, WA    SUBIACO, WA    EAST PERTH, WA    WEMBLEY, WA

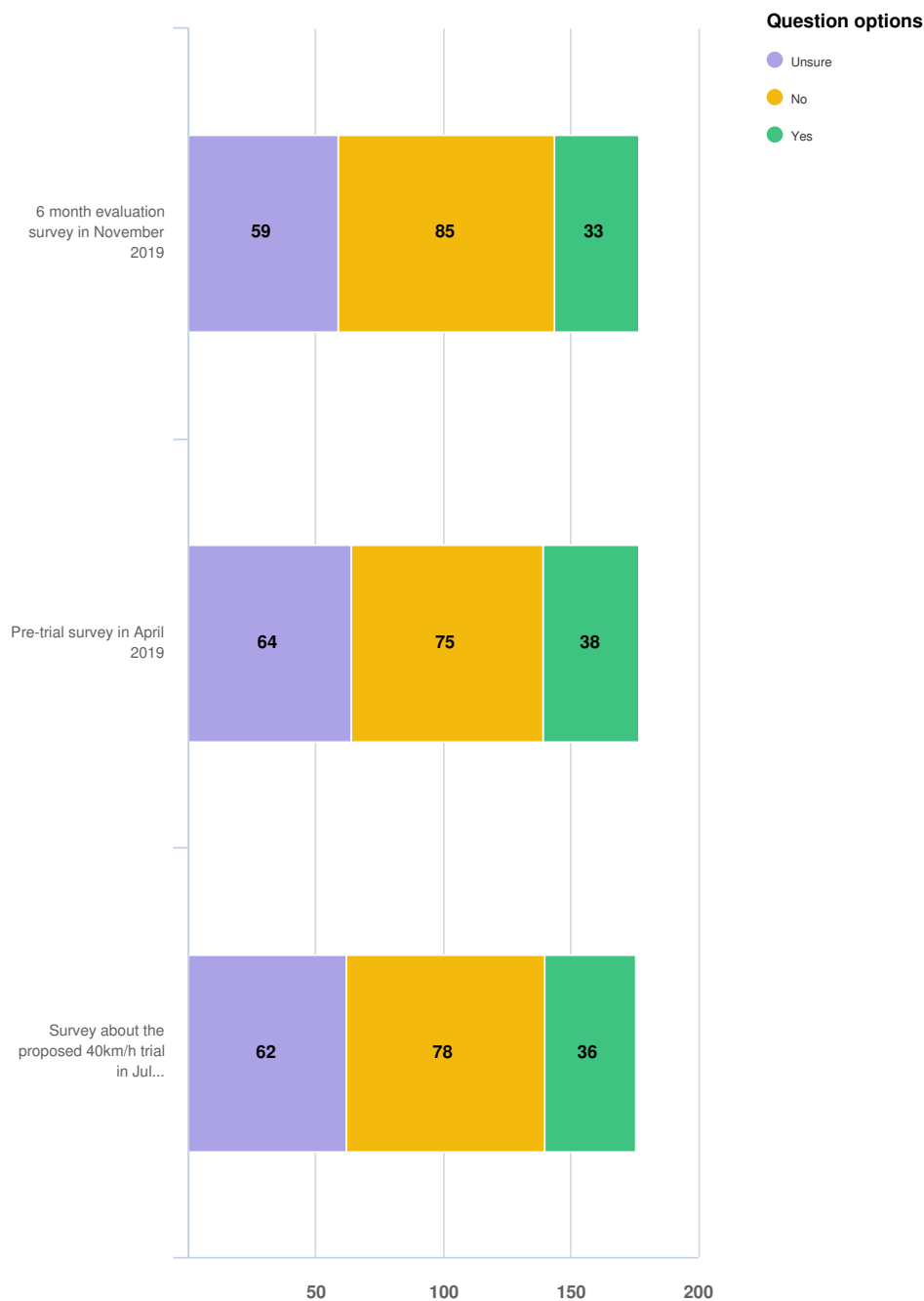
Mandatory Question (181 response(s))

Question type: Region Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q3** We previously conducted three surveys about the 40km/h trial. Do you remember completing any of these?



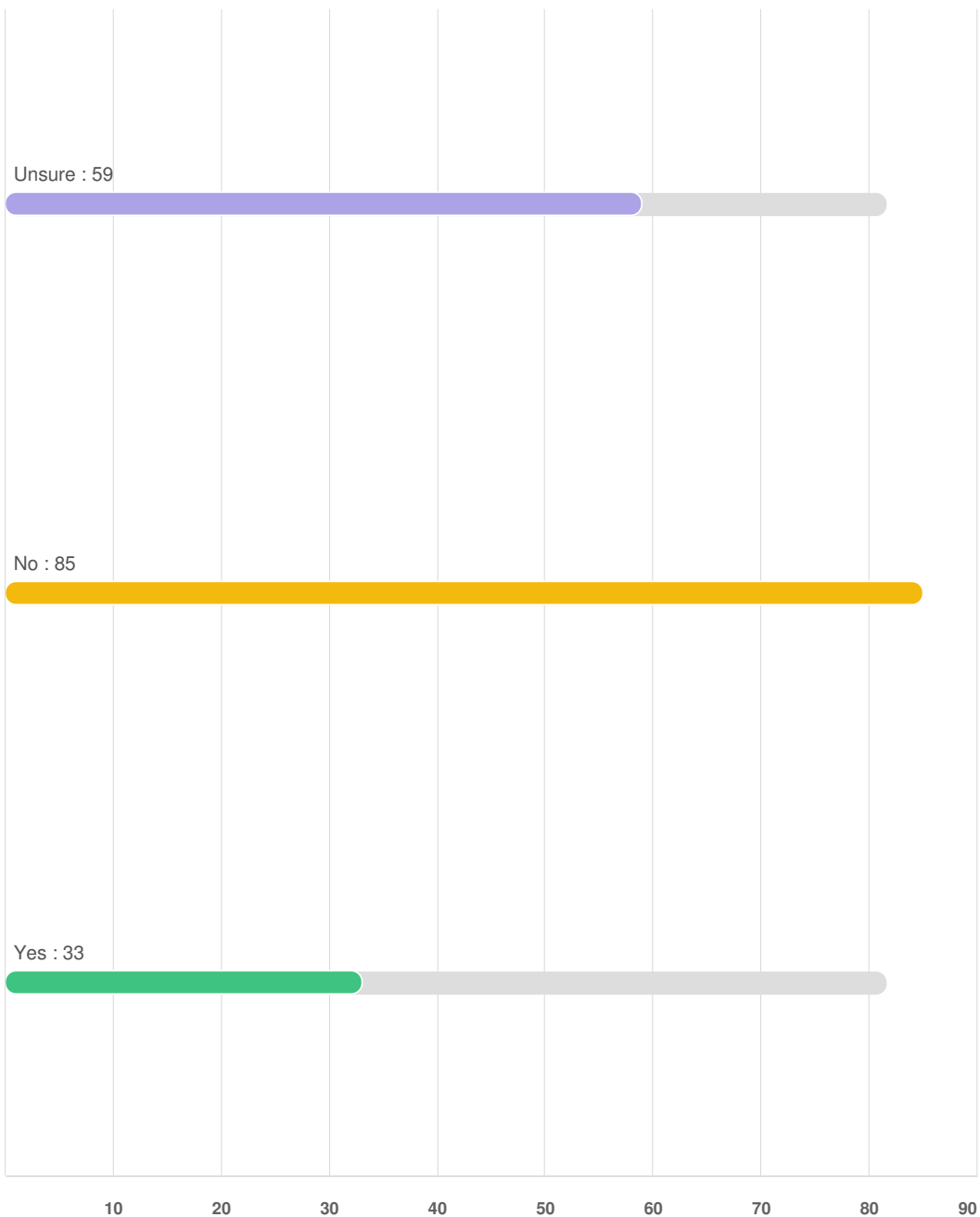
Optional question (180 response(s), 1 skipped)  
Question type: Likert Question

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**Q3** We previously conducted three surveys about the 40km/h trial. Do you remember completing any of these?

**6 month evaluation survey in November 2019**

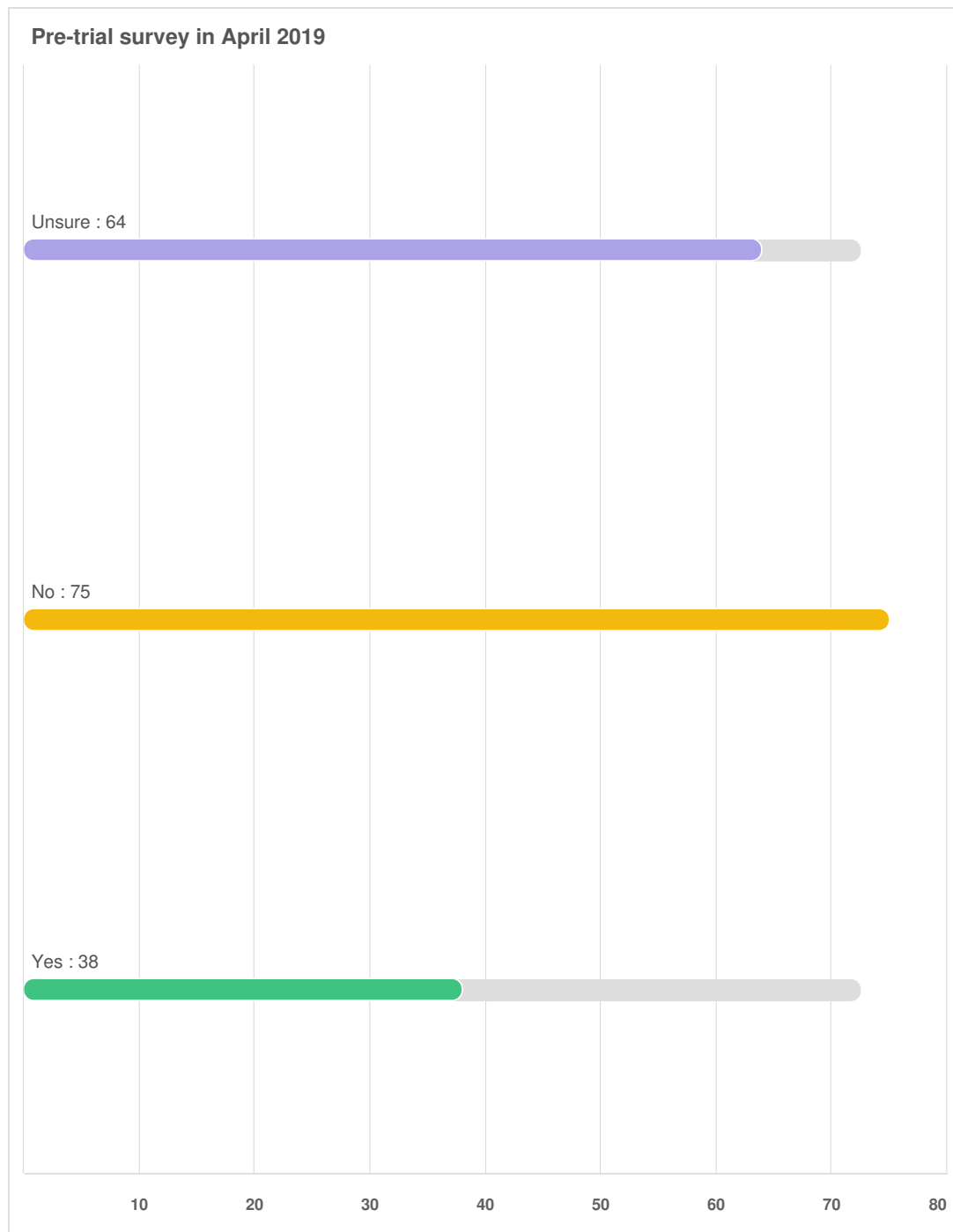




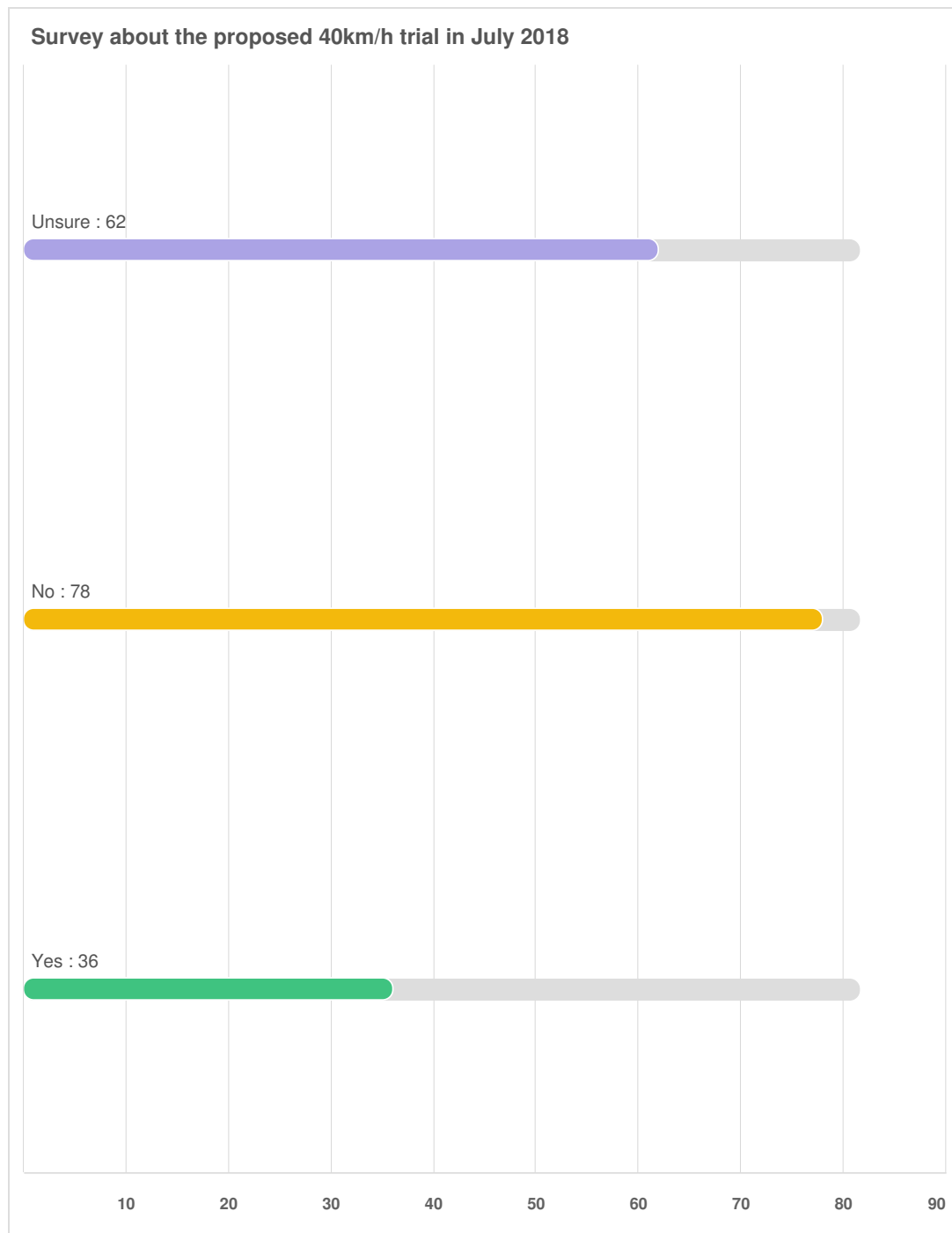
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Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



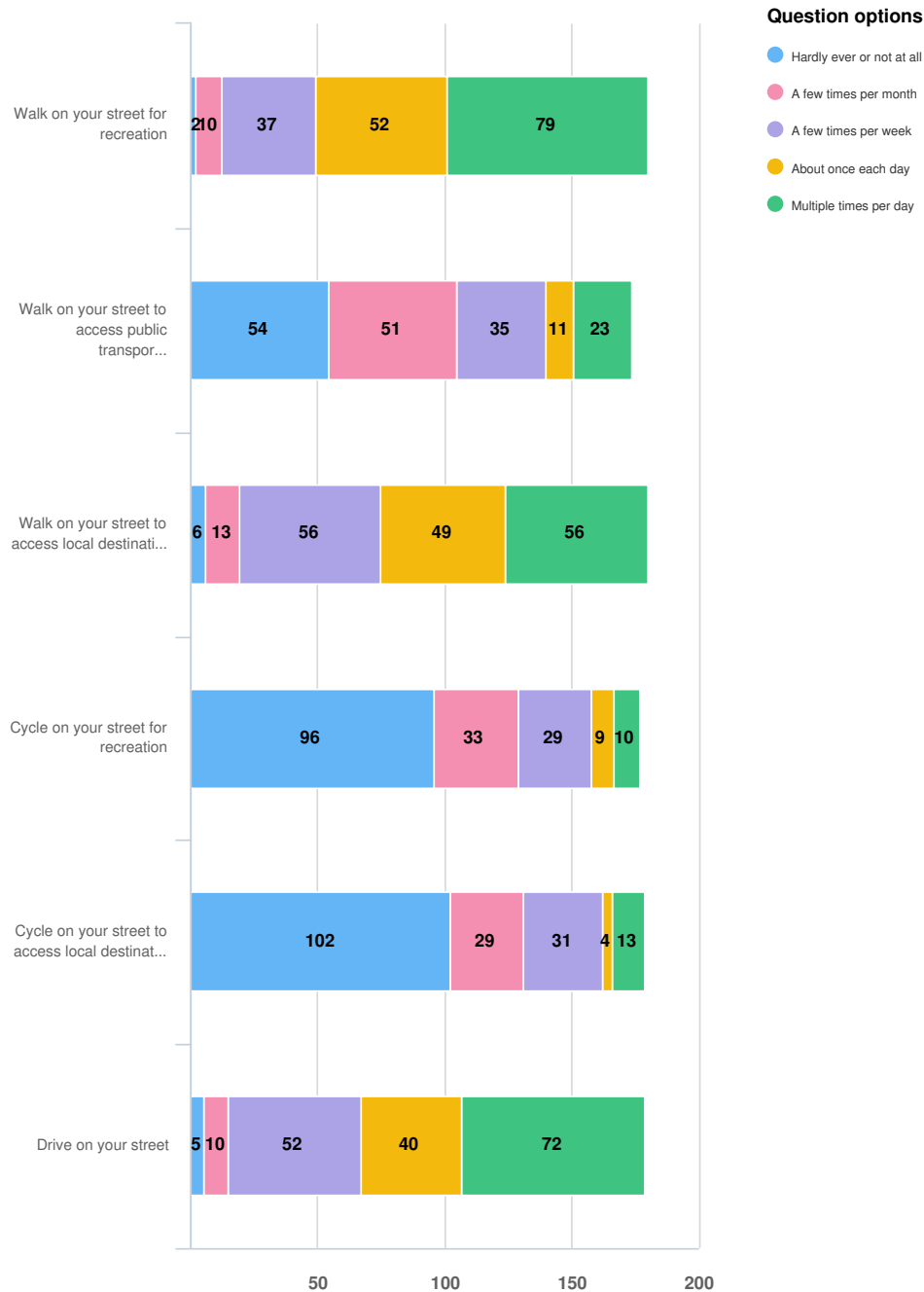
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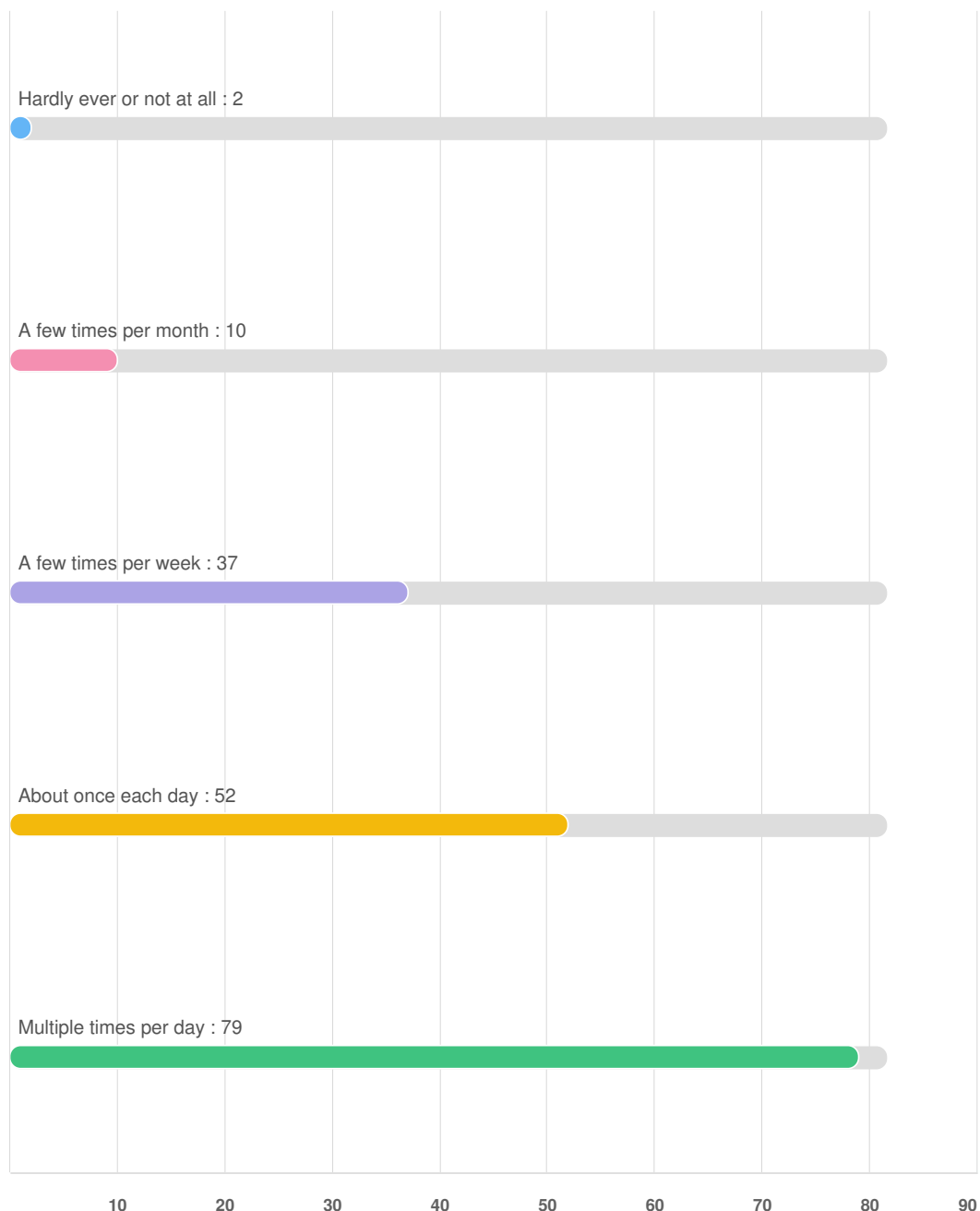


#### Q4 How often would you usually do the following, not considering the current COVID-19 pandemic?



Optional question (180 response(s), 1 skipped)  
Question type: Likert Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

**Q4 How often would you usually do the following, not considering the current COVID-19 pandemic?****Walk on your street for recreation**

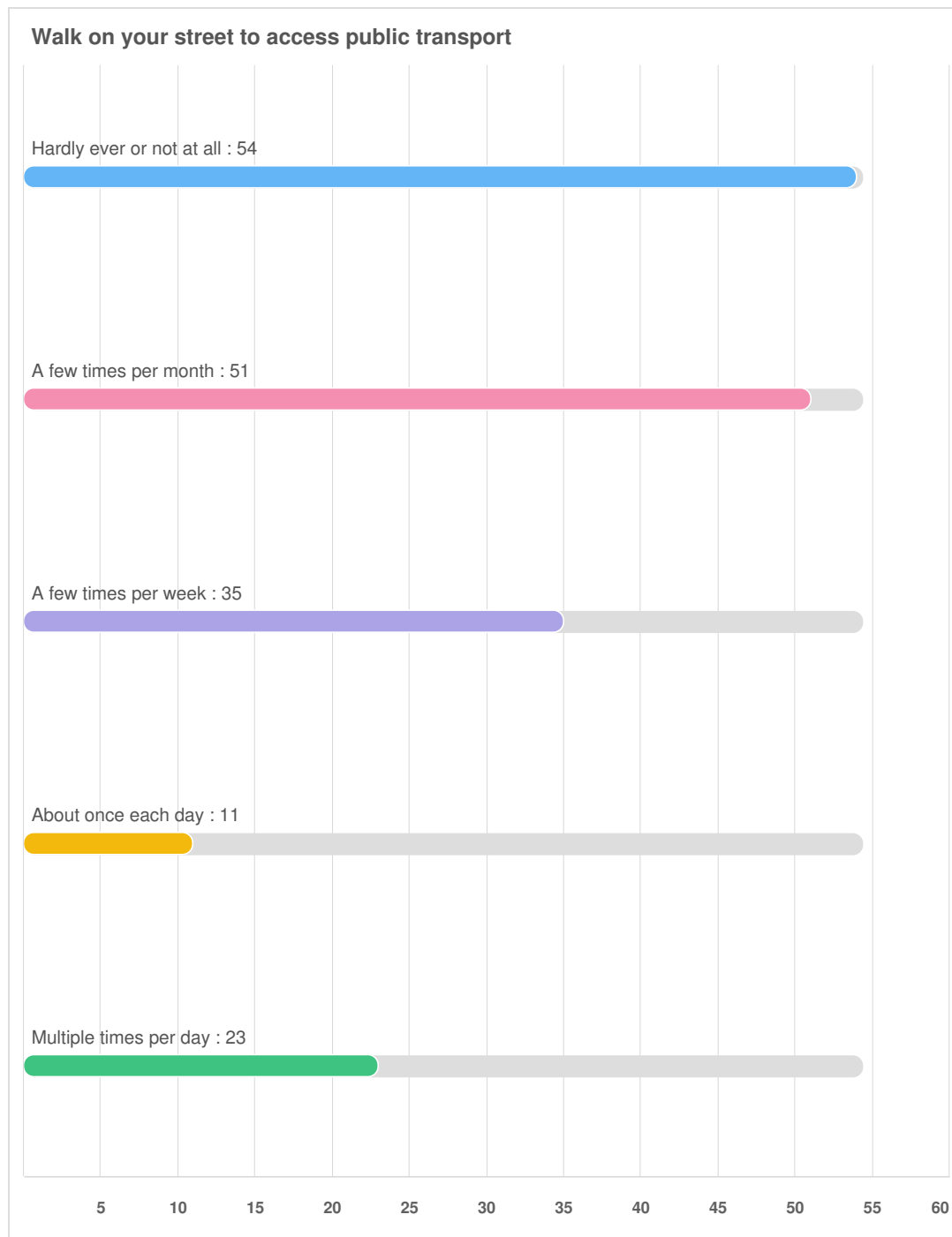
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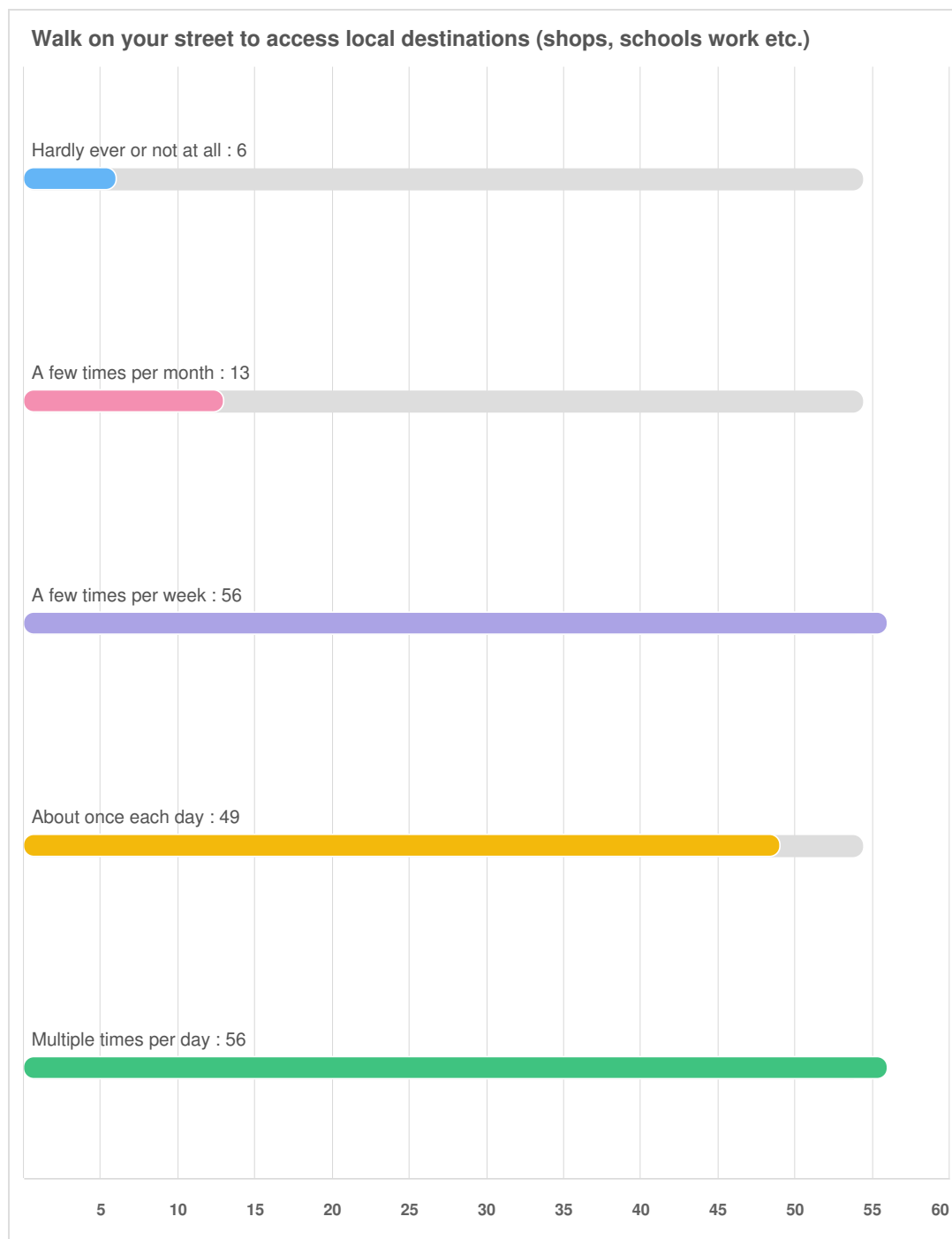


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Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

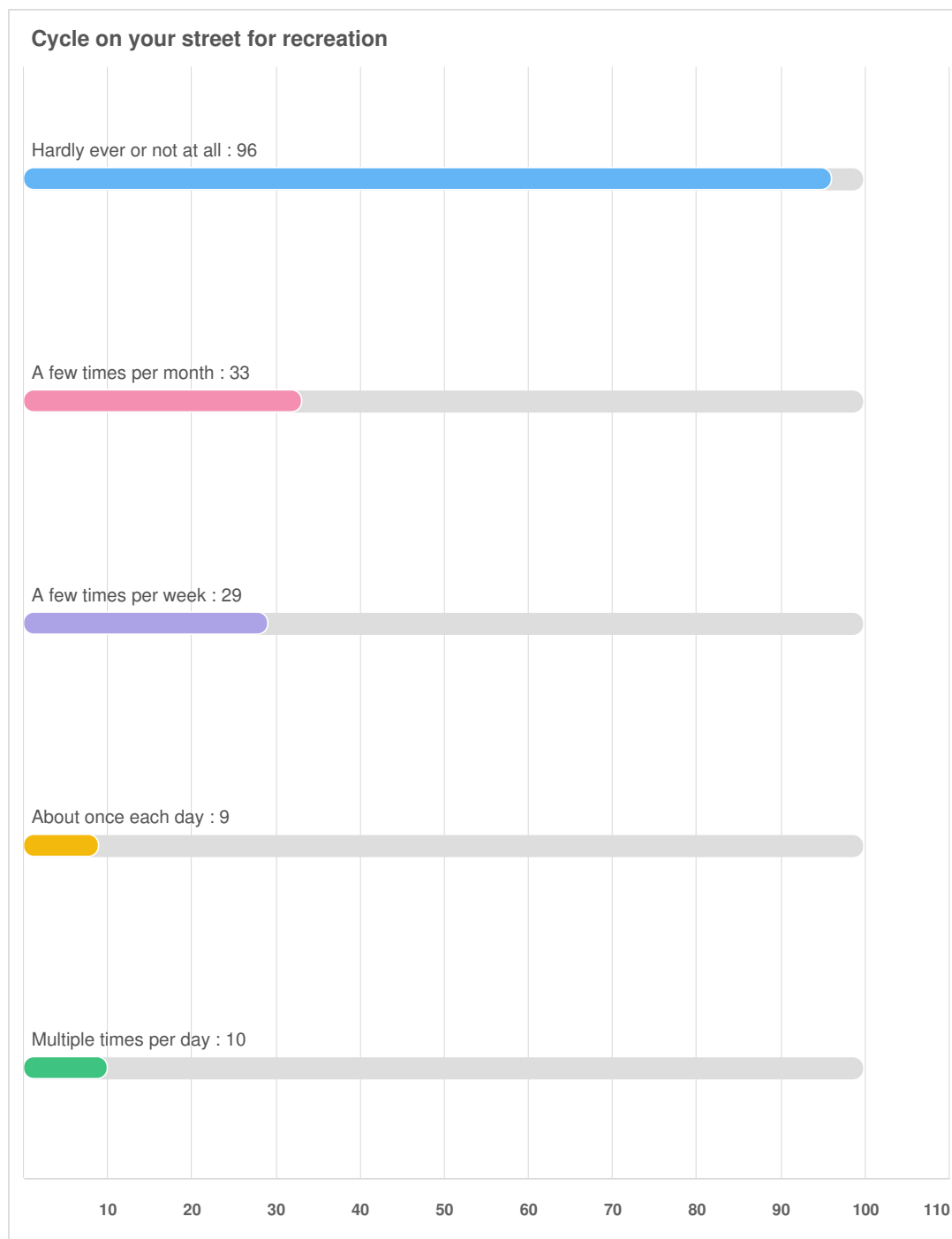


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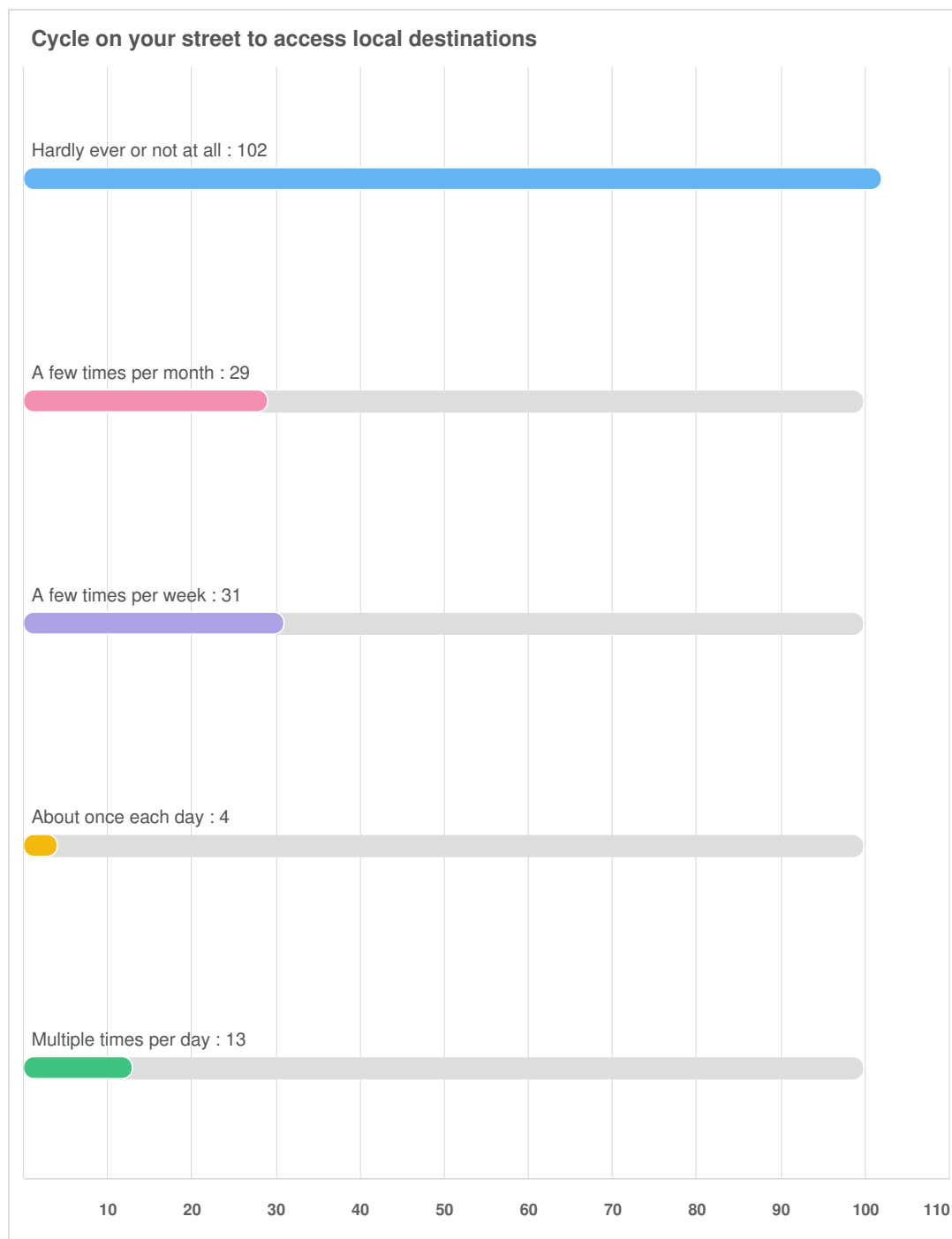




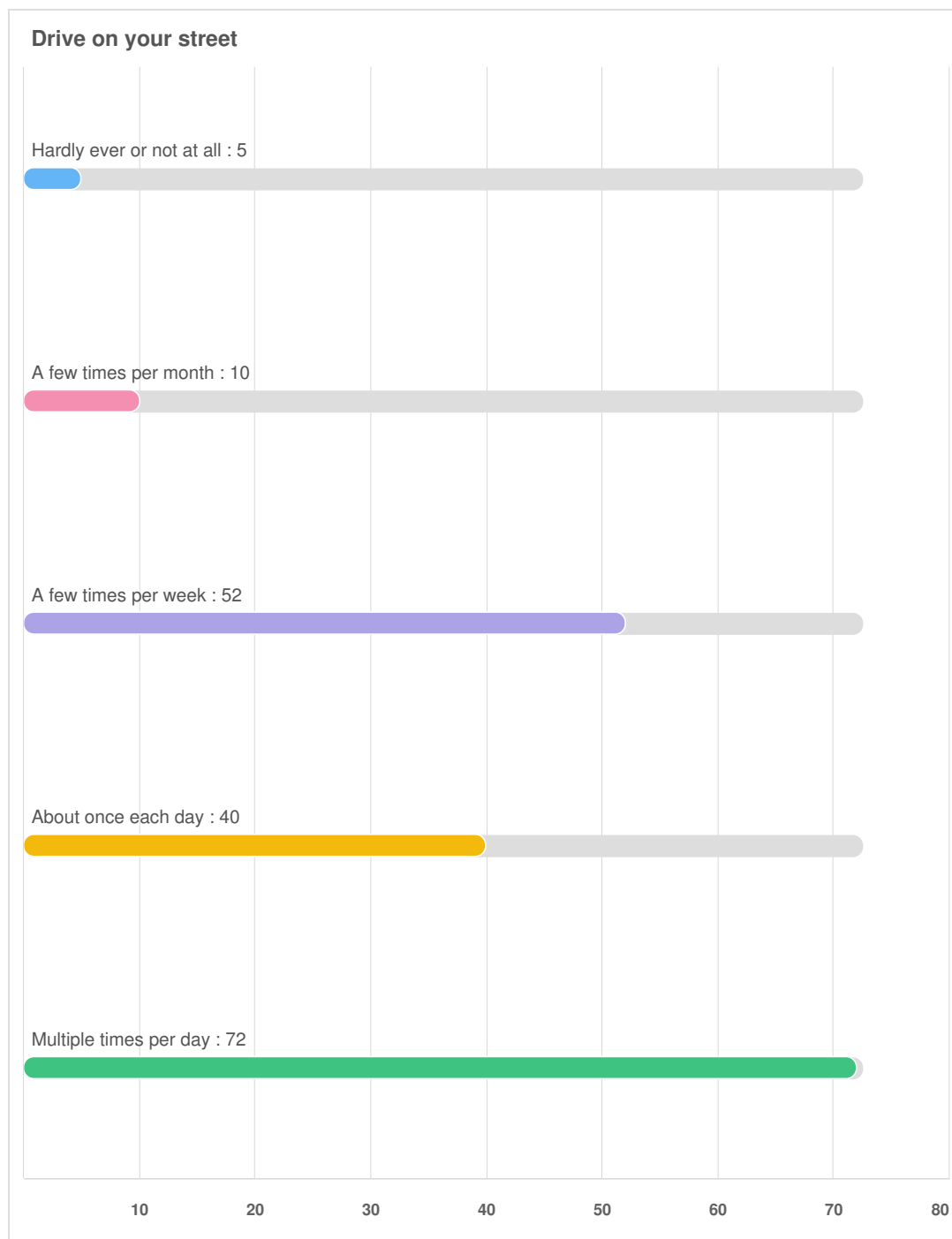
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Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

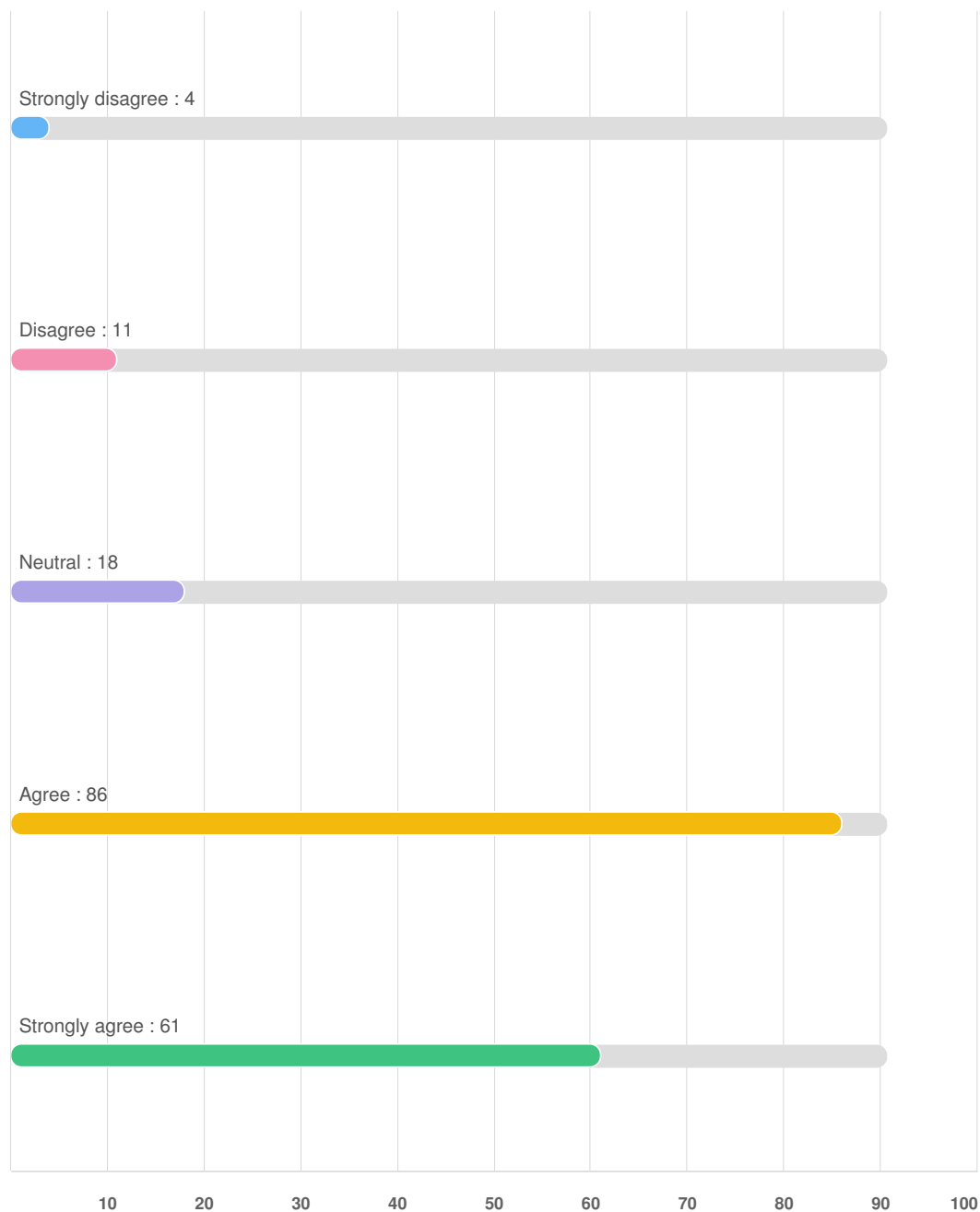


**Q5 Please rate how strongly you agree or disagree with the following statements about transport in the City of Vincent**



Optional question (181 response(s), 0 skipped)  
Question type: Likert Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

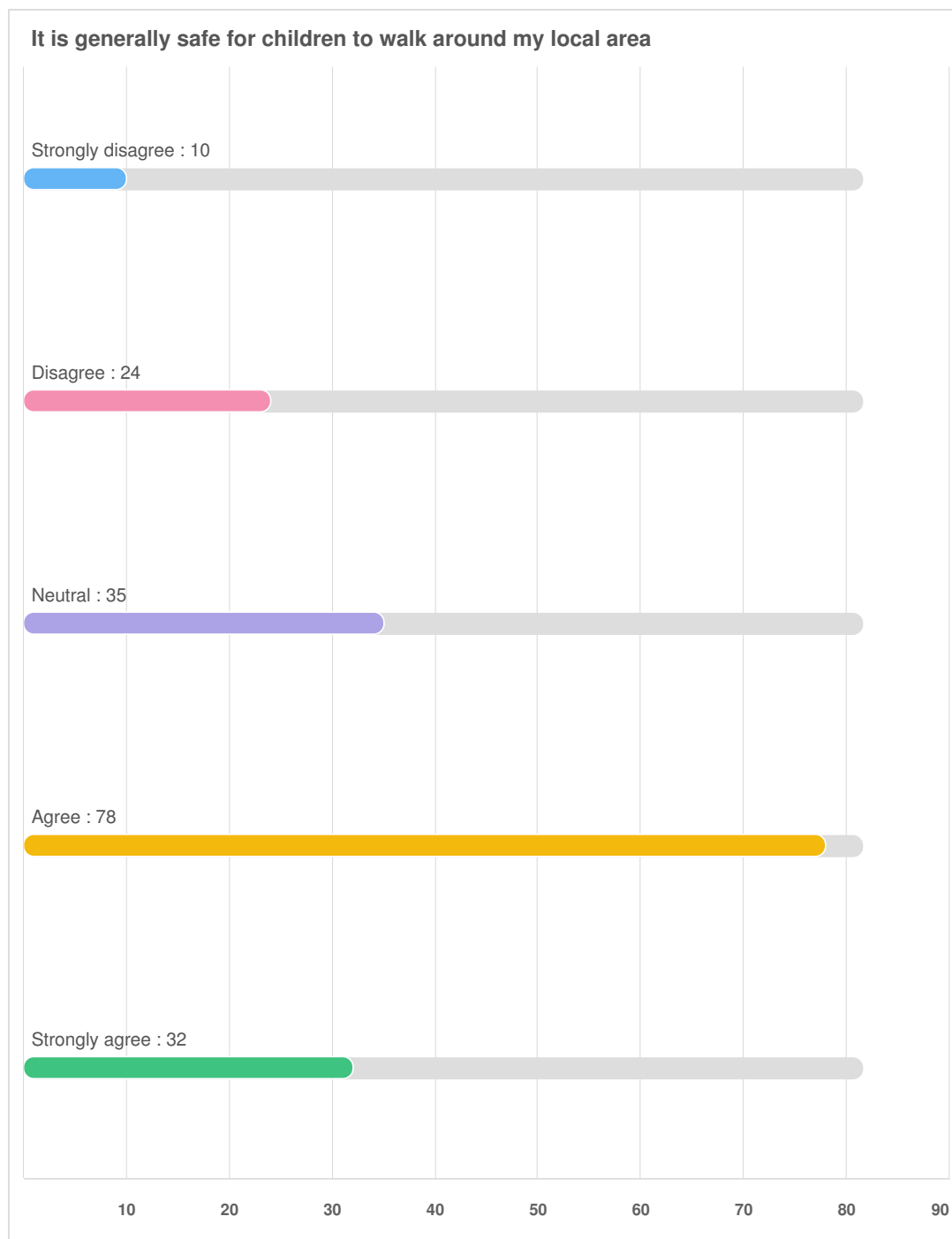
**Q5 Please rate how strongly you agree or disagree with the following statements about transport in the City of Vincent****It is generally safe for me to walk around my local area**

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

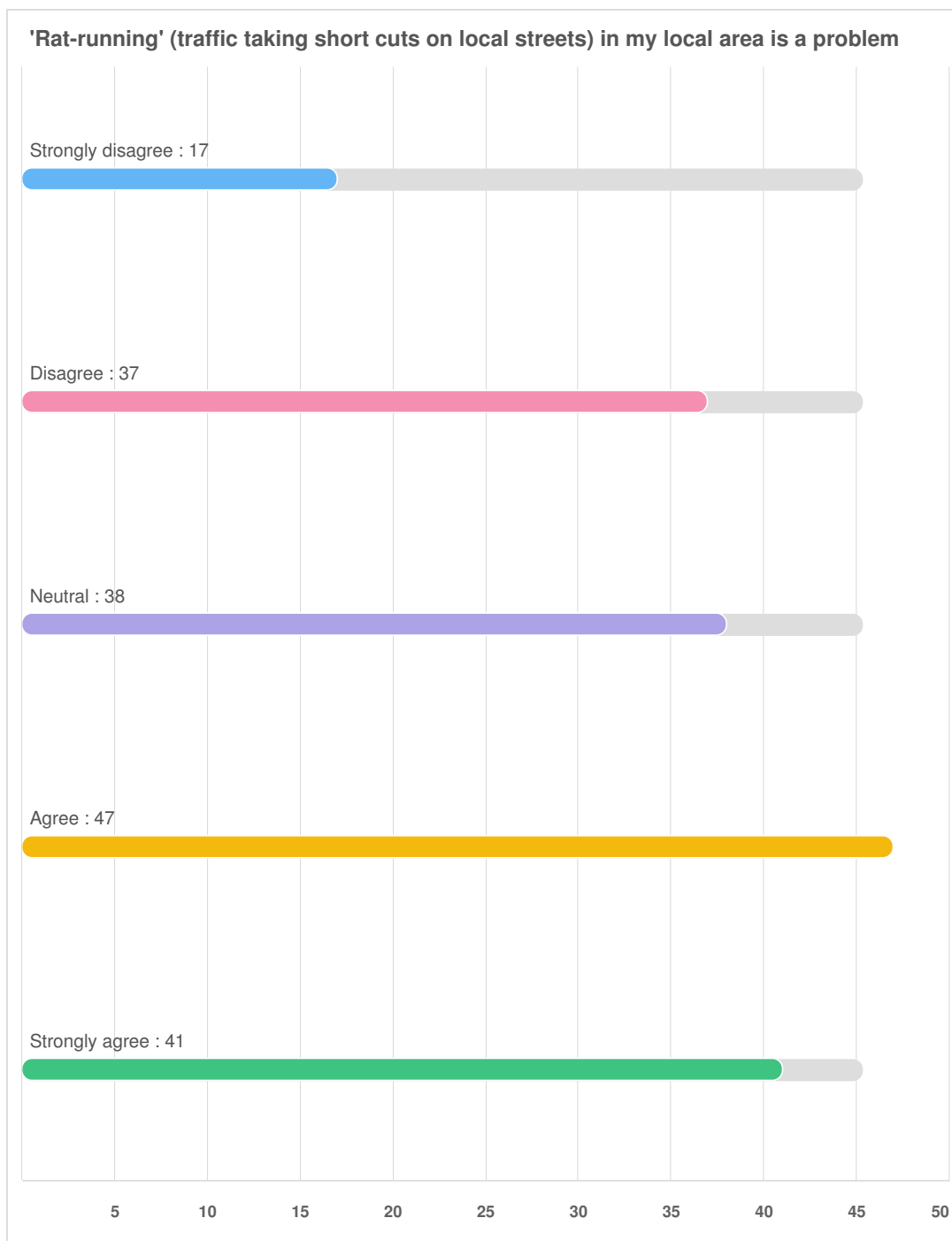


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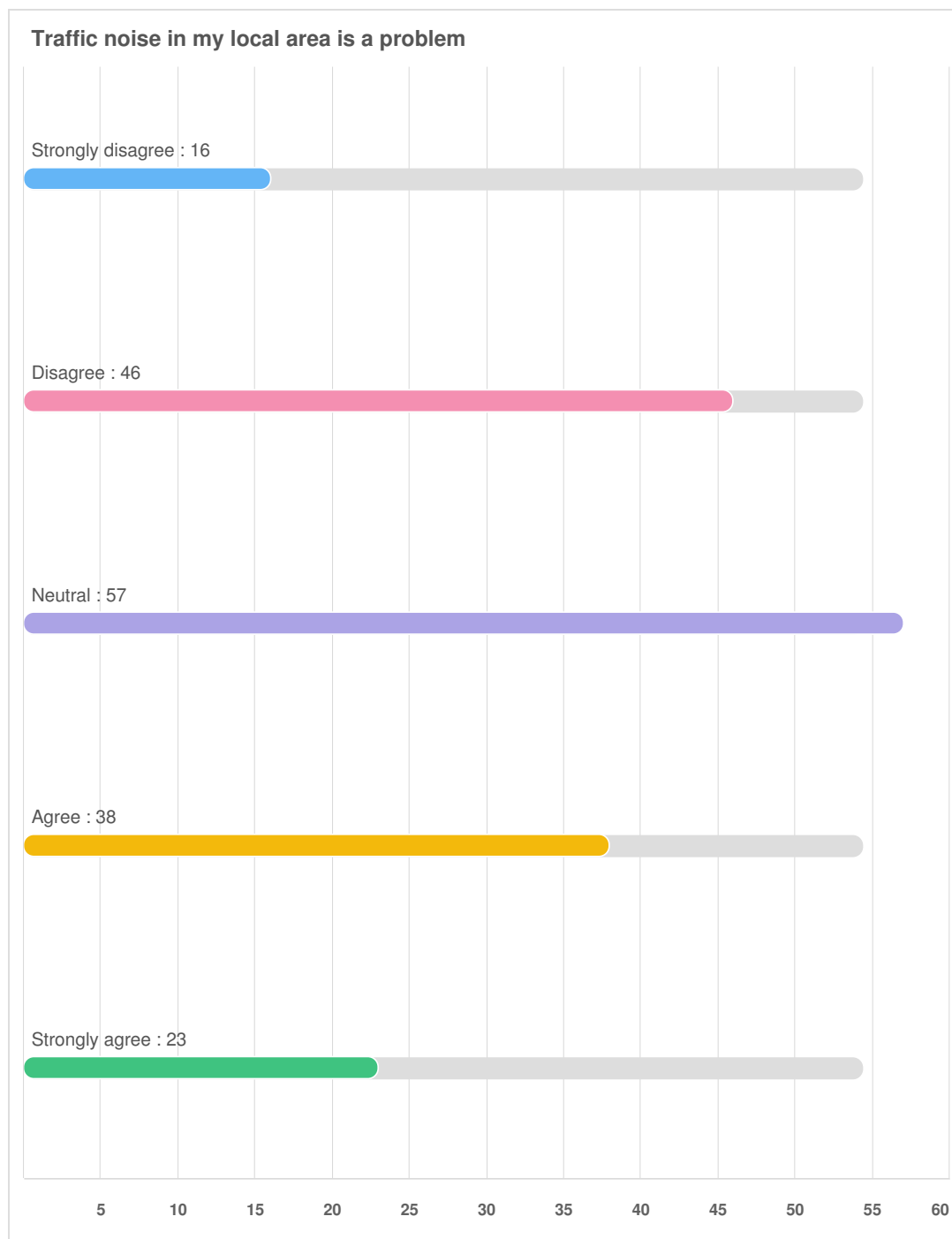


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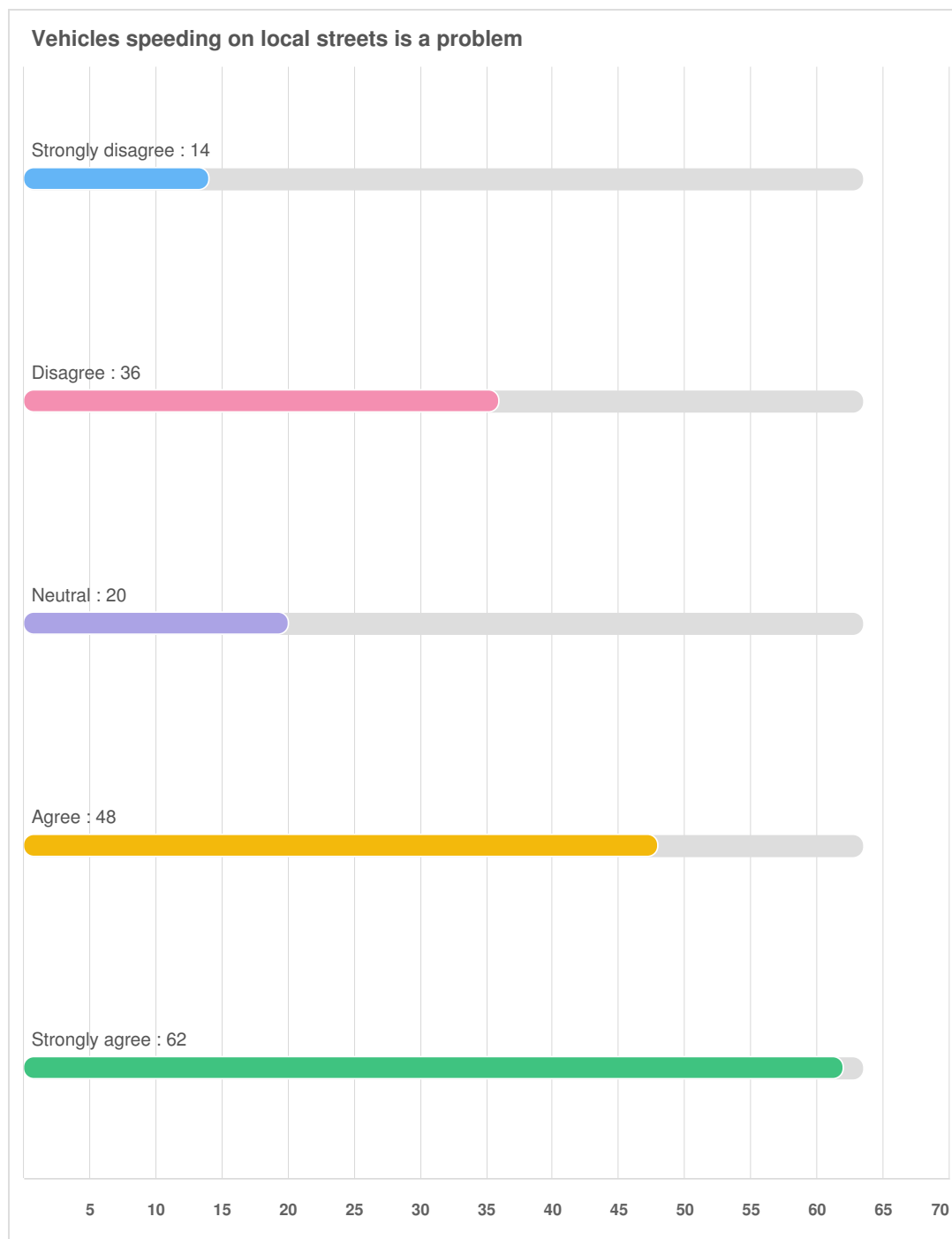




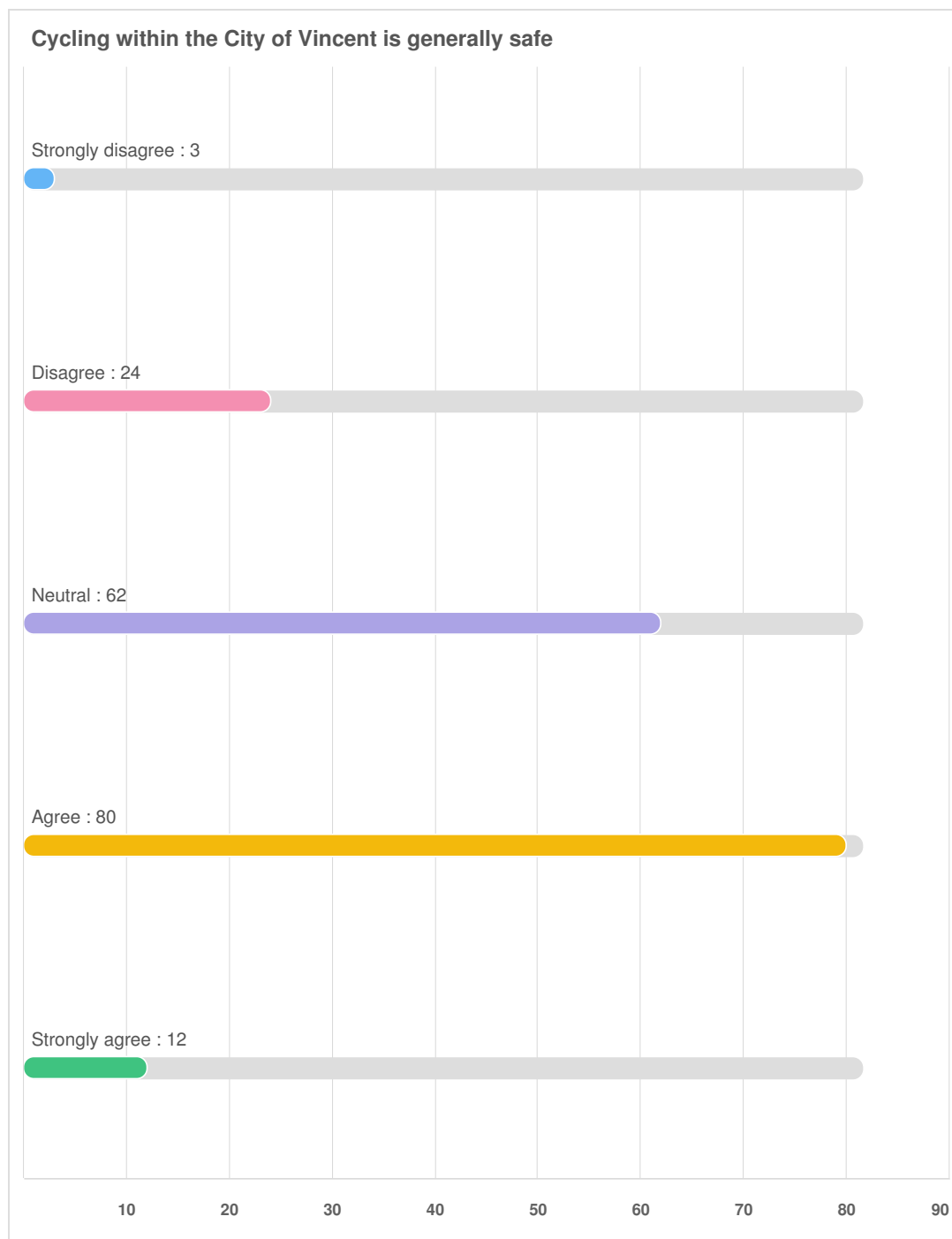
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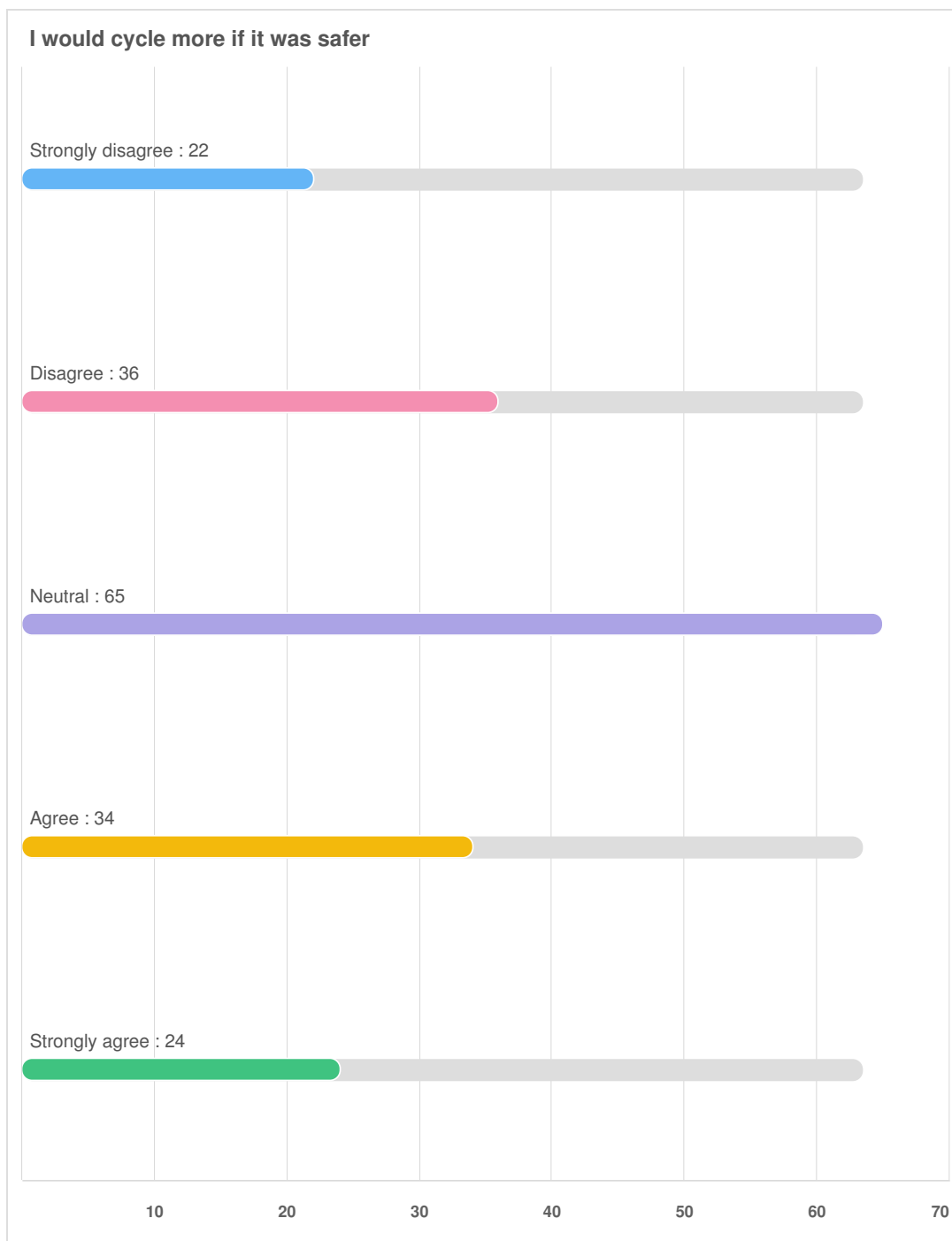
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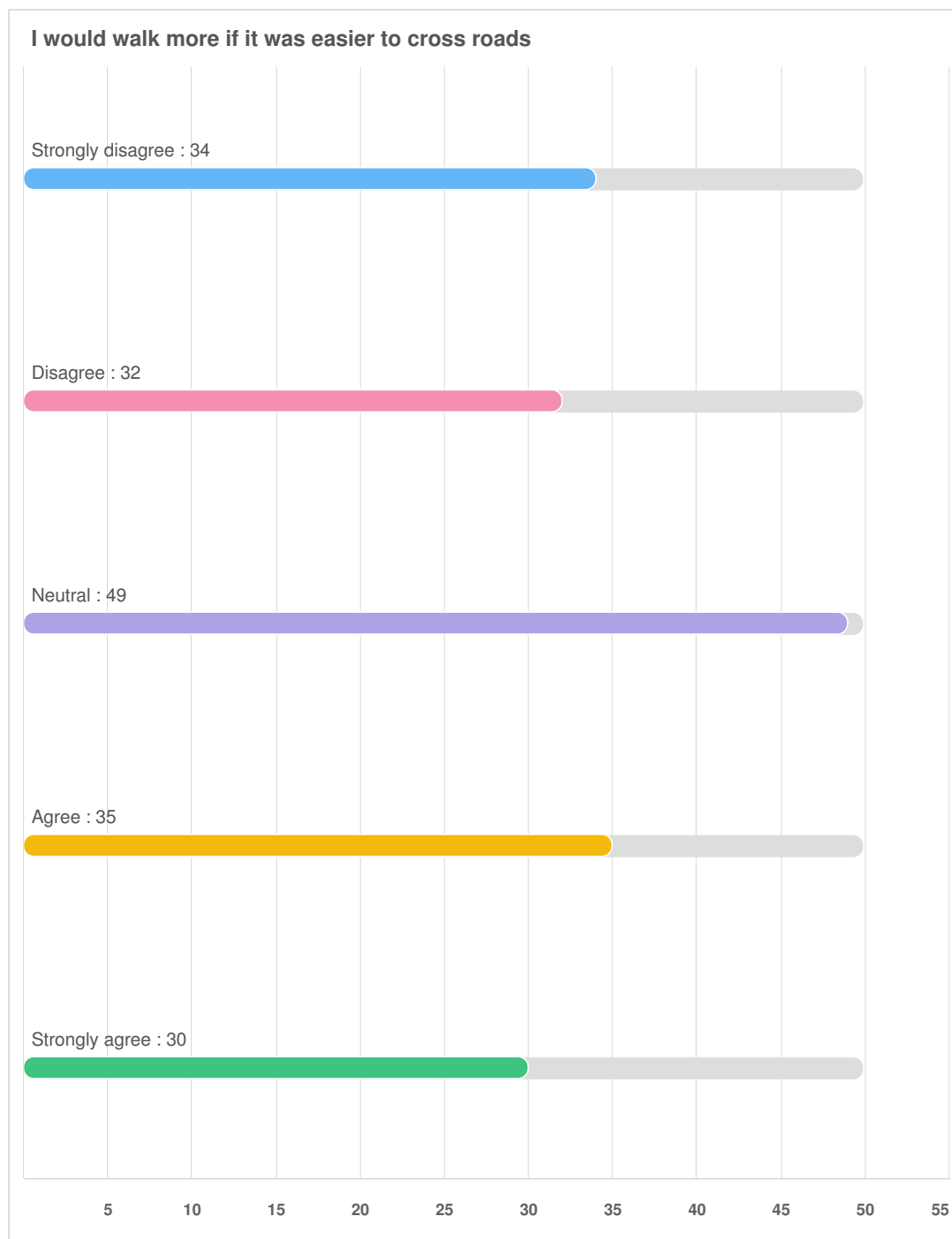
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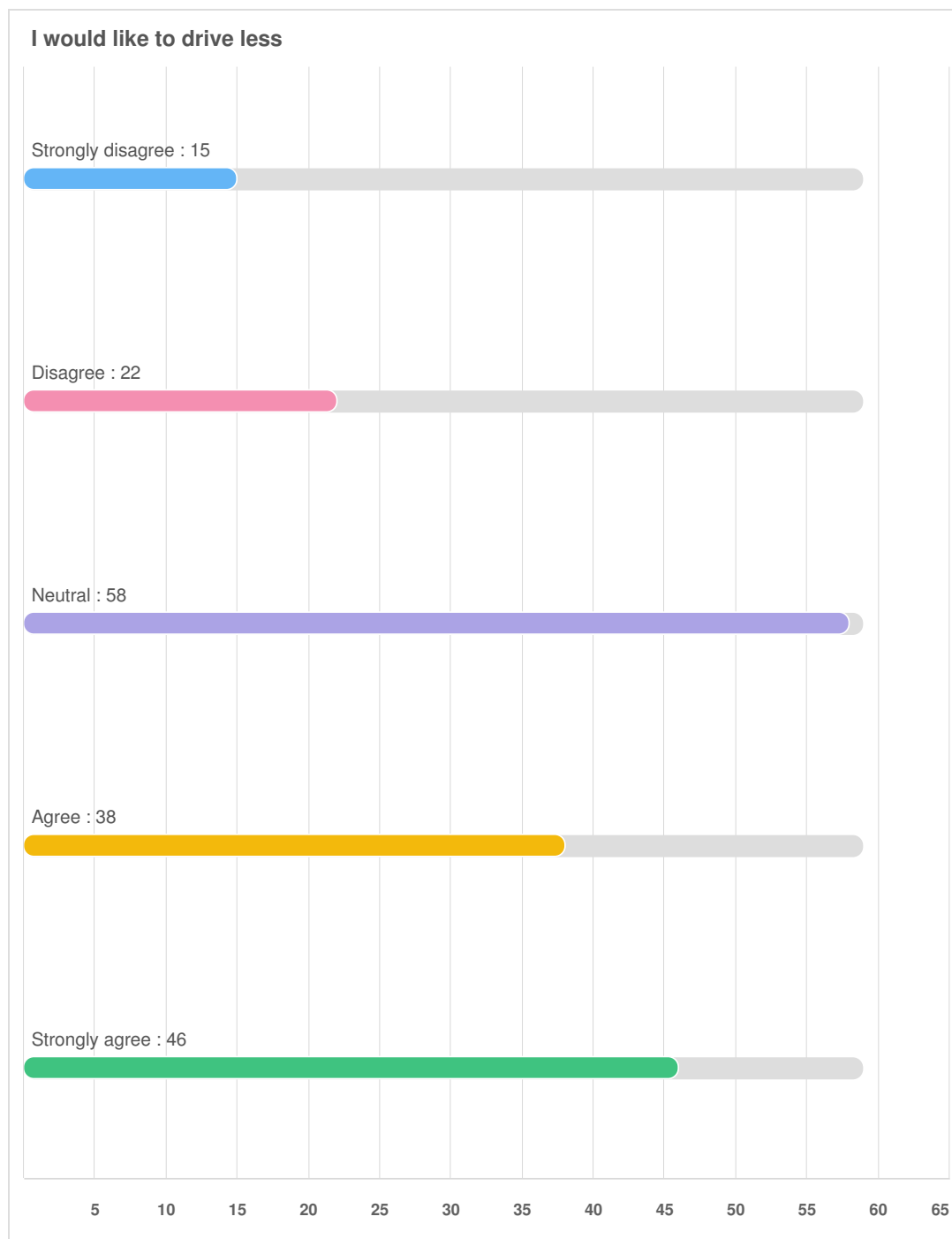
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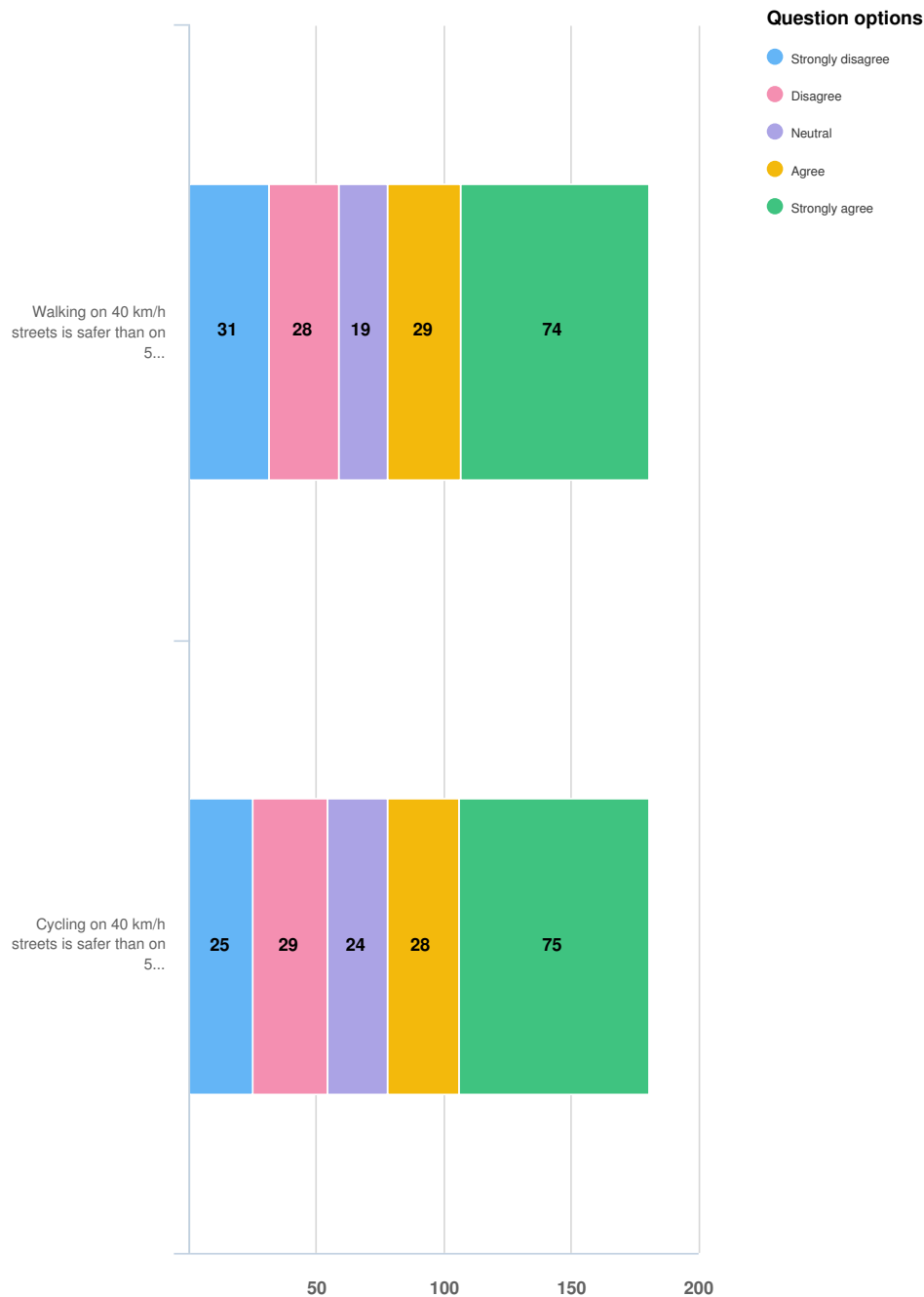
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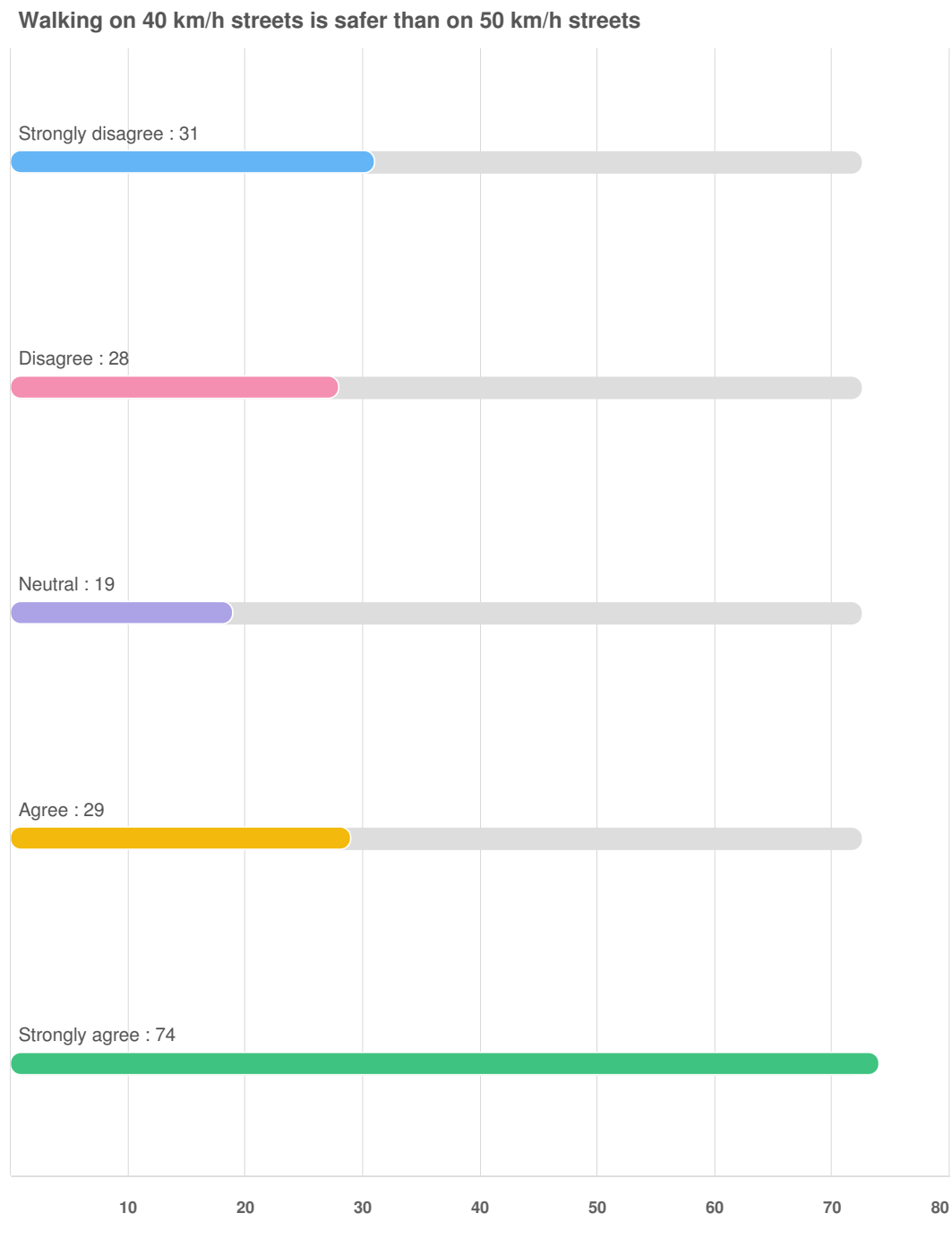


**Q6** Please rate how strongly you agree or disagree with the following statements about speed limits in suburban areas



Optional question (181 response(s), 0 skipped)  
Question type: Likert Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

**Q6 Please rate how strongly you agree or disagree with the following statements about speed limits in suburban areas**

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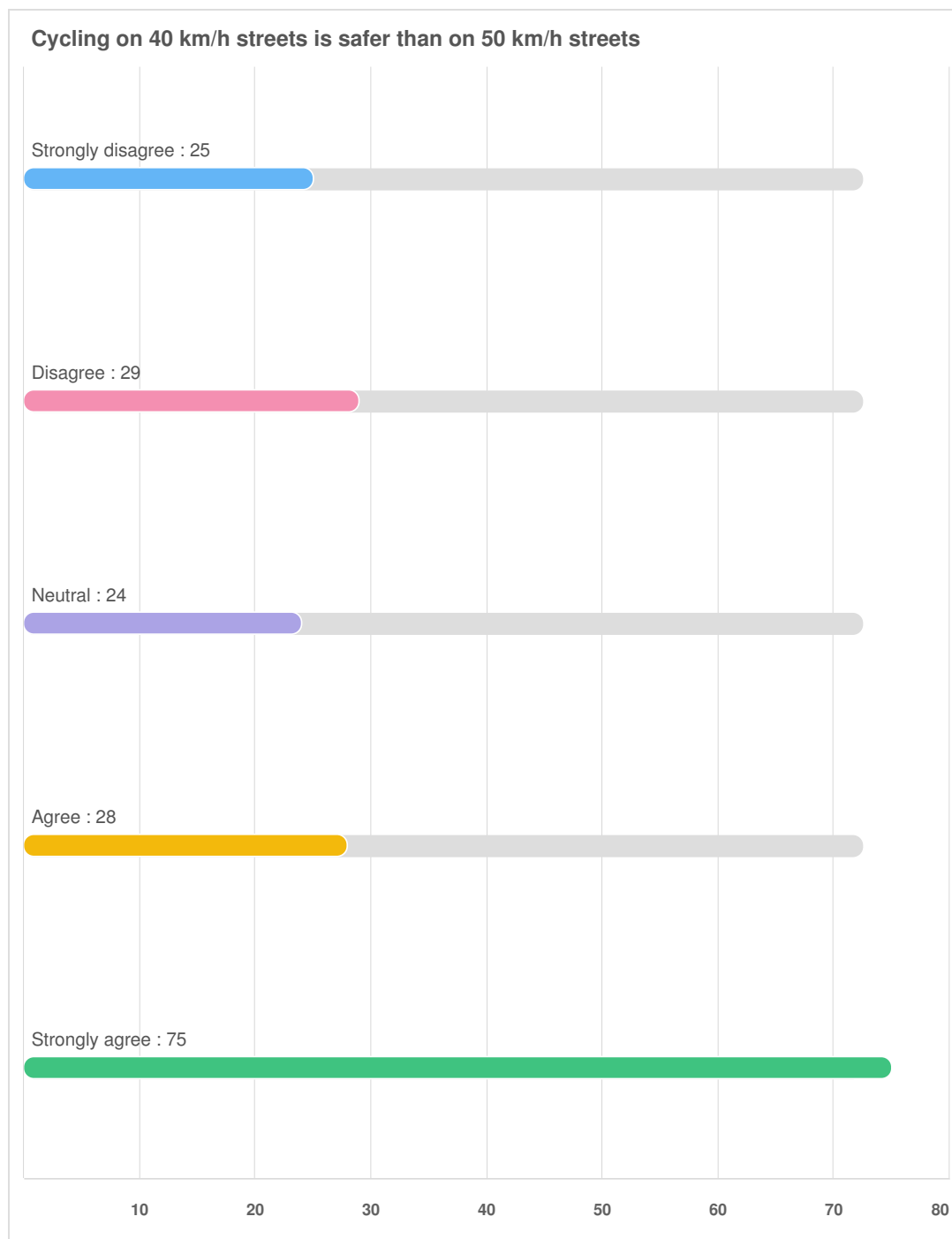


Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



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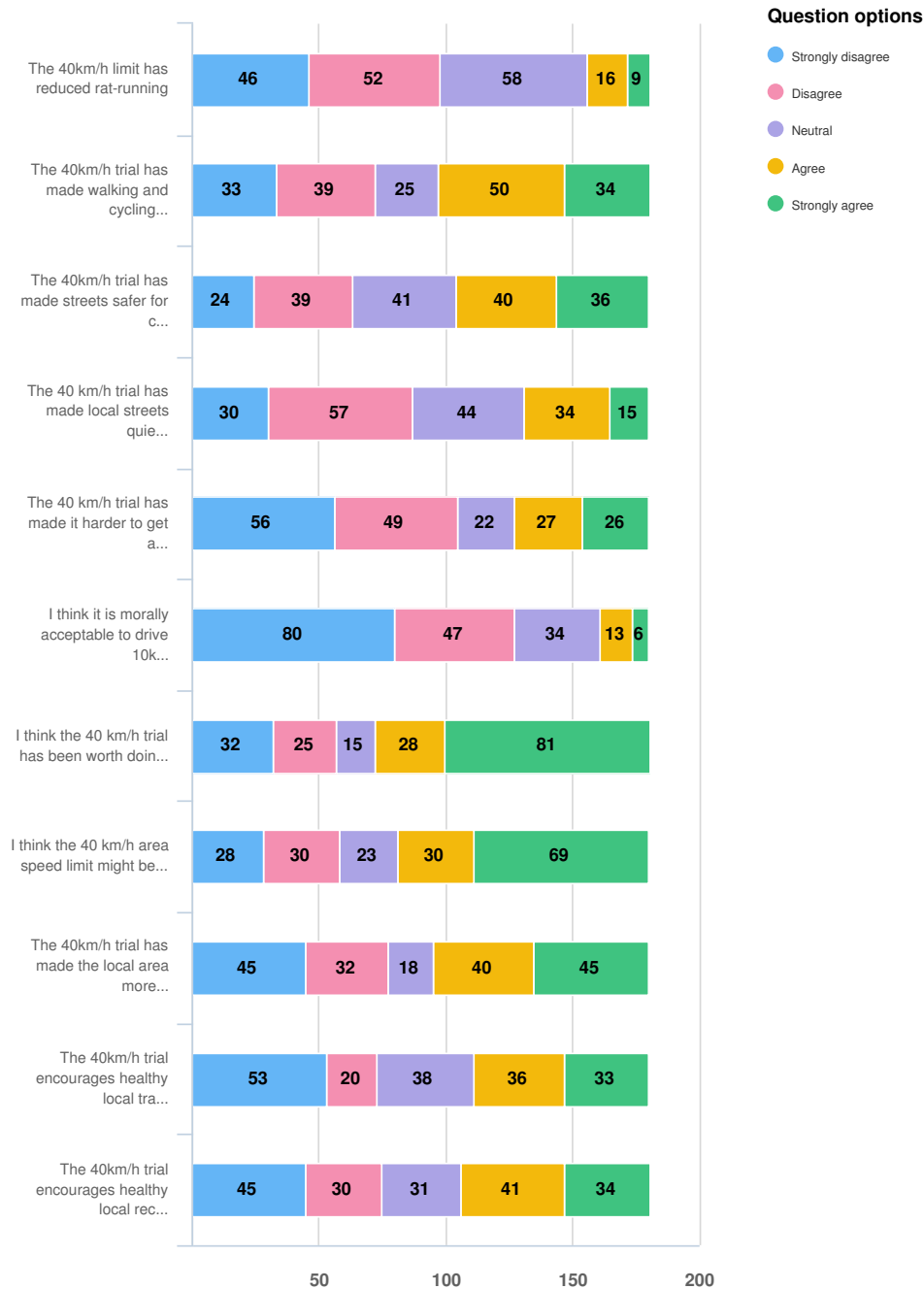
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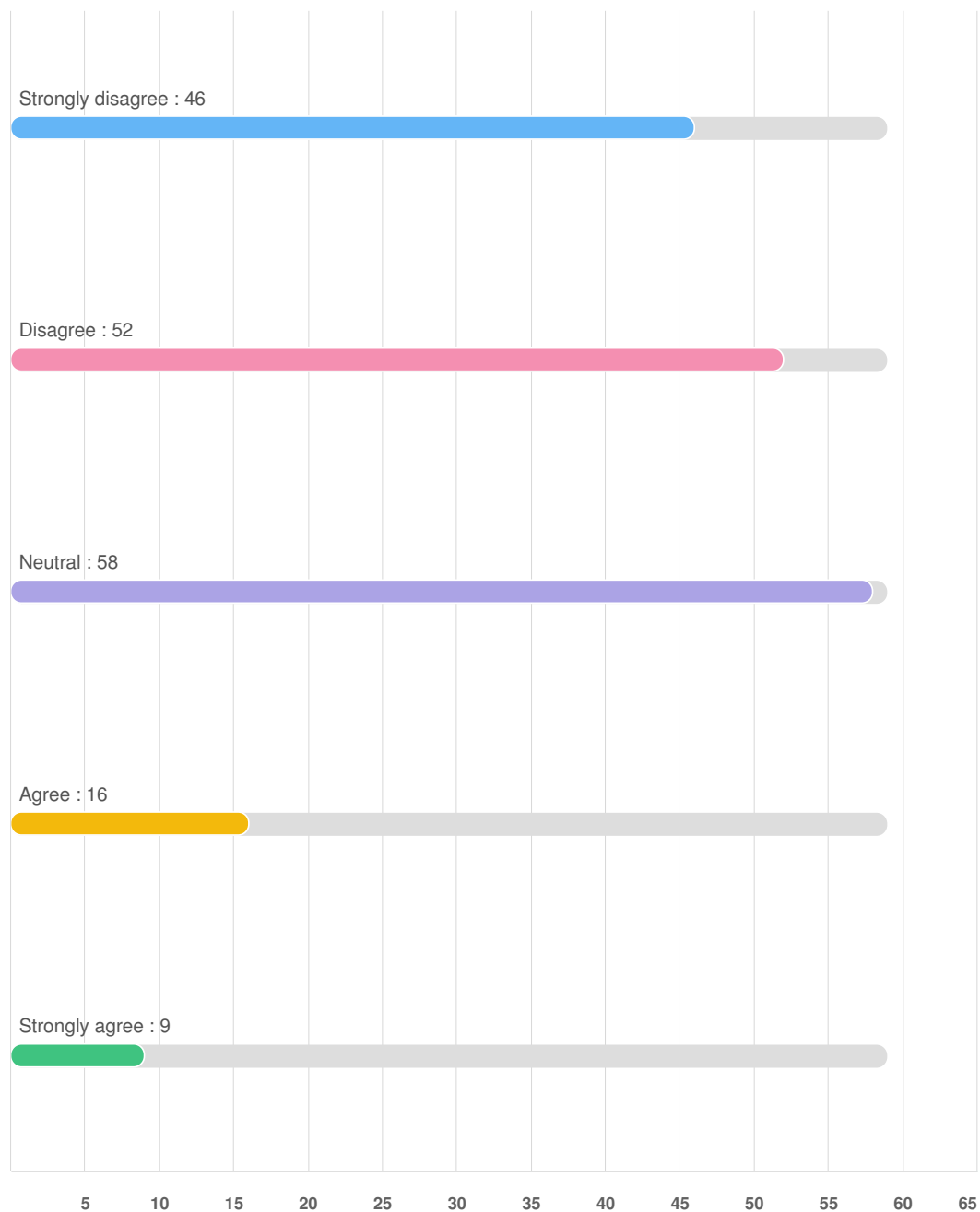
**Q7 Please rate how strongly you agree or disagree with the following statements about the 40km/h trial so far**



Optional question (181 response(s), 0 skipped)

Question type: Likert Question

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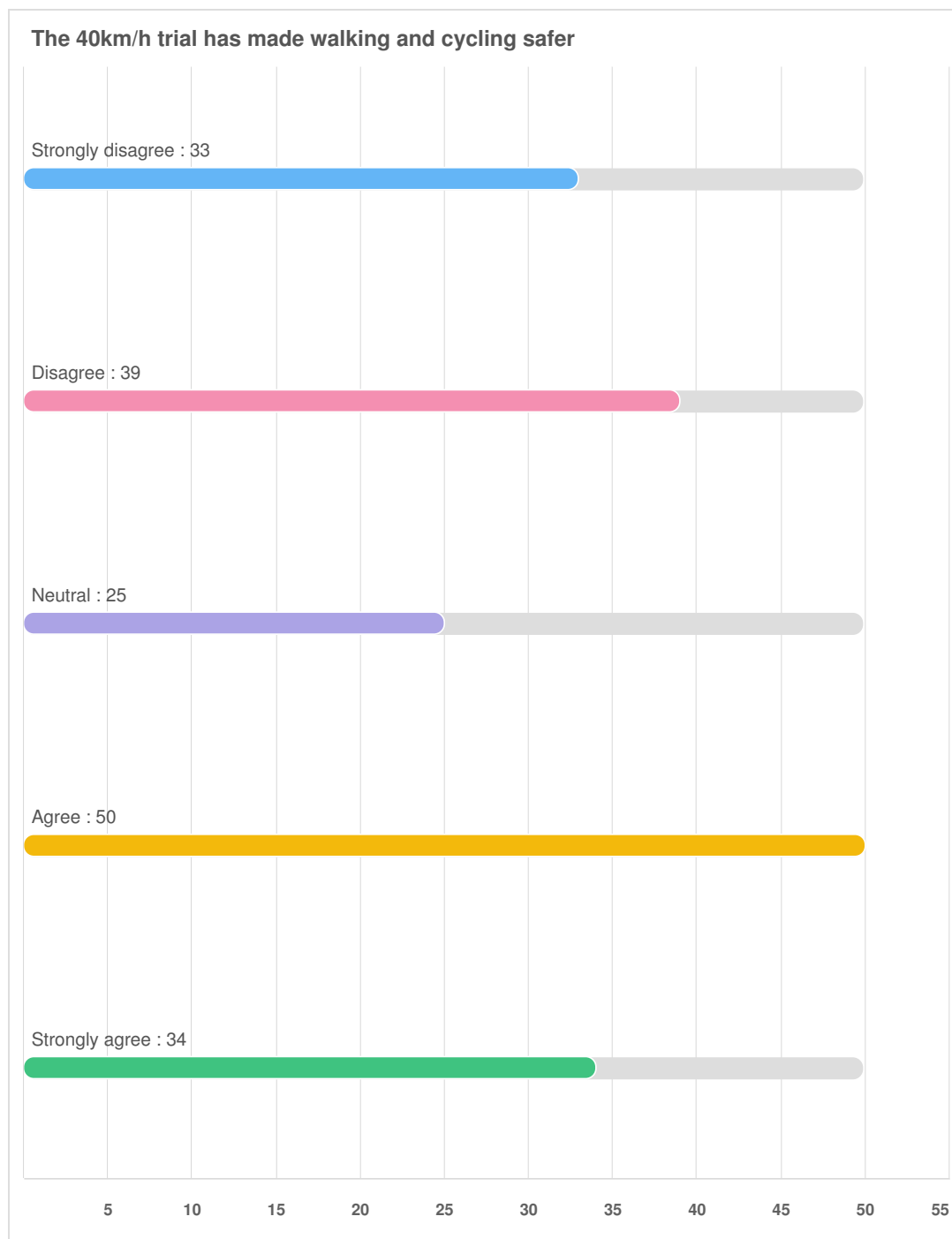
**Q7 Please rate how strongly you agree or disagree with the following statements about the 40km/h trial so far****The 40km/h limit has reduced rat-running**

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

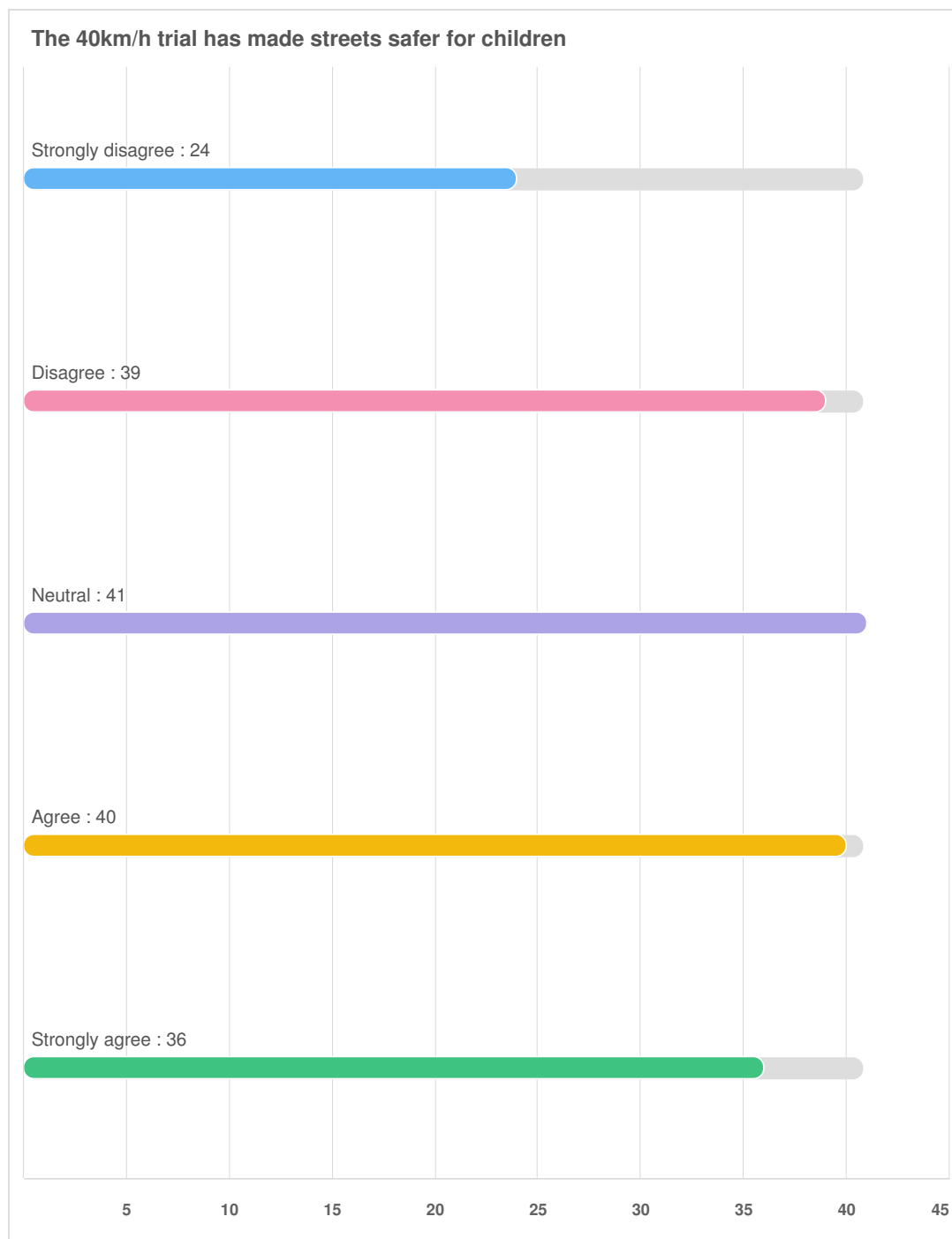


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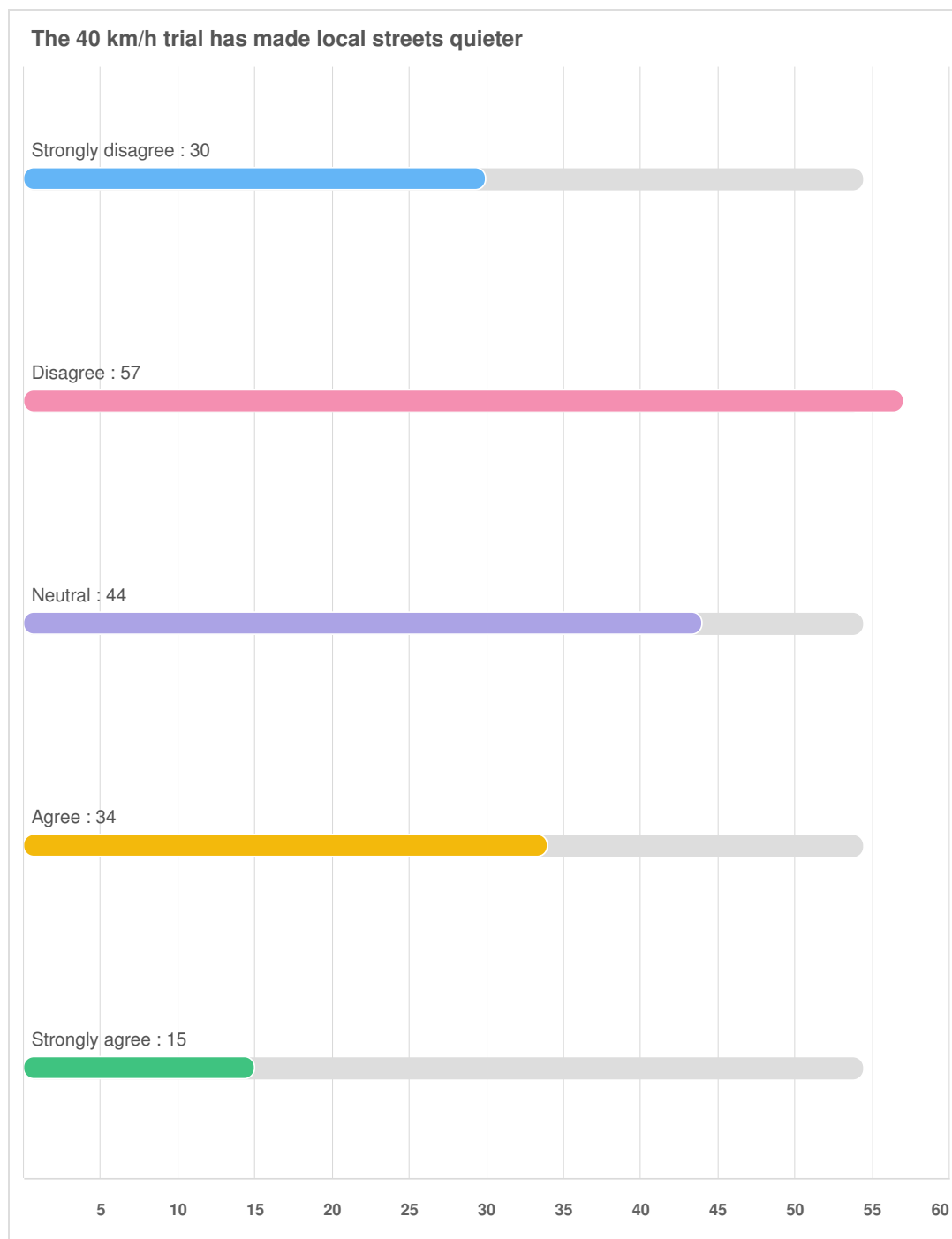
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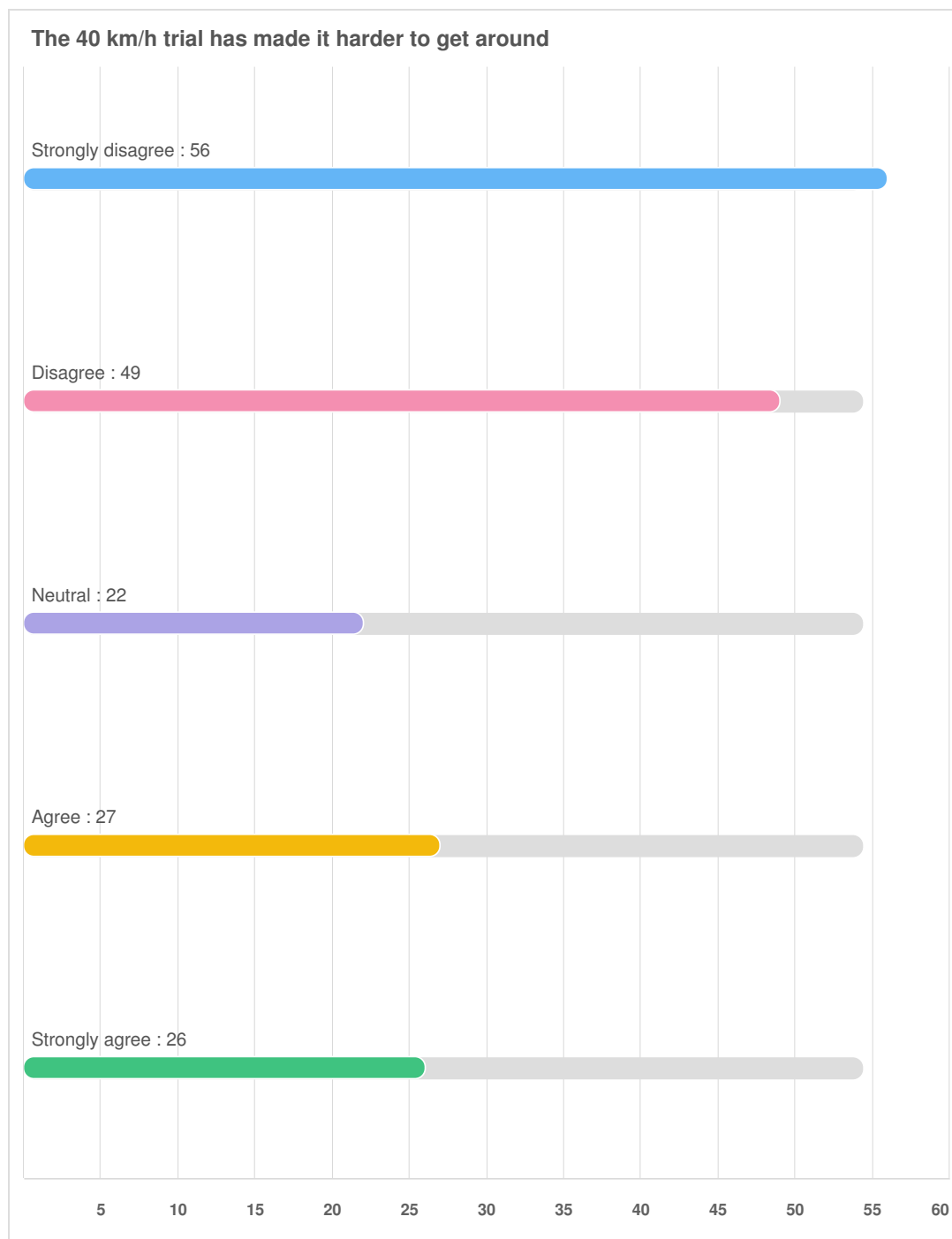


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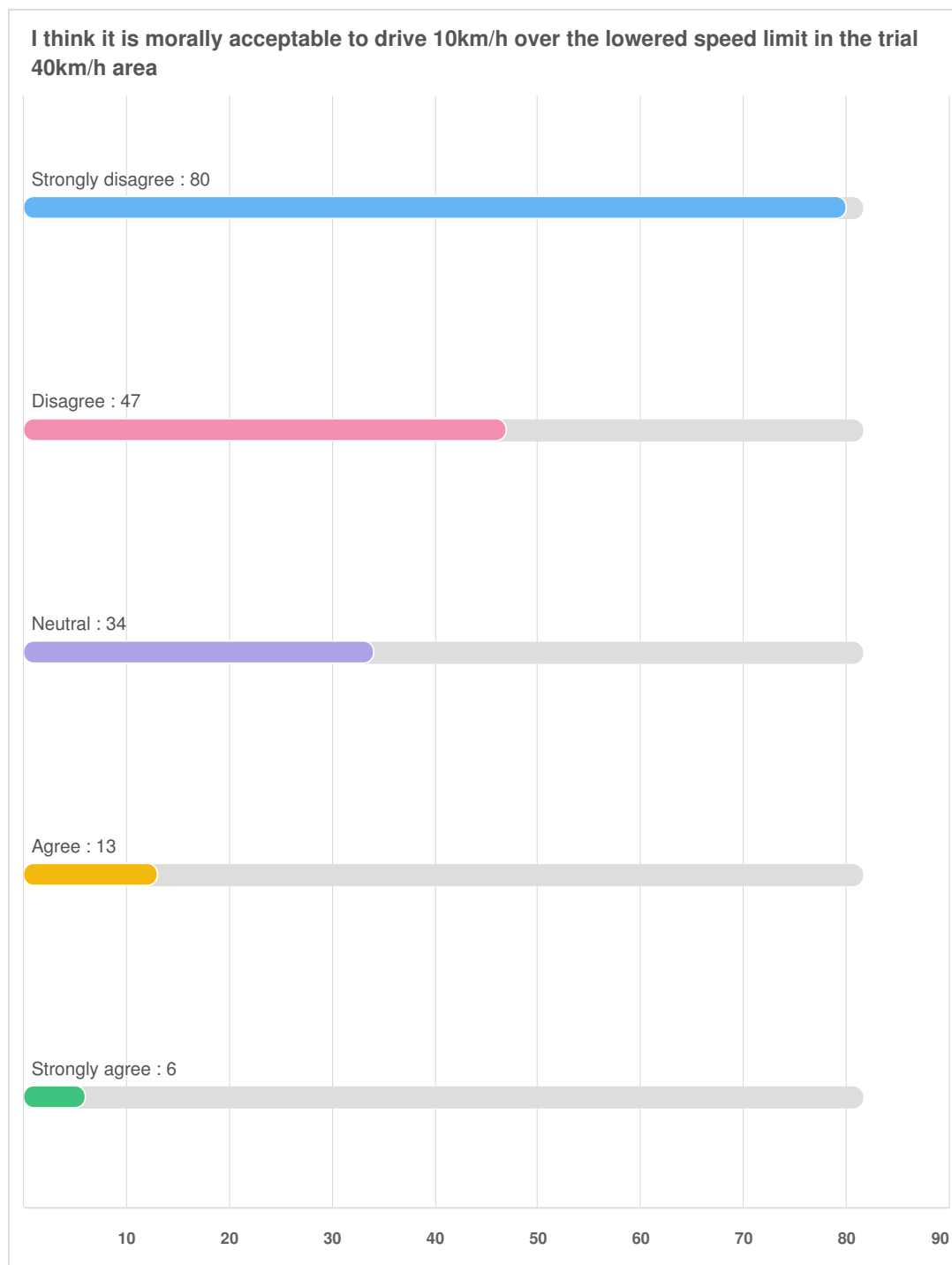




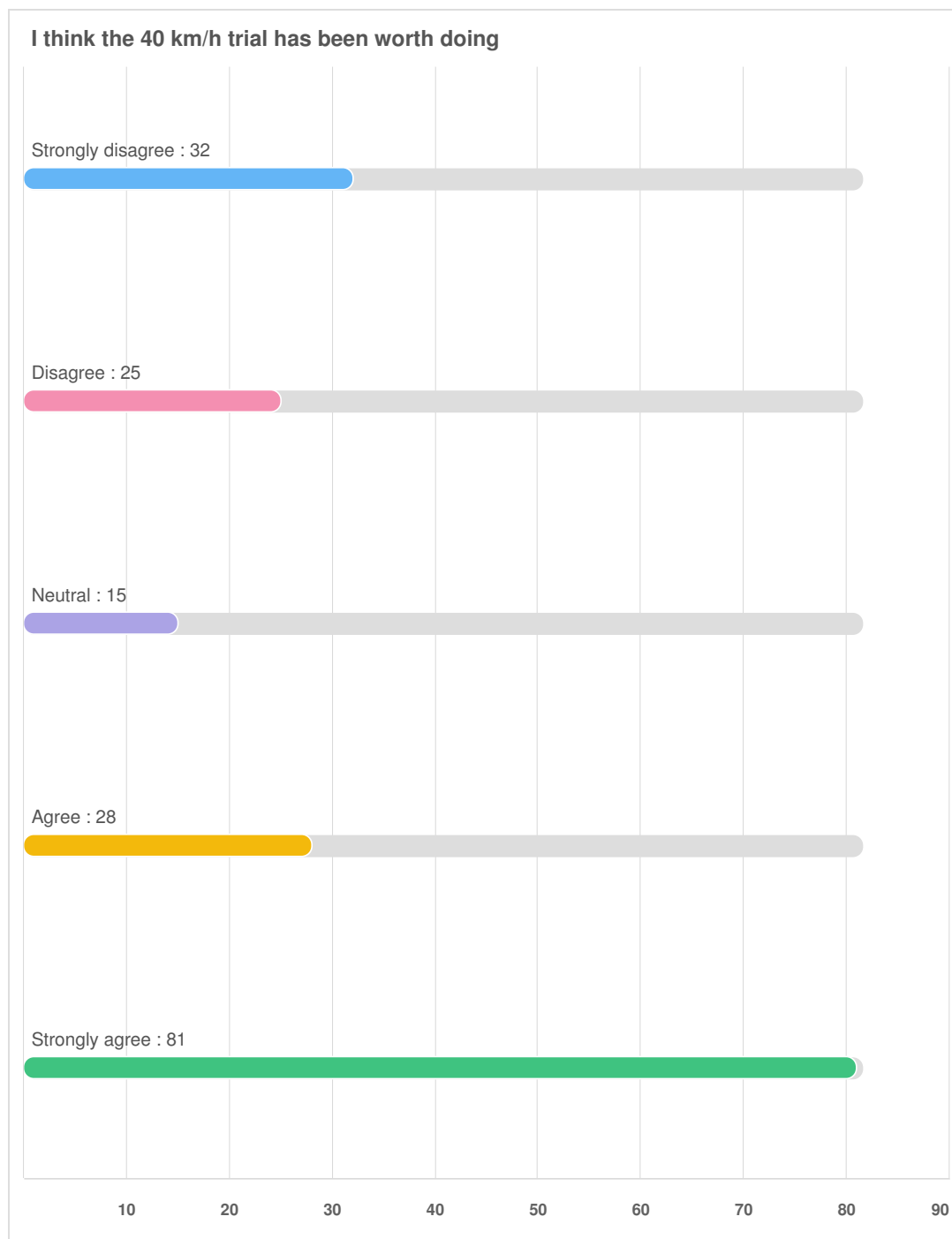
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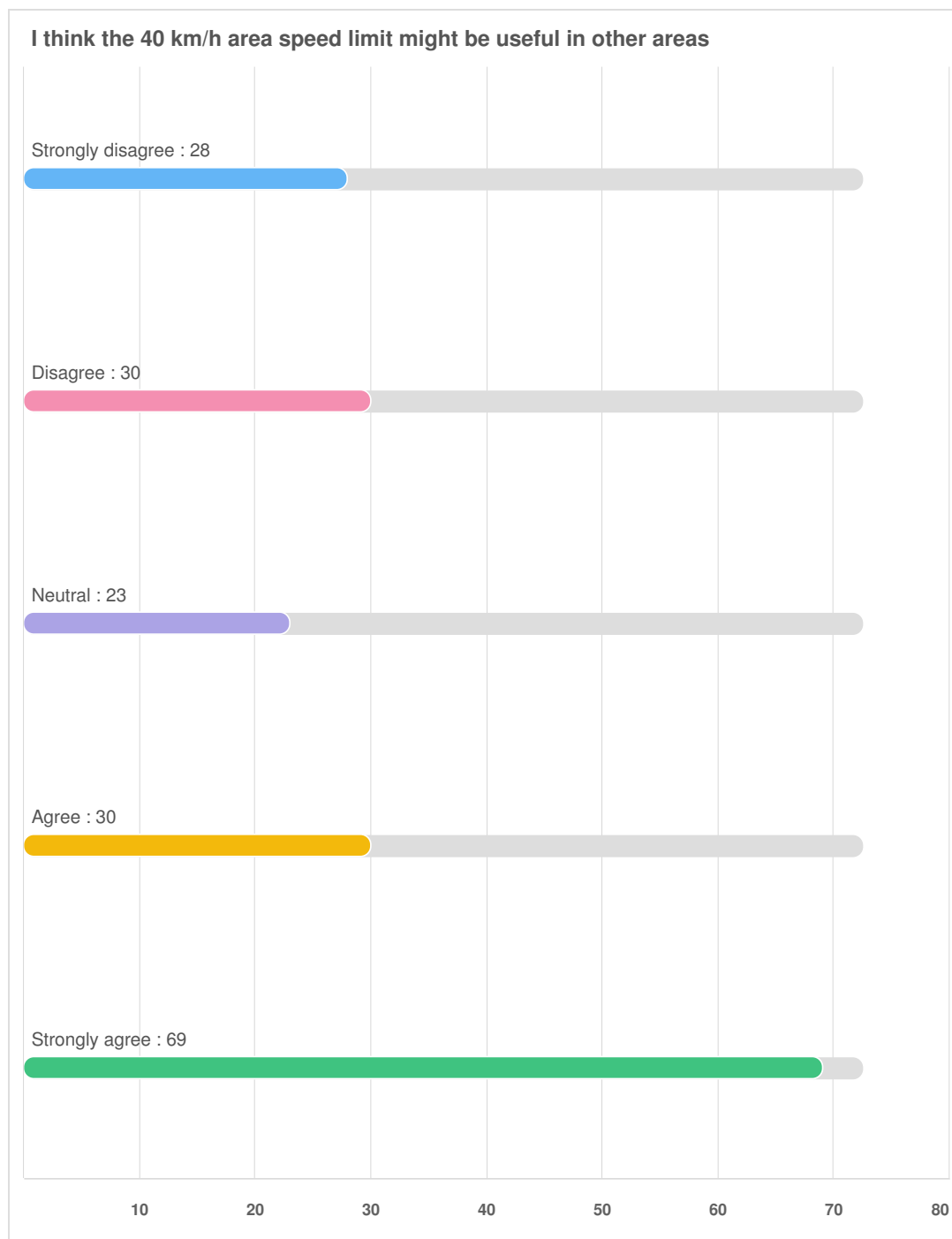
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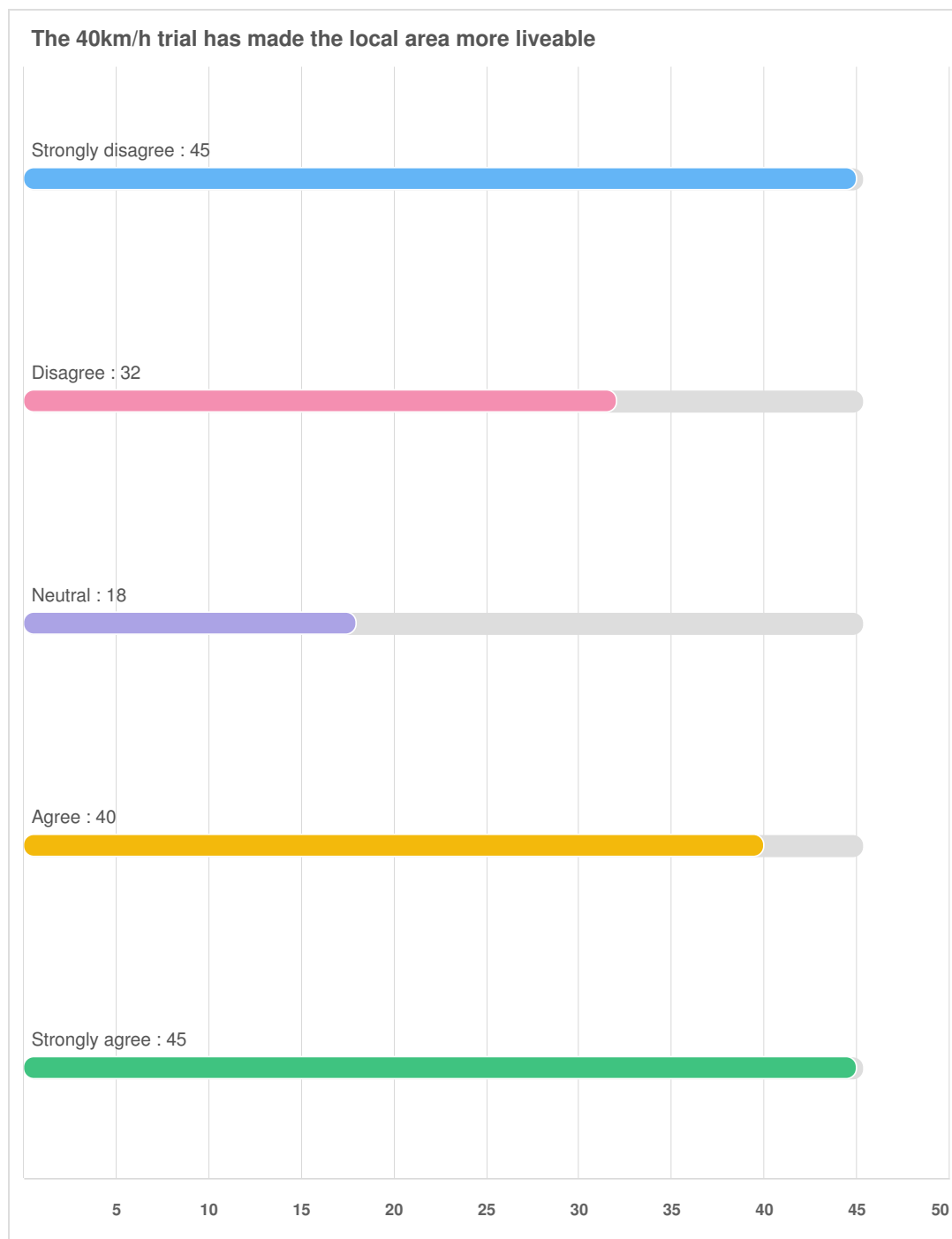
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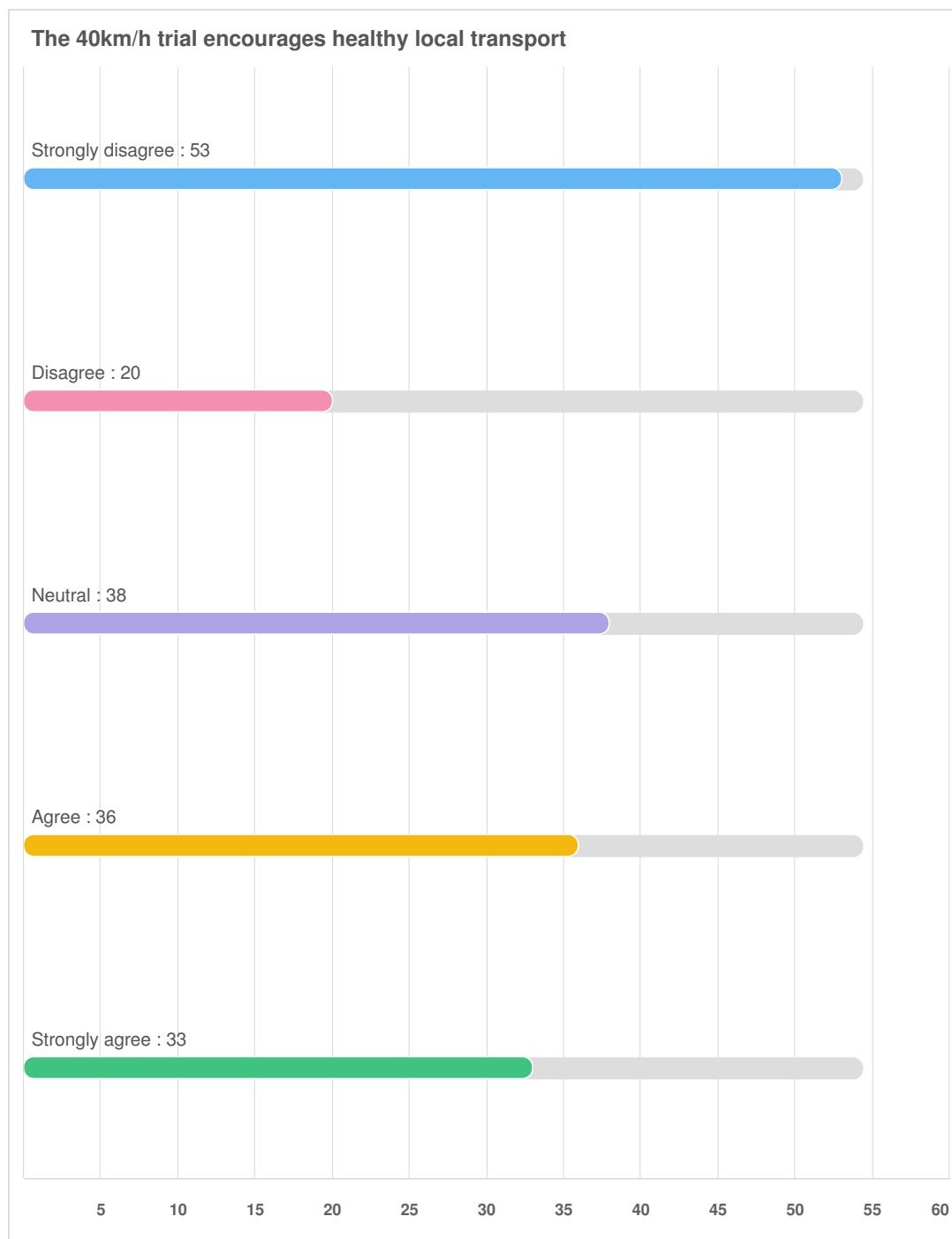
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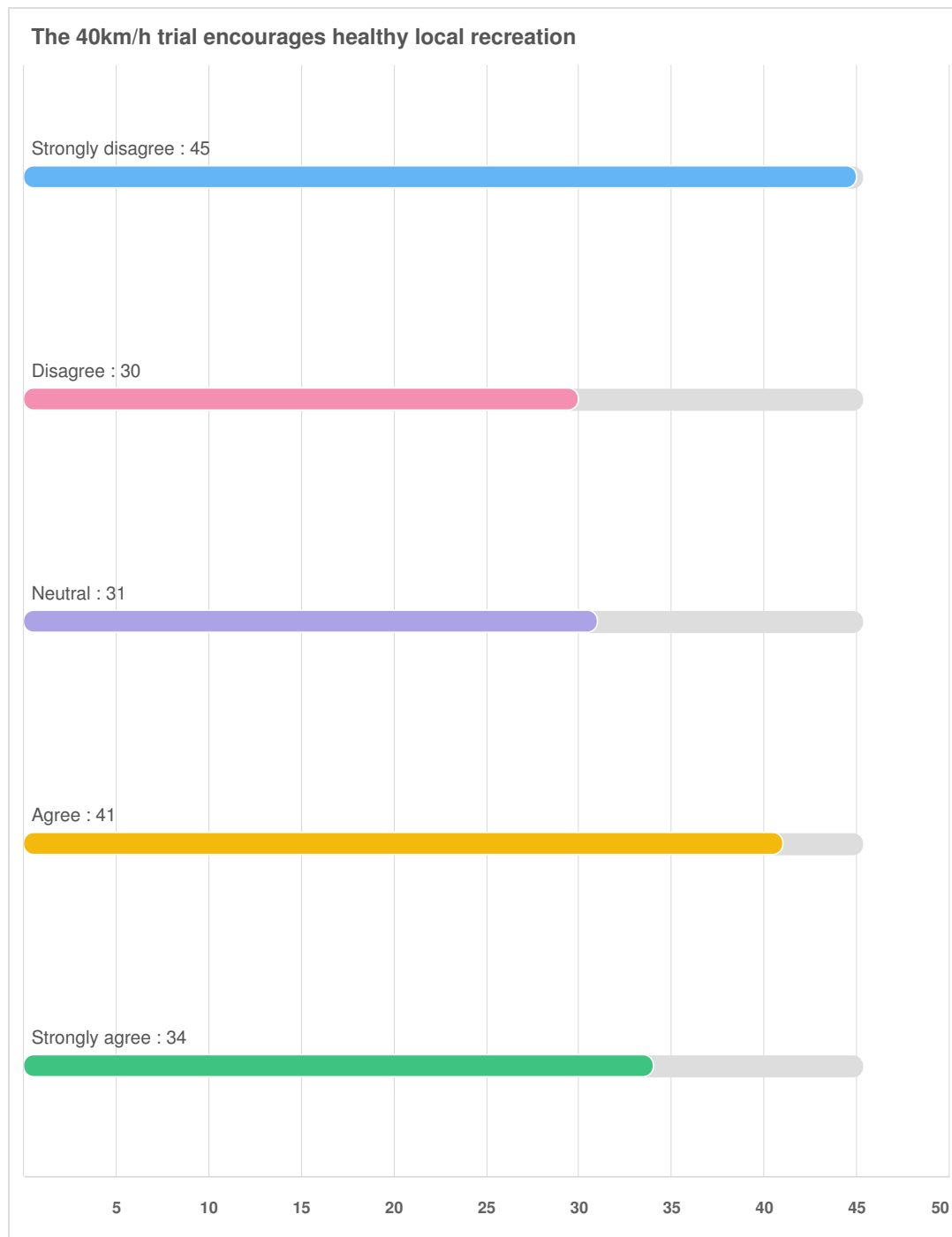
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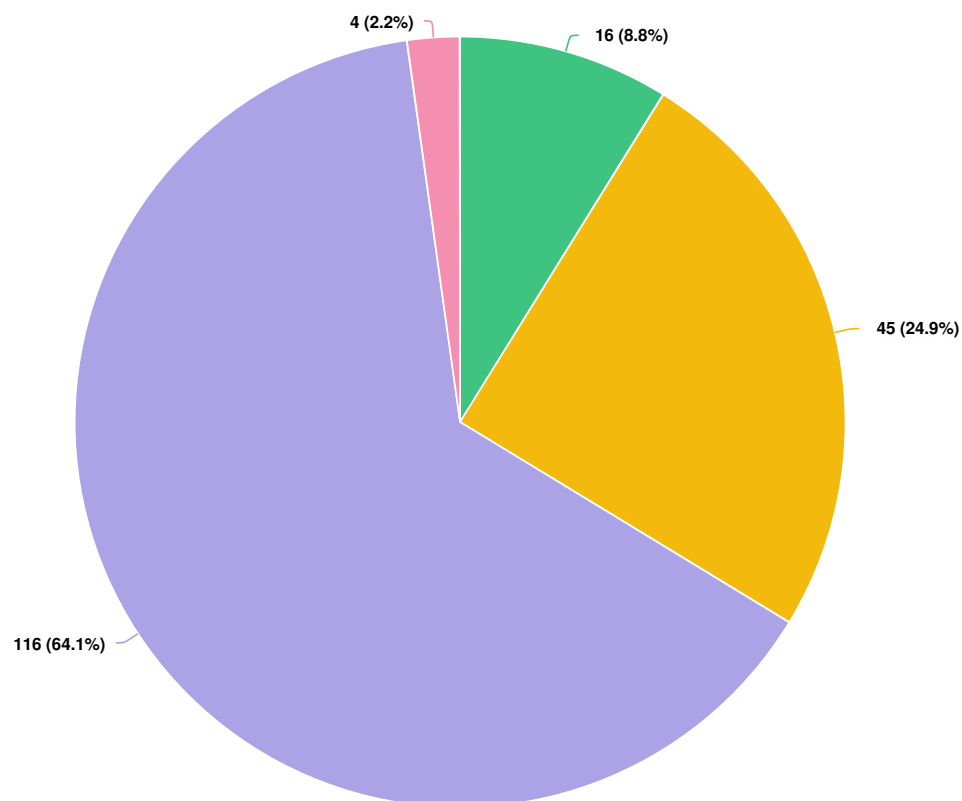
Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q8** Has the reduced speed zoning given you more confidence to let children walk or ride to school?



**Question options**

Other (please specify) Not applicable to me No Yes

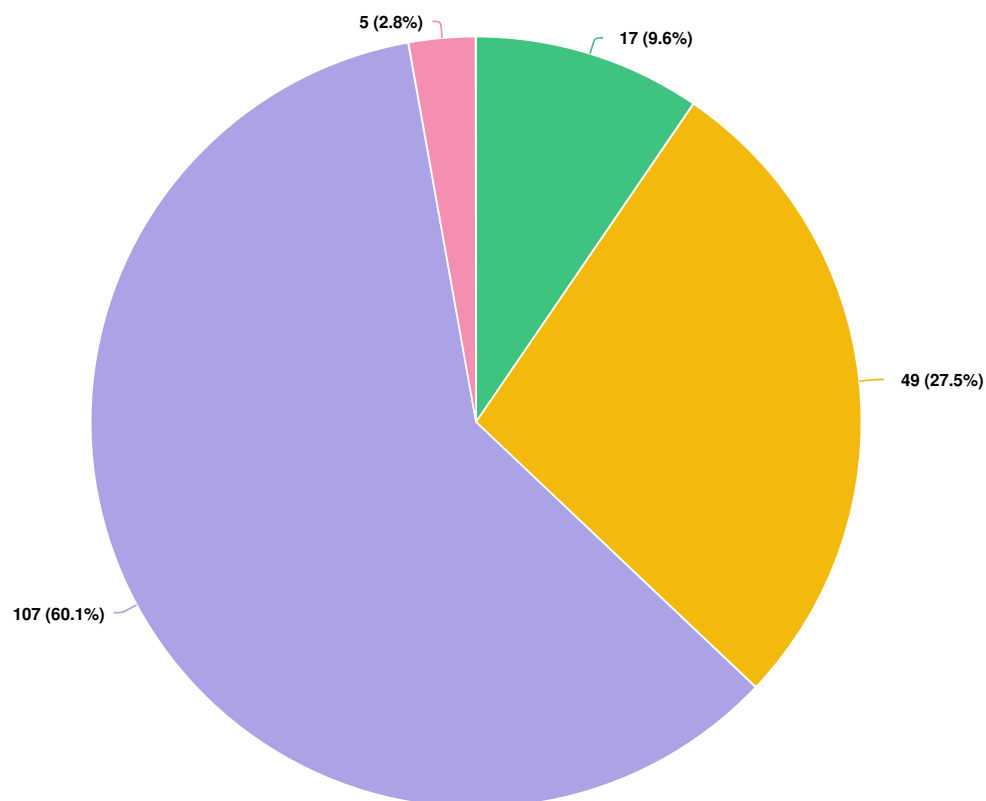
Optional question (181 response(s), 0 skipped)  
Question type: Radio Button Question



Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q9** Has the reduced speed zoning given you more confidence to let children access Public Open Space?

**Question options**

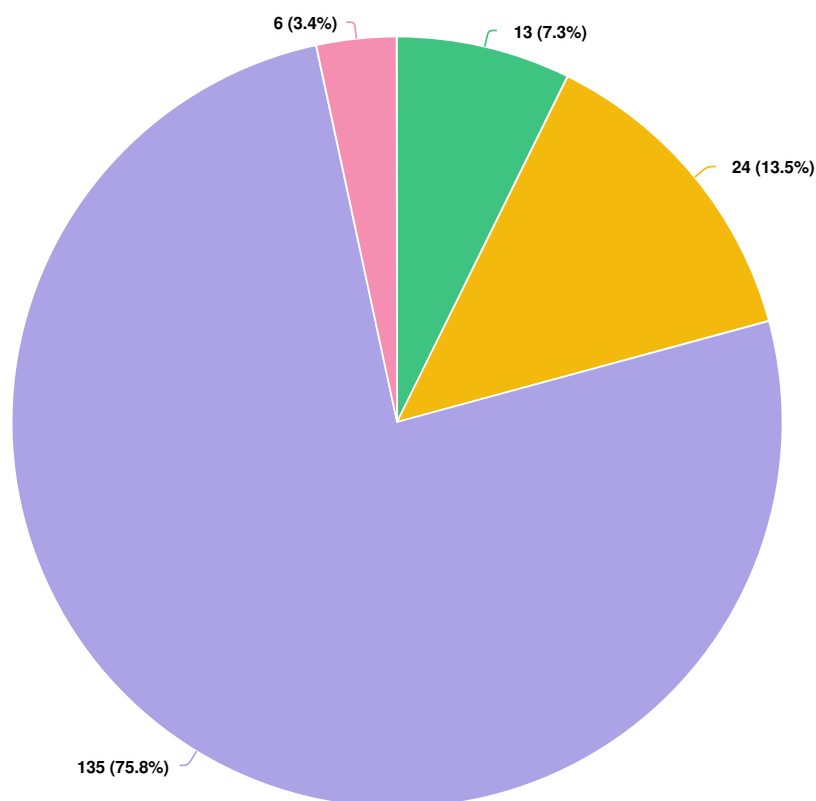
Other (please specify) Not applicable to me No Yes

Optional question (178 response(s), 3 skipped)  
Question type: Radio Button Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q10** If you are over 60, does the reduced speed zoning provide you more confidence to walk or use any mobility aids within the street?



**Question options**

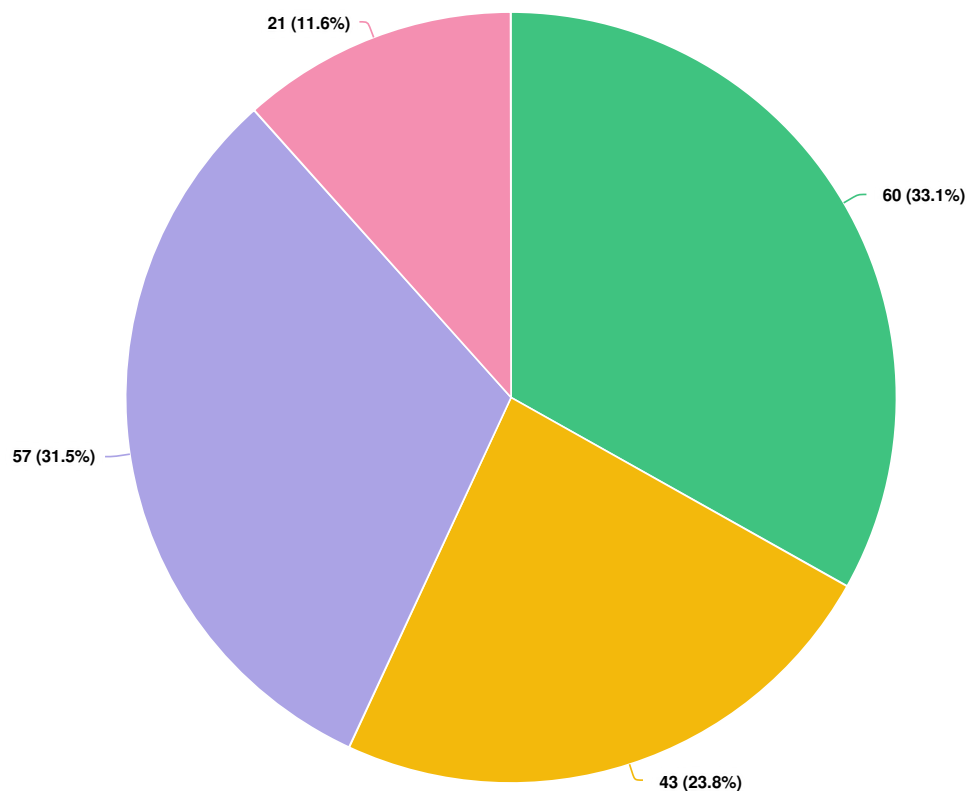
Other (please specify) Not applicable to me No Yes

Optional question (178 response(s), 3 skipped)  
Question type: Radio Button Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q11** Do you think a reduction to 40km/h is safe enough, or would reducing the speed further within residential streets provide greater confidence to walk or ride in the streets?

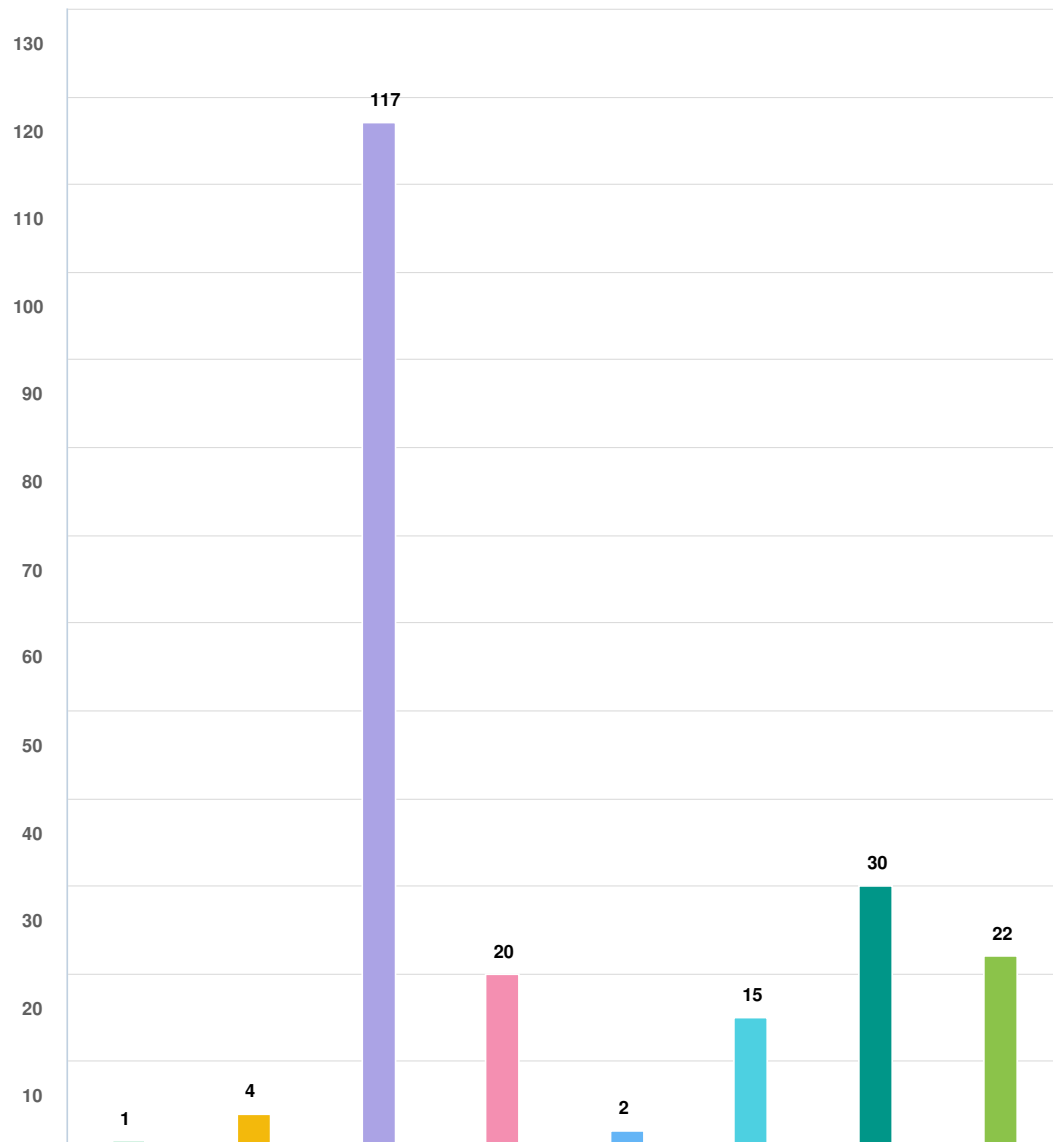


**Question options**

- Other (please specify)
- I don't want the speed reduced at all
- No, I would like further reductions in speed
- Yes, it's enough

Optional question (181 response(s), 0 skipped)  
Question type: Radio Button Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

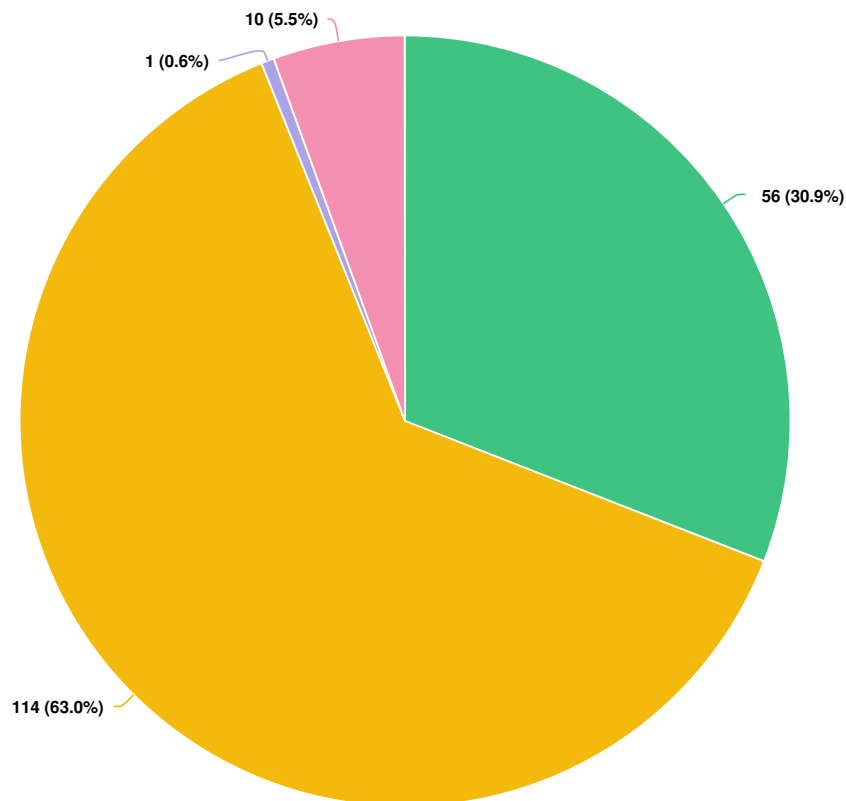
**Q12 Please select any of the following that apply to you****Question options**

- I am a parent or caregiver
 ● I am retired
 ● I am a business owner
 ● I am looking for work
 ● I work part time
- I work full time (35 hours or more per week)
 ● I am a part time student
 ● I am a full time student

Optional question (179 response(s), 2 skipped)

Question type: Checkbox Question

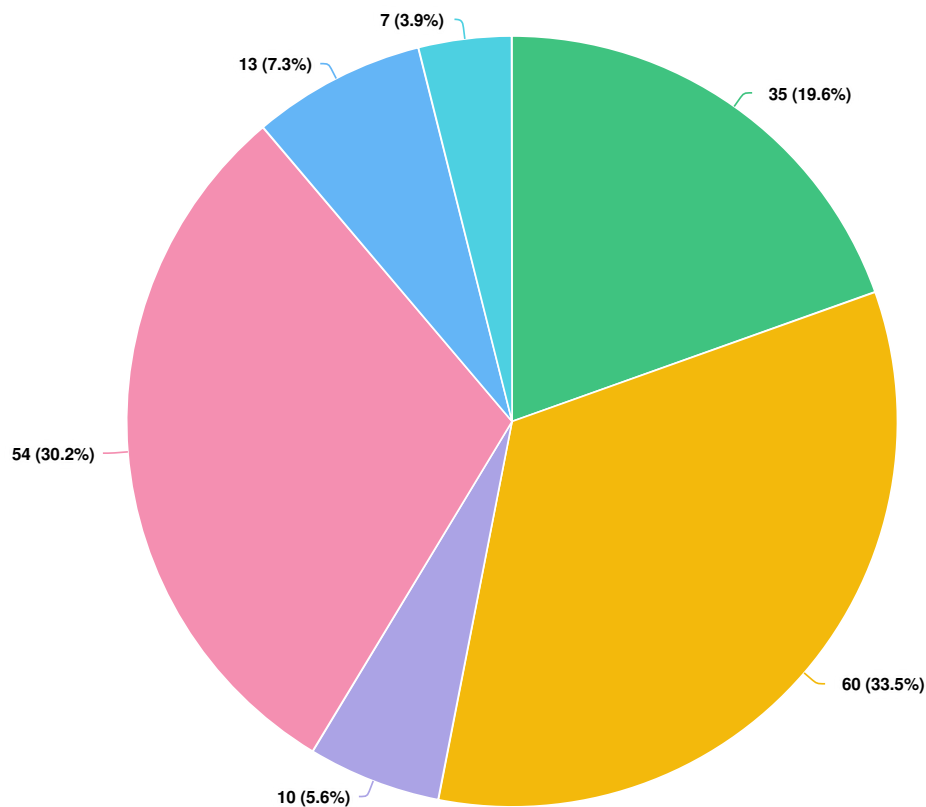
Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022

**Q13** What is your gender?**Question options**

● Prefer not to say ● Other ● Male ● Female

*Mandatory Question (181 response(s))*  
*Question type: Dropdown Question*

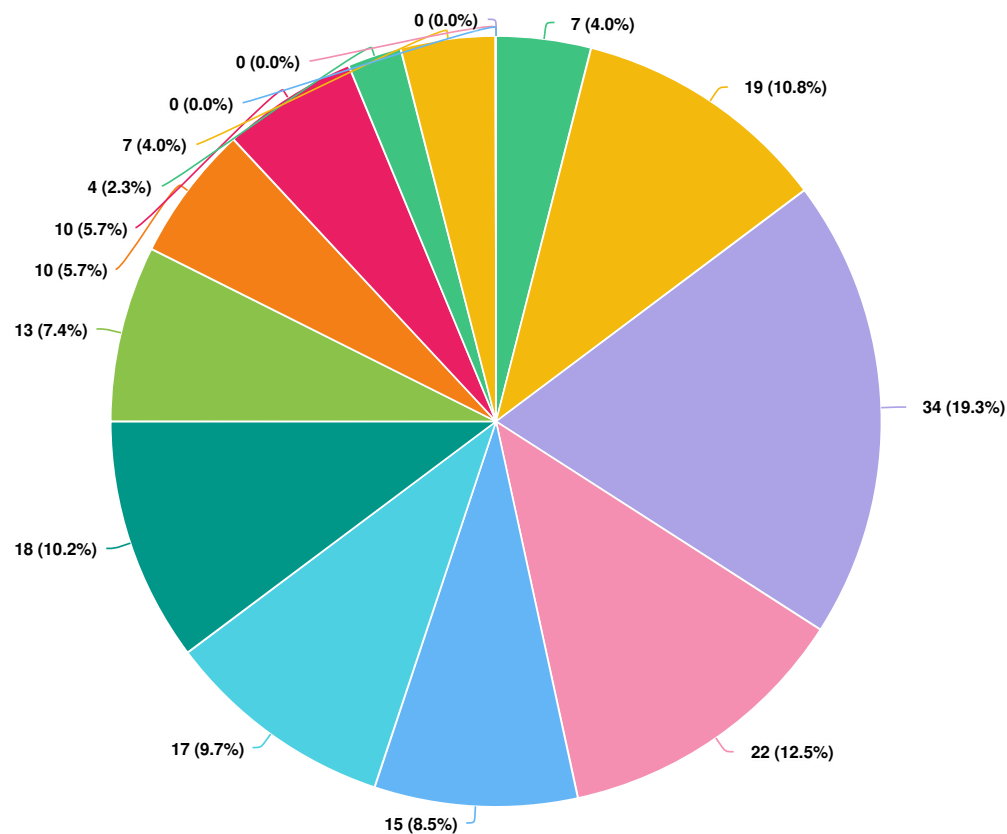
Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022


**Q14 Which of the following best describes your household?**

**Question options**

- Other
 ● Family with adult children
 ● Family with young (up to 18 years) children
 ● Shared house
- Couple with no children
 ● Single person household

Optional question (179 response(s), 2 skipped)  
 Question type: Radio Button Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022


**Q15 What is your age bracket?**

**Question options**

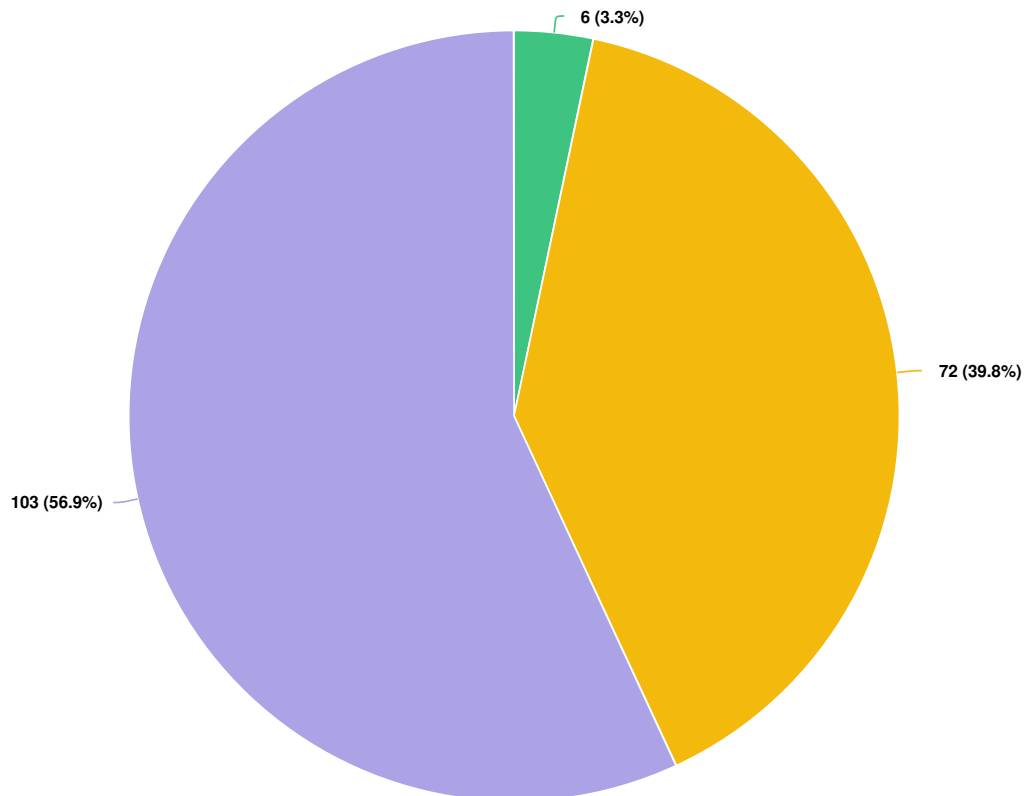
80 or over    20-24    19 or under    Prefer not to say    75-79    70-74    65-69    60-64  
 55-59    50-54    45-49    40-44    35-39    30-34    25-29

Optional question (176 response(s), 5 skipped)  
Question type: Dropdown Question

Final evaluation survey : Survey Report for 24 May 2017 to 06 November 2022



**Q16** How were you directed to this survey?



**Question options**

☐ Other (please specify) ☐ By email ☐ By flyer in the mail

*Mandatory Question (181 response(s))*

*Question type: Radio Button Question*





**City of Vincent**

**City of Vincent**

**PJA**  
Level 27  
St Martins Tower  
44 St Georges Terrace  
Perth  
WA 6000  
Australia  
**[pja.com.au](http://pja.com.au)**

## Safe Speed Trial Evaluation

October 2022

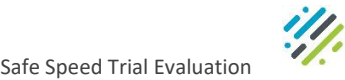
Project Code: 06626

City of Vincent

City of Vincent







Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	06 October 2022	Tim Judd	Tim Judd	Tanya Moran

Prepared for

Luke McGuirk  
Manager Engineering  
City of Vincent  
244 Vincent Street  
Leederville  
WA  
6007



## Safe Speed Trial Evaluation

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Safe Speed Trial Evaluation

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## I Introduction

In March 2019, the City of Vincent began a trial to introduce a safer speed environment for large residential area. The trial introduced an area wide 40km/h speed zone on all local roads within the southern part of the City of Vincent (south of Vincent Street). Distributer roads retained their existing posted limits at 50km/h and 60km/h.



Figure 1-1: City of Vincent 40km/h trial area

## I.1 Purpose of the trial

The trial's aim is to study the impact of slower speed limits in residential areas. Best practice research has shown that lowered speed limits make streets safer for all road users, contribute to more connected communities, reduce greenhouse gas emissions and only have a minor impact on average journey times for motor vehicles. The city is putting that research to the test to see if lowered speeds can have similar benefits for the community in Vincent.

In July 2018, the city asked the Vincent community what their existing concerns were in the lead up to a 40km/h speed zone trial. The survey revealed two main concerns, which were:

- making streets safer for all road users; and
- enhancing the neighbourhood feel of the streets.

### 1.1.1 Twelve Month Trial summary

A trial evaluation report has been undertaken to assess the effectiveness of the trial following the first twelve months of its implementation. Key findings from the report noted, as a result of the reduced speeds:

- Some speed reduction effects. Mean (average) vehicles speeds have reduced by about 1km/h, about 2.4%.



- The 85<sup>th</sup> percentile speed on trial roads dropped by just over 1km/h or about 2.5%.
- The reduction in average vehicle speeds is of a similar magnitude to the reduction seen with the introduction of the default 50 km/h limit in 2001.
- The number of vehicles observed at twelve months was comparable to the baseline, and no significant change was observed on distributor roads which were not subject to any change in speed limit.
- After twelve months, crash records indicated that there was some crash reduction effect on the trial roads. This reduction coincided with a long-term decline in overall crashes within the City of Vincent. There was also a less substantial crash reduction in overall crashes within the control set of local roads (the northern part of the City of Vincent) not subject to the new limit.
- The reduction in total crashes matches (triangulates) with the reductions in observed vehicle travel speeds and aligns with established road safety theory. Therefore, it is very likely that the 40 km/h limit would have long-term crash reduction benefits.
- Significant increases in walking and cycling were observed at the four observation sites within the City of Vincent. A total of 14% more pedestrians and cyclists were observed in the twelve-month surveys, compared to the February 2019 baseline.
- The total number of cyclists also increased at twelve months. The percentage of all cyclists who were observed cycling on the road surface (rather than on footpaths) also increased from 67% to 70%, suggesting there may be a perceived safety benefit for cyclists. There were some differences between the four sites<sup>1</sup>.
- School representatives and crossing wardens interviewed for this evaluation also spoke of benefits for children's safety travelling to school. The reports noted support for the trial appears to be lukewarm. While a small majority are unhappy with the lower limit, there is not substantial or persistent opposition to the 40 km/h trial area among local residents. A majority of respondents surveyed at this twelve-month milestone thought a 40 km/h limit could be useful in other areas.

<sup>1</sup> The timing of these surveys was largely before the most significant disruption effects of the COVID-19 lockdown.



- Indirect survey results indicate that residents are generally less concerned with road safety and local street amenity issues at this twelve-month milestone – further indicating benefits.

#### 1.1.2 Twelve Month Trial conclusion

In view of all the above data contained in the trail evaluation report, considering the triangulation of results, the 40 km/h trial within the City of Vincent has resulted in some speed reduction and crash benefits. This result is in line with what would be expected based on previous research in this field.

The evidence also suggests that local street amenity has somewhat improved. The increase in the total number of pedestrian and cyclists observed triangulates with the slight improvement in perceived street safety and amenity reported by respondents.

Complementary street design, road user awareness, and enforcement measures to reinforce the 40 km/h speed limit may result in the realisation of a greater level of total benefits. If left in place, it is possible that vehicle speeds within the trial area would continue to mediate below the new limit – particularly if supporting measures to physically reduce speeds are introduced. Future evaluation would be

useful in assessing the longer-term effects and potential effectiveness of supporting measures.

#### 1.1.3 Traffic volume and speed data 2022

A review of traffic volume and speed data pre the 40km/h trial (2018) and three years post the trial commencement (2022) notes there has been a reduction in both the traffic volumes and 85<sup>th</sup> percentile traffic speeds, with some streets already experience travel speeds in the order of 40km/h by nature of their design. This is presented within Appendix A.



## 2 Speed Management

Speed management is at the core of a forgiving road transport system. Impact speed is a primary determinant of injury outcome, and the travel speed influences a vehicle controllability and crash likelihood.

In a 60km/h speed limit zone, the risk of involvement in a casualty crash doubles with each 5km/h increase in travelling speed above 60km/h. Reducing urban travel speeds by 5km/h is likely to reduce urban casualty crashes by approximately 26% and lead to major reductions in pedestrian and cycle injury<sup>2</sup>.

Road users can be poor at assessing risk on the road especially in relation to speed so infrastructure elements to support road user behaviours are required. Speed management has the potential to deliver the highest injury reductions at the lowest cost when compared to other safety interventions; however, this can only be regarded as a primary treatment if reductions are achieved down to survivable levels<sup>2</sup>.

Road function and speed management are inextricably linked; the best features of self-explaining road designs are

likely to maximise the ability to achieve harm minimisation outcomes. It is noted that the effect of reducing speed limits on travel times is commonly over-estimated<sup>2</sup>.

### 2.1 Local Area Speed Management

Research carried out on behalf of the Road Safety Commission (2019) demonstrates that local speed management schemes are an effective and cost-efficient mechanism to prevent fatalities and injuries occurring due to traffic crashes. Decreases in vehicle speeds on local roads can also improve local amenity, and can promote walking and cycling, which has a clear flow-on to health, wellbeing, social, and economic benefits. Area speed management strategies are often effective at delivering significant benefits for local communities. However, area speed management treatments should be appropriate for road and street environments, in keeping with local and regional planning, and be broadly supported by local communities.

---

<sup>2</sup> Source: Austroads Guide to Road Safety Part 3: Safe Speed.



### 3 Safe Travel Speeds

The appropriate management of speed is an integral part of the Safe System approach to road safety.

A number of studies have shown the relationship between speed, crash likelihood and severity, with increases in speed increasing both the likelihood of a casualty crash occurring and the severity of injury to the crash participants (Jurewicz et al. 2015a). As occupant and vulnerable road user protection improves amongst the vehicle fleet, the relationships are likely to change over time; however, the needs of the most vulnerable (the elderly and children) will need to be understood and considered as the aspirational governing design consideration<sup>2</sup>.

#### 3.1 Science behind safe travel speeds

Kinetic energy is the energy associated with the movement of an object and is determined by a combination of speed and mass such that speed (acceleration or velocity) has a greater impact on the kinetic energy transport than the mass of an object. The scientific formula for kinetic energy is expressed as:

$$E_k = \frac{1}{2} mv^2$$

where:

$E_k$  = Kinetic Energy

$m$  = mass

$v$  = velocity (speed)

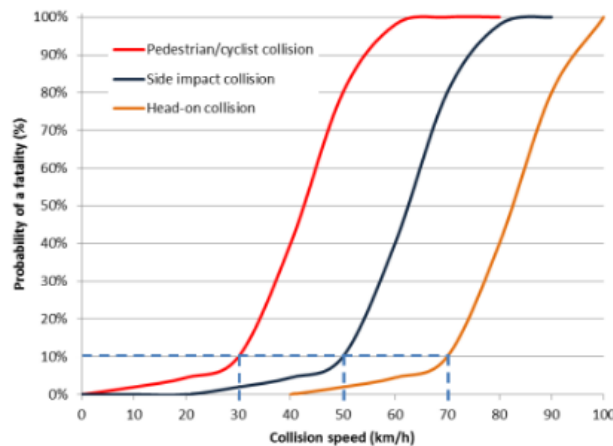
The squared relationship with speed means that there is a proportionately higher increase in energy as speed increases. Doubling the speed will result in four times the kinetic energy and tripling the speed will result in nine times the kinetic energy. It is therefore apparent that small changes in speed can have large effects on crash energy<sup>2</sup>.

In reality, the exchange of energy in collisions between vehicles, objects and people is more complicated and there can be many determinants of specific injury such as vehicle orientation in car-to-car crashes. However, managing energy in the road transport system is key to managing injury outcomes. Outside of vehicle design, speed management provides a keyway to manage kinetic energy. With unprotected road users (people walking and riding), safe speeds remain the most practical way for addressing safety.



#### 4 Safe System Speeds

The Wramborg curves (Wramborg 2005) have been adopted internationally to illustrate “survivable” thresholds against impact speeds. A 10% threshold for fatal outcomes was used as the basis for establishing a Safe System performance threshold.



**Figure 4-1: Relationships between a motorised vehicle collision speed and probability of a fatality for different configurations (source: Jurewicz et al. (2015a) and based on Wramborg (2005))**

The Wramborg Curves and associated research undertaken, highlights that 30km/h should be the adopted speed for a

street where there is potential of a collision between a vulnerable road user and a passenger vehicle.

The curves are limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves. Despite this, the Wramborg curves have become the aspirational criteria for Safe System speeds and have achieved practical application in The Netherlands and Sweden<sup>2</sup>.

The *Western Australian – Driving Change Road Safety Strategy (2020-2030)* notes that while speed limit compliance is gradually improving, speeding and inappropriate speeds are still a significant cause of road trauma. Around 12% of crashes resulting in death or serious injuries on metropolitan roads, are caused by excessive or inappropriate speeds to the conditions. Achievement of the target reduction in death and serious injury on our roads requires universal compliance with speed limits and reduced speed limits where appropriate. By working in collaboration with communities and local government areas in metropolitan and regional WA, the government will increase local understanding of safer speeds and increase locally driven and tailored solutions to risks.



## 5 Approaches to the setting of speed limits

Research<sup>3</sup> into practices for the setting of speed limits around the world notes that there are four broad methods for setting of speed limits:

- **engineering approach** - a two-step process where a base speed limit is set according to the 85<sup>th</sup> percentile speed, the design speed for the road, or other criterion. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc. Within the engineering approach there are two approaches: 1) Operating Speed Method and 2) Road Risk Method.
- **expert systems** - speed limits are set by a computer program that uses knowledge and inference procedures that simulate the judgment and behaviour of speed limit experts. Typically, this system contains a knowledge base containing accumulated knowledge and experience (knowledge base), and a set of rules for applying the knowledge to each particular situation (the inference procedure).

- **optimisation** - setting speed limits to minimize the total societal costs of transport. Travel time, vehicle operating costs, road crashes, traffic noise, and air pollution are considered in the determination of optimal speed limits.
- **injury minimisation or safe systems approach** - speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the human body's tolerance to withstand these forces.

Engineering and expert system approaches are widely used in North America.

Injury minimization methods are gaining wide-spread use in countries that are at the forefront of global road safety (i.e., Sweden, Australia etc).

The concept of setting optimal speed limits has been studied by some jurisdictions but is not known to have been adopted by any road authority. However, the optimal speed limits approach seems applicable within the context of providing context sensitive solutions (CSS)—an approach that considers the total context within which a facility will exist.

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<sup>3</sup> Research undertaken by Tim Judd, PJA in 2019.



The research report notes that speed limits set by either an engineering method or an expert system use similar basic tenets. The engineering method is often limited to a basic study, while the expert system approach employs a more structured set of decision and judgment rules. For both methods, the speed limit is determined by considering the existing speed, roadway, and crash information.

A detailed description of the four approaches is provided within the report - *Federal Highway Administration (FHWA), US Department of Transportation Informational Report on the Methods and Practices for Setting Speed Limits* and provides a summary of each method including advantages and disadvantages for each approach. This is replicated in Table 5-1.

It is noted, that while Australia is noted as an example jurisdiction for Expert System in Table 5-1 it should also be noted within the Engineering (Operating and Road Risk categories).

Approaches to the setting of speed limits across Australia and Internationally (provided in Appendix B), notes that nowhere is Australia adopts the Safe System approach to the setting of speed limits, with Wales (UK) recently adopting a 20mph (30km/h) default speed limit (case study section 8).

**Table 5-1: Methods and Practices for Setting Speed Limits – approach to setting speed limits**

Approach	Jurisdictions	Basic Premise	Data Required	Advantages	Disadvantages
Engineering (Operating Speed)	United States	The speed limit is based on the 85th percentile speed, and may be slightly adjusted based on road and traffic conditions and crash history.	The existing speed profile as well as data on accesses, pedestrian/bicycle traffic, curbside parking, safety performance, etc.	Using the 85th percentile speed ensures that the speed limit does not place an undue burden on enforcement, and provides residents and businesses with a valid indication of actual travel speeds.	Drivers may not be adequate judges of the externalities of their actions, and may not be able to self-select the most appropriate travel speed. Speed limits are often set lower than the 85th percentile speed.
Engineering (Road Risk)	Canada, New Zealand	The speed limit is based on the function of the road and/or the adjacent land use and then adjusted based on road and traffic conditions and crash history.	Functional classification of the road, setting (urban/rural), surrounding land uses, access, design features of the road.	The speed limit and the function of the road are aligned. The function of the road also dictates many of the design elements of the road, so this method aligns the speed limits with the design of the road.	The road risk methods may result in speed limits that are well below the 85th percentile speeds, resulting in an increased burden on enforcement if remedial measures are not employed (e.g., traffic calming, etc.).
Expert System	United States, Australia	Speed limits are set by a computer program that uses knowledge and inference procedures that simulate the judgment and behavior of speed limit experts.	Data needs depend on the system, but generally expert systems require the same data as used in the engineering approaches.	A systematic and consistent method of examining and weighing factors other than vehicle operating speeds in determining an appropriate speed limit. It is reproducible and provides consistency in setting speed limits within a jurisdiction.	Practitioners may need to rely on output from the expert system without applying a critical review of the results.
Optimal Speed Limits	—	The selected speed limit minimizes the total societal costs of transport when considering travel time, vehicle operating costs, road crashes, traffic noise, air pollution, etc.	Cost models and input data to account for air pollution, crashes, delay, etc.	Provides a balanced approach to setting speed limits that is considerate of many (if not all) of the impacts that speed has on society. Allows for the consideration of pedestrian and cyclist traffic in setting speed limits. May be particularly useful in a context sensitive situation.	Data collection and prediction models may be difficult to develop and are subject to controversy among professionals. Resulting speed limits may not be immediately obvious to the user.
Injury Minimization/ Safe System	Sweden, Netherlands	Speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the tolerance of the human body to withstand these forces.	Crash types and patterns for different road types, and survivability rates for different operating speeds.	There is a sound scientific link between speed limits and serious crash prevention. Places a high priority on road safety.	This method is based solely on a road safety premise and may not be accepted as appropriate in some jurisdictions.





### 5.1 Speed Limit Setting and the Safe System Principle

One Australian research paper<sup>4</sup> notes that the Safe System policy dictates that speed limits for the road and traffic system use human biomechanical and human competency as the design parameter to set the values. Taking crash injury severity factors into account research into the physics of crashes has determined when the physical forces will be too great for the human body to tolerate. Despite the formal adoption of the Safe System principles by all Australian Governments in 2004, no Australian State has adopted recommended Safe System speed limits.

The research paper notes that the traditional Engineering Method based on operating speed for setting speed limits is flawed. The paper states, there is a wealth of research showing that humans are ill equipped to judge risks such as road travel risks (Job, Sakashita, Mooren, & Grzebieta, 2013; Wilde, 1994). Moreover, there is a phenomenon called “**evolution of speed**” whereby 85<sup>th</sup> percentile travel speeds drift up over time (Hauer, 2009). This occurs when speed

limits are set using the 85<sup>th</sup> percentile method for three possible reasons:

- 1 Typically, half of the drivers tend to drive above the speed limit which gradually pushes the 85<sup>th</sup> percentile speed up over time.
- 2 Many drivers seek to drive faster than the average speed in effort to self-affirm their image of better than average drivers; and
- 3 As wider lanes become more prevalent the average speed on roads increases.

The research paper concludes that Australian road and traffic planners should consider categorising roads into functional hierarchies and look at ways to make traffic more homogeneous and predictable. The New Zealand approach to implementing self-explaining roads should be examined for applicability in Australia. Perceptual and other engineering treatments, especially at gateways to speed limit changes, should be more fully researched and

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<sup>4</sup> A research paper by the Transport and Road Safety Research branch at the University of New South Wales have undertaken analysis (2014) into NSW practices for speed zoning.



considered by Australian road authorities (including local governments).

Setting speed limits based on the 85<sup>th</sup> percentile of free travel speeds is irresponsible and dangerous.

The research paper<sup>4</sup> makes reference to a project to develop a guidance book on speed management for the OECD (OECD, 2006). This Speed Management report discuss the effects of speed, the problem of speed and provides data on the broad relationship between higher vehicle speeds and KSI crashes – known as the ‘Nilsson’s Power Model’ – illustrated in Figure 5-1.

The conclusion of the OECD speed management report notes reduced speeding will immediately reduce the number of fatalities and injuries and is a guaranteed way to make real progress towards the ambitious road safety targets.

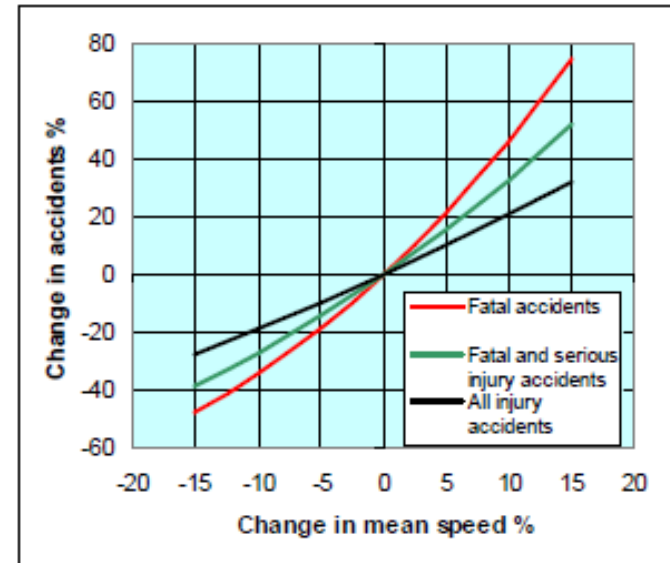


Figure 5-1: OECD 2006 Speed Management Report–Source: Nilsson 2004



## 6 Public acceptance of reduced speed limits

*Austrorads Guide to Road Safety Part 3: Safe Speeds* notes that when analysing people's attitudes to speed and speeding, a noteworthy paradoxical phenomenon that is apparent from examining community reactions to speed management initiatives is the concept of agreeing with the use of speed control initiatives where one lives, and/or where one's children go to school (i.e., 'in my community to protect me and those important to me'), but at the same time, disagreeing with speed control in other areas (e.g., reduced speed limits on roads used for commuting, even if these roads are where other people's children attend school or where other people live). This phenomenon has been described in a range of ways, including as an example of 'the JIMBY effect – Just In My Back Yard' (Tapp 2015), and as 'YIMBY – Yes In My Back Yard' (Fleiter 2013), where agreement with speed management measures are viewed as acceptable within one's own community, but generally not supported elsewhere.

### 6.1 What Australia Wants – Heart Foundation

In 2020, the Heart Foundation's *What Australia Wants* survey measured consumer need and aspiration about the

type of neighbourhood and community Australians would like to live in.

([https://irp.cdn-website.com/541aa469/files/uploaded/What\\_Australia\\_Wants\\_Report.pdf](https://irp.cdn-website.com/541aa469/files/uploaded/What_Australia_Wants_Report.pdf)).

The Heart Foundation surveyed 2,895 people for their opinion on what makes a healthy neighbourhood and what features matter most when deciding where to live.

The summary of the survey notes that, where we live, work, play and learn is directly associated with our health and wellbeing, as individuals, families and communities.

Living locally means having the places and things you need regularly near to where you live, and **ideally within walking or cycling distance**. Australians have a hierarchy of needs when it comes to where they live.

The healthy neighbourhood elements that rank the highest include:

- 1 Daily amenities close by (e.g. fresh food, shops, services, transportation);
- 2 A sense of safety; and
- 3 Outdoor and open spaces near to home.



Australians surveyed said that cycling routes, traffic calming measures and sports facilities are suboptimal, with more than a third rating these as fair / poor, or that their area does not have the feature at all.

Most Australians feel that it's important to be able to be active in their local area, primarily because:

- they feel it provides them a sense of belonging and safety,
- they enjoy being outdoors, and
- because it's good for their health and wellbeing.

To be more active in their neighbourhoods, this survey found that Australians want:

- more walking and running trails,
- more sports and recreational facilities, and
- improved safety in streets and public spaces.

Australians were asked about their level of support for several government initiatives, such as redirecting roads funding to walking or cycling infrastructure, or public transport. This generally appeals to Australians, with two-thirds of people in favour of these ideas.

**Reducing neighbourhood street speed limits also appeals, with just under two-thirds of Australians supportive of this**

idea. This support came primarily from those with children, particularly those who feel it's important to them that their children can walk to and from school safely – illustrated in Figure 6-1.



## Sense of place

A sense of community emerges when residents have opportunities to meet and interact in attractive places of interest.

When it comes to having a sense of place, almost nine in 10 Australians feel that having a sense of safety is very / somewhat important to them when deciding where to live. Just over eight in 10 value having natural elements such as trees and plants, while roughly seven in 10 Australians value traffic calming measures and a sense of community.

Subgroups of interest:

- Melbournians are more likely to find a sense of safety very important (60%), as are those aged over 50 (59%)
- People in Sydney are more likely to find traffic calming measures very important (37%)
- People with children are more likely to find traffic calming measures (38%) and a sense of community (36%) very important
- Females are more likely to find all sense of place elements very important.

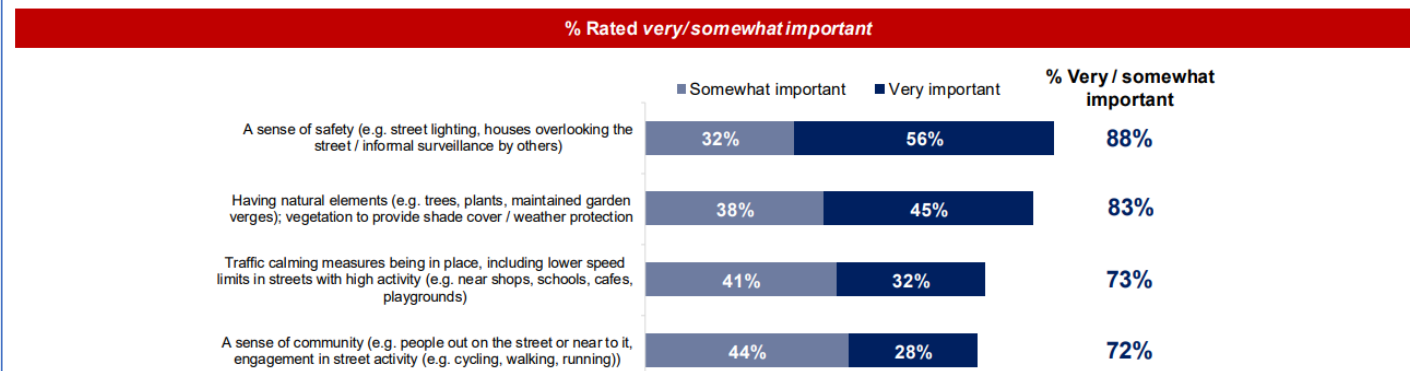


Figure 6-1: What Australia Wants – sense of place



## 6.2 Examination of City of Vincent residents' acceptance

PJA have worked alongside Stantec to undertake a review of City of Vincent residents survey responses for multiple transport related projects. This review report is provided in Appendix C.

The City of Vincent provided PJA and Stantec with community survey responses for the following topics:

- Background information on traffic and transport in Vincent and 40km/h trial and its feedback
- Florence Street / Carr Street proposed traffic calming feedback
- Forrest Street (Fitzgerald Street to Norfolk Street) proposed traffic calming and parking changes feedback
- Vincent Street, William Street, Fitzgerald Street and Forrest Street proposed mini roundabouts pilot project feedback
- North Perth proposed traffic calming feedback
- Birrell Street, Eucla Street and Federation Street proposed traffic calming and parking restrictions feedback

- Shakespeare Street proposed Safe Active Street (SAS) feedback
- Strathcona Street and Golding Street proposed traffic calming feedback

In summary, a review of all the community survey responses notes the following themes:

- 40km/h encouraged on low volume residential streets where higher volumes of children and elderly are but discouraged on high vehicle volume roads that cause excessive delays on commute times.
- Demand for alternative speed reduction measures to be put in place, instead or in conjunction with, speed reduction signs to physically slow traffic. Speed signs are generally ignored.
- Police reinforcement required to control vehicle speeds within the speed limit. Road marking the speed limit and additional signage is also encouraged to reinforce the speed limit for drivers.
- Many vehicles not following 40km/h speed limit while others are, causing an inconsistency in vehicle speeds making it unsafe for drivers and crossing pedestrians to judge when is "safe" to cross.



- 65% support a 40km/h speed limit within the mini roundabouts pilot area.
- 70% support traffic calming measures being implemented in North Perth.

### 6.3 40km/h Trial Survey 2022

During September 2022 a resident's survey was carried out to ascertain the views of the 40km/h trial, three years on. In summary the residents' views included:

- Little to no change in observed rat-running being reduced. However, there has been a shift from strongly disagree to neutral over time
- An increase by 22% in agreement and a decrease by 13% in disagreement over time in walking and cycling being safer at 40km/h
- An increase in perception of streets being safer for children at 40km/h by 9%
- An increase by 15% in streets being quieter during the trial
- Shift towards streets becoming easier to get around over time
- An increase by 13% in support of the trial over time
- An increase by 11% over time in support of the trial area extending
- Driving at 40km/h rather than 50km/h becoming more widely accepted over time
- An increase by 21% in perception of improved liveability over time in the trial area
- An increase in willingness to use healthy local transport over time by 14%
- An increase by 15% in encouragement of healthy local recreation over time
- Only 25% of applicable responses feel more confident to let children walk or ride to school with the reduced speed zoning
- Only 24% of applicable responses feel more confident to let children access Public Open Space with the reduced speed zoning
- Only 30% of respondents over 60 years old feel more confident to walk or use mobility aids within the reduced speed zoned street
- 57% support reducing the speed to 40km/h or further within residential streets provide greater confidence to walk or ride in the streets



- The supporting benefits of the trial are widespread through the 921 responses with safer streets for all road users including pedestrians and cyclists (23%), bring back a neighbourhood feel to our suburbs (17%), reduce likelihood of trauma in a road accident (14%), deter people taking short cuts through neighbourhood streets (14%), environmental benefits (11%), more likely for children to walk or ride to school (11%) and being more likely to walk or ride than take car (9%)
- The main reasons for being against the trial only had a response rate of 348 with the main reason relating to the existing speed limits being fine with 42% of the votes
- 32% may be open to a 30km/h speed limit
- 43% may be open to local streets across Perth being reduced to a 40km/h speed limit
- 34% may be more likely to choose walking or riding for local trips over car trips
- The preference of measures for improving safety and amenity of residential streets are better cycling and pedestrian infrastructure (25%), lower speed limit of residential streets (22%), increase and improve sign positing of speed limits (18%), greater police enforcement (22%) and speed humps or other traffic calming measures (23%).

The general themes of feedback and comments relating to the trial include:

- 40km/h speed limit along Bulwer Street is too slow and increases delay. 50km/h is generally more accepted than 40km/h.
- Many vehicles are not following the 40km/h speed limit while others are, causing an inconsistency in vehicle speeds making it unsafe for drivers and crossing pedestrians to judge when is “safe” to cross
- Police reinforcement is required to reinforce compliant vehicle traveling speeds. Road marking the speed limit and additional signage is also encouraged
- 40km/h encouraged on low volume residential roads where higher volumes of children and elderly are but discouraged on high vehicle volume roads that cause excessive delays on commute times
- The inconsistency and changing of speed limits zone confuse drivers, making them feel unsafe
- A demand for alternative speed reduction measures to be put in place instead of or in conjunction with speed reduction signs to physically slow traffic. Speed signs are generally ignored.





## 7 Strategic alignment

Safe speeds and a safe and more connected walking and cycling environment is a theme that is throughout several strategic documents of the City of Vincent and neighbouring authorities within inner city Perth.

### 7.1 Inner City Transport and Infrastructure Working Group Advocacy Platform

The Perth inner-city local government areas that form the *Transport and Infrastructure Working Group* report to the Mayors and CEO's of the Town of Victoria Park, City of South Perth, City of Perth, City of Vincent, and the City of Subiaco.

The State's largest concentration of businesses and associated workforces are located within the inner-city group boundaries. More than 31,500 businesses employ a significant proportion of the Perth population, generating substantial goods and services.

This concentration of businesses, workforce, and forecast population is due to increase with over \$57 billion in Gross Regional Product and a combined 250,000 jobs between five local government areas playing a significant role in Perth's economy.

A key priority project within the Advocacy Platform is to advocate for slower speeds within residential inner-city Perth (40km/h speed limit) with a further reduction to 30km/h within key Activity Centre areas where there is a concentration of pedestrian activity.

### 7.2 Accessible City Strategy – City of Vincent

To guide the city between 2020 and 2030, the *Accessible City Strategy (ACS)* has a vision to 'put people first – getting around is safe, easy and environmentally friendly and enjoyable'.

The objectives are to create a safe transport environment, ensure easy accessibility and connectivity into and around Vincent, promote environmentally friendly transport modes and initiatives and make it enjoyable to get around the local area.

The strategy notes Vincent's streets will be safe places for people of all ages and abilities. People will be protected from the risk of moving vehicles. Innovative design will enhance the quality of the public realm without compromising the amenity of our streets for people walking and resting. People are encouraged to shift their routines to more active modes of transport.



The current 50km/hr speed of local streets creates an unsafe speed variance between active modes of transport and driving. Decreasing vehicle speeds allow mixed-traffic movement networks that become attractive to active transport users. The higher degree vehicle speeds are reduced, the more attractive, safe and accessible they become.

#### 7.2.1 Accessible City Strategy - consultation summary

There was a general level of support for the vision. Minor modifications were recommended through submissions for inclusion in the wording of the vision. The terms 'healthy' and 'consistency' both hold important value as part of the strategy.

Submissions have raised concern over whether there is enough evidence as part of the interim results of the current 40km/h trial to warrant this action. This Safe Speed Evaluation Report provides further evidence-based justification and example case studies to demonstrate the need for safer speeds.

General consultation comments as it pertains to 40km/h included:

- Speed should be reduced to 40km/h on all streets and 30km/h within 5 years.
- 40km/h is a noble ambition but must be policed.
- The 40km/h trial results do not show a high level of change.
- The 40km/h speed reduction should be focused on high activity areas and not everywhere.
- Local streets should be for residents only.
- The current speeds do not impact cycling and walking in the city.
- A reduction in speed should also be considered on the residential portions of major roads.
- This should not be the main action of the strategy as it undermines more high priority actions.
- The action needs to do more than reduce speeds, it should also incorporate infrastructure which supports the reduction in speed.

Assessing the feedback for all the actions items within the ACS notes a strong level of importance placed by the community on:

- implementing the proposed bike network.



- developing a program to support school children to travel to school using sustainable and active travel modes.
- develop the City's residential streets in line with the principles of Safe Active Streets; and
- improving streetscapes to enhance pedestrian experience.

### 7.3 Perth Greater CBD Transport Plan

The *Perth Greater CBD Transport Plan* is a strategy that outlines a series of initiatives and investments that will help residents, workers and visitors move around our city centre. On a broader scale, the State Government is currently underway with an unprecedented investment in transport infrastructure that will significantly improve access to and from the Perth central business district (CBD) from the broader metropolitan area.

A key area wide priority within the plan is for slower speed environments to provide a better pedestrian and riding environment and bring significant safety benefits. Low or slow traffic environments result in more pedestrian activity creating economic benefits to local businesses.

### 7.4 Integrated Transport Strategy - Town of Victoria Park

This Strategy seeks to contribute to achieving the Town of Victoria Park's (the Town) vision as a dynamic place for everyone. To ensure alignment of this Strategy and the Town's broader planning framework, the Town has developed a vision for the transport network over the next 10 years which is to provide an integrated, accessible and sustainable transport network which connects people to places and supports the Town as a liveable inner-city community.

A key initiative within the Strategy is to continue to advocate with the *Inner-City Group* for the Transport Portfolio's support for legislative change and policy support for the wider roll out of lower speed limits throughout the Town and neighbouring communities. The Town will support this initiative to reduce speeds in activity centres to 30km/h and residential areas to 40km/h State Road Safety Strategy.

Lower speeds in residential and activity centre areas will result in making streets safer for all road users, contributing to more connected communities, reduced greenhouse gas emissions and will have only minor impacts on average travel times.



### **7.5 Driving Change Road Safety Strategy for WA 2020 – 2030**

The strategy notes that the majority of Western Australians are supportive of safer speeds in high pedestrian and cycling areas and on WA's most dangerous roads.

The strategy has a priority to work with relevant state government agencies, local governments, and communities to reduce vehicle speeds around schools and other areas where children are at greater risk.

The strategy notes to identify and implement safer speeds in local areas coupled with measures to undertake better enforcement of speeds on our roads.

### **7.6 Speed Zoning Policy and Application Guidelines, MRWA 2022**

The Speed Zoning Policy (the Policy) notes that speed limits must be consistent with the purpose and physical environment of the roadway. Each roadway provides a movement function within the road network. Movement describes the use of the roadway for travel (including traffic, freight, public transport, pedestrian and cycling movements). Generally, the higher the road hierarchy classification, the greater the movement value of the

roadway. Every road is surrounded by various land uses, from residential or commercial activity, to pastoral or remote. The degree to which a roadway forms an integral part of the place it travels through can indicate its Place value. Place values describe the significance of the destination value of the roadway and adjacent land uses. The Policy provides 'typical target speeds range for road types' illustrated in Figure 7-1.

The Policy notes indicative target speeds of between 30km/h and 50km/h for town centre, commercial streets and neighbourhood streets.

As noted in Figure 7-2, within a Movement and Place context, local access roads and local distributors have a low movement function and a high or highest Place function when speeds are between 10km/h and 50km/h.



Movement Function	Place Value	Typical Road Application	Key Features	Indicative Target Speed
<b>Access and Local Distributor Roadways</b>				
Access	Highest	Pedestrian mall, extremely narrow urban thoroughfares, Shared Zones	Confined area where movement of pedestrians and cyclists has priority over motor vehicles. Generally the volume of traffic is very low.	10
Access	Highest (within destination)	Shared Spaces/ Pedestrian Priority Areas	Areas where pedestrians and cyclists intermingle with motor vehicles.	20
Access	Highest to High	Recreational Precincts, Safe Active Streets	Confined areas where pedestrians and cyclists intermingle with motor vehicles.	30
Access and Local Distributors	Highest	Town Centre / Commercial streets or areas	Areas with high pedestrian activity or very strong existing place functions including extensive on-street activity. Must have traffic calming infrastructure to reinforce a low speed environment. Pedestrians and vehicles separated.	30-50
Access and Local Distributors	High	Neighbourhood Streets	Narrow streets with significant residential development, on street parking, adjacent neighbourhood parks and playgrounds, etc.	40-50
Access and Local Distributor	Moderate	Industrial precincts	Wider/unmarked carriageways, mix of heavy and light vehicle traffic, limited pedestrian activity.	50-70
Access and Local Distributors	Moderate to Low	Low standard roads in rural/ semi-developed areas	Minor roads in partially built-up areas	60-80
Access and Local Distributors	Low	Rural or remote roads	Low standard/higher risk roads in rural/regional environments	80-100
Access and Local Distributors	Lowest	Rural or remote roads	Rural roads with limited development and roadside hazards	110

**Figure 7-1: MRWA Speed Zoning Policy – typical target speeds range for road types**

Level of Movement Function		Level of Place Value				
		Highest	High	Moderate	Low	Lowest
		Indicative Target Speed (in km/h):				
		50-60	50-70	60-80	80-100	100-110
Increasing significance ↑	Primary/Regional Distributor*	50-60	50-70	60-80	80-100	100-110
	District Distributor A/B	40-50	50-60	60-80	80-100	100-110
	Local Distributor	30-50	40-60	60-70	80-100	100-110
	Access Roads	10-50	30-50	50-70	80-100	100-110

**Figure 7-2: MRWA Speed Zoning Policy – Movement and Place Framework and Target Speed Range**



## 8 Case Studies

### 8.1 Three Transport Priorities – ASPA, 2022



Asia-Pacific Society for Physical Activity in partnership with WeRide Australia and an alliance of 13 public health, transport, education and climate organisations, have presented Three Transport Priorities which are evidence-

based, tangible transport solutions, prepared for the 2022 Australian Federal Election. They include:

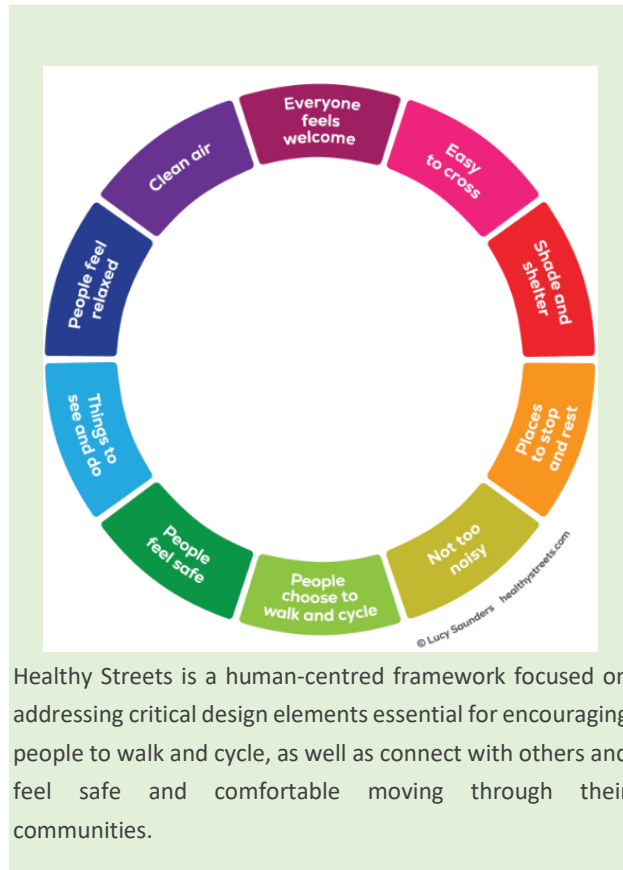


The ask for this advocacy is for federal government to use funding to support states and territories to adopt lower default urban speed limits in residential areas, shopping streets and schools. This is being asked as, speed is the number one cause of motor vehicle crashes. In Australia, 13% of crashes could be avoided by reducing speed limits to 30km/h on non-arterial urban streets, resulting in a national economic benefit. Lower speed environments support walking and cycling, reduce traffic congestion, crashes, air and noise pollution and support physical activity. Local businesses benefit from low-speed walking friendly streets.

<https://aspactivity.org/three-transport-priorities/>



## 8.2 Healthy Streets - Australia, 2021



The Healthy Streets Framework contains 10 simple indicators that when met, improve the human experience of being on streets and increase the attractiveness of streets for people walking and cycling.

The approach includes qualitative and quantitative tools to assess the quality of streets in relation to meeting basic human needs. Within the Healthy Streets Design Check tool for Australia, it notes that for the hour when vehicle speeds are highest within a street that is being measured, 85<sup>th</sup> percentile speeds below 30km/h score a maximum three points.

For 85<sup>th</sup> percentile speeds between 30 and 39km/h there is a good score of two points and for 8<sup>th</sup> percentile speeds between 40 and 49km/h there is a score of one point. Streets who have an 85<sup>th</sup> percentile speed of 50km/h or more do not score within Healthy Streets as it is known this is an unsafe speed for people walking or riding.

<https://www.healthystreets.com/>



### 8.3 Neighbourhood Streets - The Padbury Experiment, 2018



This case study published by the Heart Foundation within its Healthy Active by Design series notes that Neighbourhood streets play a vital role in making places liveable. Rather than seeing them as simply transport corridors for cars, they can be important places for walking, cycling, social interactions and even playful exploration by local children. Current research shows that by reducing speed limits on residential roads from the default metropolitan 50km/h to 30km/h, the safety and pedestrian amenity on local suburban roads can improve.

The case study notes that the main concern raised for 30km/h speeds is the impact on travel time and associated cost. For Padbury, a journey time assessment was

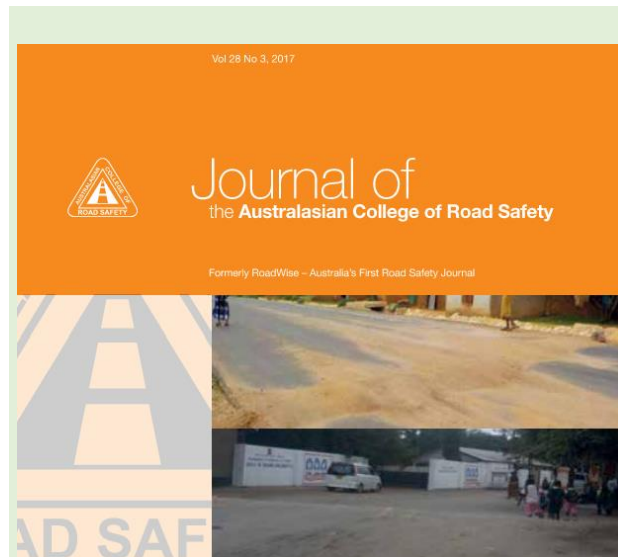
undertaken to assess the travel time difference between journeys using 50km/h and 30km/h roads. This indicates that the generic impact of introducing 30km/h speed limits in urban residential streets is almost negligible in terms of travel time. In this example, there is less than one-minute travel time difference from Padbury to the freeway or train stations when travelling at 30km/h compared to travelling at 50km/h on local residential streets. The Padbury project explored what the community reaction to a reduction in speed may be, considering the main concern often raised by the community as “the impact of travel times”. This project demonstrated that having a network of local suburban neighbourhood streets at 30km/h would have minimal effect on journey times but offer significant improvements in road safety and pedestrian amenity. While historically there has been opposition to the introduction of lower speed limits in local neighbourhood streets, this evidence demonstrates that such opposition is not justified. Lower speed limits in residential streets provide an important new strategy for achieving continued reductions in injury rates from road crashes in Australia.

<https://www.healthyactivebydesign.com.au/case-studies/neighbourhood-streets-the-padbury-experiment>





**8.4 Australian College of Road Safety – Safe Street Neighbourhoods: the role of lower speed limits, Vol. 28 No 3, 2017**



The research presented within the journal notes neighbourhood streets play a vital role in making places liveable. Rather than seeing them as simply transport corridors for cars, they are important places for walking,

cycling, social interactions and even playful exploration by local children.

The research argues that neighbourhood streets provide a valuable focus for a road safety intervention that is low cost and yet promises considerable benefits for road safety, neighbourhood amenity, public health, and the community at large. While there is likely to be opposition to the introduction of lower speed limits in local neighbourhood streets, this paper provides evidence that such opposition is not justified. Lower speed limits in residential streets provide an important new strategy for achieving continued reductions in injury rates from road crashes in Australia.

The research undertaken looked at travel times for an example suburb within Sydney and noted an insignificant travel time reduced (less than 1m) when travelling at 30km/h instead of 50km/h on local residential streets.

The research concluded that a road hierarchy should be developed where local residential streets have a speed limit of 30km/h and no one lives more than approximately 500m from a higher order 50km/h or above road, having minimal impact on travel times.



## 8.5 Heart Foundation – Good for Business, 2011



This report asserts that a well-designed, quality street environment that promotes walking, cycling and public transport is good for business.

The Heart Foundation (SA) commissioned this discussion paper to bring together the evidence around the financial benefits to retailers and residents in making commercial streets more walking and cycling friendly.

Walking and cycling to local shops is good for business and good for the local economy and is essential to the success of

revitalisation strategies. In addition, there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.

The report showed that:

- A high proportion of all retail expenditure comes from local residents and workers.
- Space allocated to bicycle parking can produce much higher levels of retail spend than the same devoted to car parking.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve walking and cycling environment.

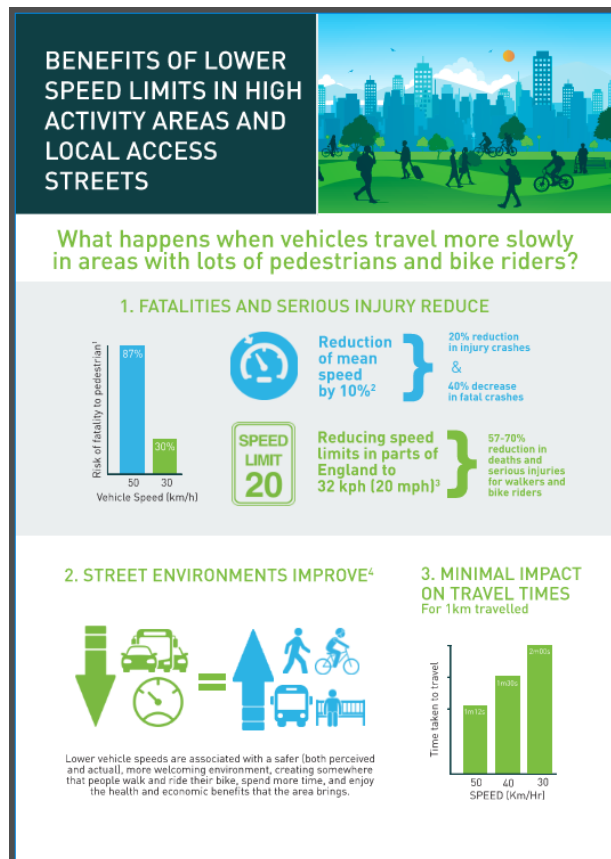
Measures identified to achieve this within the report include:

- Reduced Speeds
- Reallocation of road spaces
- Widening of footpaths and providing cycle and public transport provision
- Greening the Street and improving way finding.

<https://resources.heartfoundation.org.au/images/uploads/publications/Good-for-business.pdf>



## 8.6 CWANZ fact sheet, 2022





## 8.7 Safe Speeds in Edinburgh and Wales



The City of Edinburgh have recently reduced the default speed limit from 30mph (48km/h) to 20mph (32km/h). Research into the reduced speeds noted that road deaths fell by nearly a quarter and serious injuries by a third when Edinburgh cut its speed limit to 20mph.

The new study also found that average speeds had fallen across the city, including in areas not affected by the lower limit. Researchers at the University of Edinburgh found that this had been achieved simply with new signs rather than

with extra traffic-calming measures or police patrols, making the scheme cost-effective.

Overall, recorded speed in the city was reduced by 1.34mph, a drop of 5.7 per cent. The number of cars travelling at more than 25mph on urban roads fell by 14 percentage points to 31 out of every 100. The limits apply on 80 per cent of Edinburgh's streets. They were introduced to cut accidents, encourage more walking and cycling and create more pleasant neighbourhoods.

In July, Wales became the first of the four nations to announce it would lower speed limits in all urban areas to 20mph. It will take effect in September 2023 and will apply to restricted roads and residential streets where streetlights are less than 200 yards (183m) apart. About 2.5 per cent of Welsh roads already have a limit of 20mph, but this will rise to about 35 per cent. Scotland is considering a similar move.

Once implemented, local authorities will need to apply if they want to increase traffic speeds, providing justification for why a speed limit above 20mph should be considered. This being a reverse of the current system we have in Perth.



9 City of Vincent Travel Time

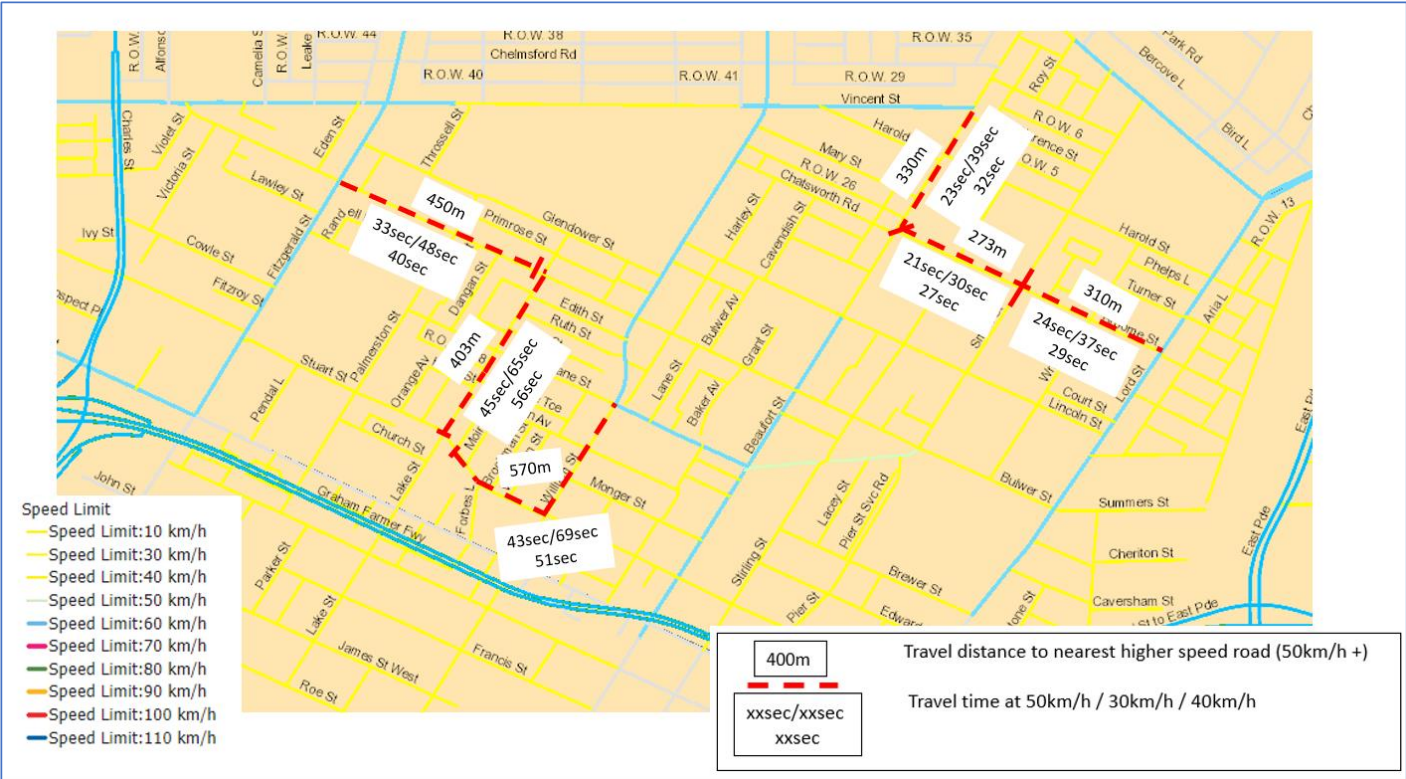


Figure 9-1: Distance to higher speed (50km/h+) street and travel times at 30/50/40km/h



## 10 Summary, Recommendations and Implementation

Research shows that safer speeds on local roads not only saves lives due to transferring less kinetic energy should a crash occur, but also strongly contributes to local amenity, provides a safer walking and riding environment, and has clear benefits to populations health (physical and mental), social wellbeing and the local economy.

Setting of speed limits within Australia are predominantly based on an engineering approach with existing 85<sup>th</sup> percentile speeds taken as a key measurement. Research shows this is a flawed approach due to the 'evolution of speed'. Adopting a Safe System approach to setting of speed limits should be the aim for Australia.

However, despite this evidenced based research, a noteworthy paradoxical phenomenon that is apparent from examining community reactions to speed management initiatives is the concept of agreeing with the use of speed control initiatives where one lives, and/or where one's children go to school (i.e., 'in my community to protect me and those important to me'), but at the same time, disagreeing with speed control in other areas (e.g., reduced speed limits on roads used for commuting, even if these

roads are where other people's children attend school or where other people live). Although, the Heart Foundation 2020 survey (What Australia Wants), reducing neighbourhood street speed limits appeals, with just under two-thirds of Australians supportive of this idea. This support came primarily from those with children, particularly those who feel it's important to them that their children can walk to and from school safely.

The twelve-month 40km/h trial evaluation noted that support for the trial appears to be moderate. While a small majority are unhappy with the lower limit, there is not substantial or persistent opposition to the 40km/h trial area among local residents. Indeed, the three year survey indicates a growing acceptance to the safer speeds. A majority of respondents surveyed at 12months and three years thought a 40km/h limit could be useful in other areas. City of Vincent residents in general have a support for improving the safety of the neighbourhood streets, especially for those how choose to walk and ride, but believe reduce speeds need additional physical measures and/or police presence in conjunction with speed signs as in general, speed signs alone is felt to be ignored. Residents were also concerned with the impact on vehicle travel times and 'commuting' travel times reduced speeds have.





Both the Padbury Experiment and the Australian College of Road Safety Journal notes that opposition to the introduction of lower speed limits in local neighbourhood streets due to the impact on travel times is not justified, with minimal travel time reductions when travelling at a safer speed.

Travel time analysis presented in Figure 9-1 within the 40km/h trial area further demonstrates this, with only seconds difference between travelling at the existing default 50km/h and traveling at safer speeds of 30km/h and 40km/h and **virtually everyone will live less than 500m from nearest 50km/h+ speed road.**

Safer speeds is a clear aim for the inner city area of Perth, with key strategic documents having priorities to improve road safety and encourage more people to walk and ride. Speed management for safe speeds is also an objective in key State Government documents such as WA Road Safety Strategy and Main Roads WA Speed Zoning Policy.

Case studies presented within this report provide further applied evidence as to the benefits for safer speeds within residential areas, contributing to Healthier Streets, the local economy and the environment.

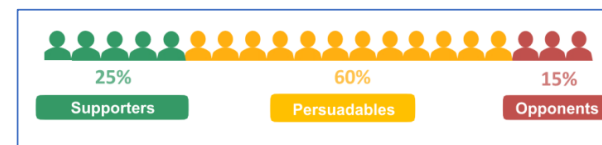
The application of safer speeds within the residential areas of Edinburgh has had the desired effects of reducing serious

injuries as a result of road crashes occurring due to reduced vehicle speeds.

Some roads are showing reduced 85<sup>th</sup> percentile speeds and It is likely that over time, the longer the 40km/h trial remains, that general traffic speeds will decrease within Vincent as community expectation for people to drive safely increases.

**It is noted that this is the first time within Western Australia that an area wide 40km/h reduced speed trial within a predominantly residential enforced through speed zoning signage only has been undertaken. The City of Vincent didn't expect that there would be 100% compliance to travel speeds straight away and note that is forms part of creating an Accessible City for all.**

Indeed, research from *Common Cause Australia* notes that generally within behaviour change, there will be those that support, those that are against (opponents) and those that need persuading (illustrated in Figure 10-1) – the aim of this report.



**Figure 10-1: Generic Audiences to behaviour change and average percentages**



## 10.1 Recommendations

Table 10-1: Recommendation 1

Implement area wide 30km/h speed zones for all local access and some distributor residential streets throughout City of Vincent	
Opportunities	Risks
<ul style="list-style-type: none"> <li>• Opportunity to show strong leadership with Safe System compliant speeds</li> <li>• Provides improved road safety benefits and 10% likelihood of death or serious injury should a crash occur (Figure 4-1)</li> <li>• Provides a safer walking and riding network</li> <li>• Less bike riding infrastructure is needed as people on bikes can share the road with vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Main Roads WA not approving area wide 30km/h resulting in returning to default 50km/h speed</li> <li>• Local residents already not sure about (persuadable) or against 40km/h (opponents) will be in opposition</li> <li>• Requirement for additional physical measures to be implemented to restrict vehicle speeds</li> </ul>

Table 10-2: Recommendation 2

Implement area wide 40km/h speed zones for all local access and some distributor residential streets and 30km/h in areas of pedestrian activity throughout City of Vincent	
Opportunities	Risks
<ul style="list-style-type: none"> <li>• A degree of community acceptance already</li> <li>• Some streets already experience 40km/h travel speeds</li> <li>• Less 'impact' on vehicle travel times</li> <li>• Potentially more acceptable to Main Road WA</li> <li>• Provides improved road safety benefits and 35% likelihood of death or serious injury should a crash occur (Figure 4-1)</li> <li>• Provides a safer walking and riding network</li> </ul>	<ul style="list-style-type: none"> <li>• Main Roads WA not approving 30km/h for areas of pedestrian activity.</li> <li>• Requirement for additional physical measures to be implemented to restrict vehicle speeds</li> <li>• Unintended consequences resulting in difficulty to reduce areawide speeds to 30km/h in the future to be Safe System compliant</li> </ul>





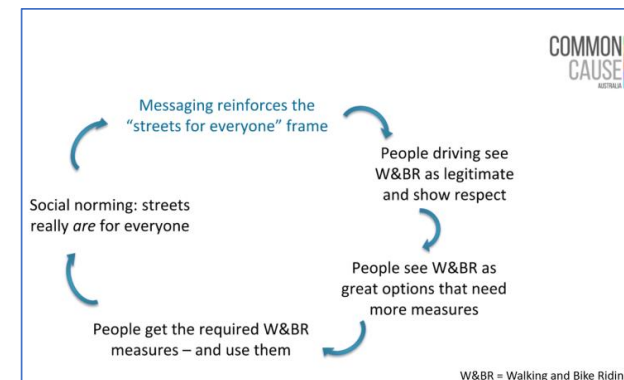
#### 10.1.1 Complimentary Measures

The data presented within the twelve-month trial evaluation report notes that some streets experienced minimal compliance of people sticking to the 40km/h limit. As such, together with the adoption of safer speeds across the City of Vincent local access and some distributor streets, a targeted programme of installation of physical traffic management devices to reduce speeds to the required level should be undertaken for those streets where higher than set speeds are recorded, ensuring a target speed is reached, not just a posted speed. This is considered to be a more appropriate approach and noted as reverse of current practice Main Roads WA require, where physical devices are installed prior to Main Roads assessing the required speed zone.

Additional speed signage and potentially bespoke pavement markings should also be considered to enforce the safe speed limit on the local access and some distributor streets to remind people of the expected travel speed along with education through marketing campaigns

**Implementing Safe Speeds throughout City of Vincent local streets presents an opportunity for the City of Vincent to be a leading local authority throughout**

**Australia putting road safety, public health, local economy, and the environment at the forefront.**



**Figure 10-2: Common Cause Australia – messaging and behaviour change**

#### 10.1.2 Safer Speed Implementation Implications

The introduction of area wide speed zoning through the City of Vincent will have a significant cost implication as a result of the planning, designing and installation of additional area wide speed zoning signs. It is likely this cost would need to be shared between the City and Main Roads WA.

There will also be a cost implication for the additional LATM speed reducing measures likely to be required to be installed.



In addition, as this is noted as a key priority project within the Inner-City Transport and Infrastructure Working Group (to advocate for slower speeds within residential inner-city Perth (40km/h speed limit) with a further reduction to 30km/h within key Activity Centre areas) the remaining inner-city councils will likely seek to implement 40km/h adding further cost burden to Main Roads WA for speed zoning signing planning, designing and implementation. As such, continued advocacy for a change in the default speed limit on local access streets should be undertaken.

## 10.2 Proposed Implementation

The following is the proposed implementation for safer speeds throughout the City of Vincent:

- 1 Introduce the 40km/h speed zone trial as a permanent speed zone.
  - Undertake a high-level Movement and Place mapping exercise of the existing access and some distributor street network (including existing speed data) and identify which streets may require additional LATM treatment to reenforce the speed limit.
- 2 Extend the 40km/h speed zone to the rest of City of Vincent local and distributor streets.

- Undertake a high-level Movement and Place mapping exercise of the remaining access and some distributor street network (including existing speed data) and identify which streets may require additional LATM treatment to reenforce the speed limit.

On review of the City of Vincent's current traffic calming treatments and current proposals for speed reduction in areas within North Perth and Mount Lawley, the role out of the permanent 40km/h speed zone would be most advantageous as follows:

- Area 1: from Newcastle Street to Vincent Street, between Charles Street and the river – implementation in 2022.
- Area 2: within the area bounded by Raglan Road, Hyde Park, Vincent and Fitzgerald Streets, North Perth/Mount Lawley - implementation in 2022.
- Area 3: in North Perth area bounded by Charles Street (West), Angove Street (North), Fitzgerald Street (East) and Vincent Street (South) - implementation in 2022.
- Area 4, All Local Access and most Distributor Roads within the City of Vincent to receive new 40km/h speed zone - implementation in 2024.
- Implement a communication plan to consistently provide messaging to local residents and visitors as to the new speed limits and driver expectations – supporting the behaviour change.



A photograph of a man with a tattoo on his left arm, wearing a light blue t-shirt with the word 'WESSING' in black script. He is standing on a sidewalk next to a zebra crossing on a residential street. In the background, there is a white house with a red roof, a blue car, and two people walking in the distance.

The logo for 'Victoria Walks', featuring the word 'Victoria' in a small font above the word 'walks' in a larger, bold, sans-serif font, with a green swoosh underneath.

***"Safer speeds in local streets just makes sense."***

Glen Yates, parent  
Kingsville Primary School

**#LoveWalking**



**Appendix A    Traffic Volume and Speed  
Data 2022**

## Past and Post Traffic Data at 40km/h Zone

Street	Location	Year	AWT	85% speed	Avg Speed	Heavy veh	Change in 85% speed
			Nos	km/h	km/h	%	km/h
East Perth							
JOEL TCE	BREAM COVE-GARDINER	Dec-18	2194	53.6	45.2	3.4	-4.3
		Oct-19	2201	50.4	42.7	2.2	
		Nov-20	2122	50.4	42.3	2.9	
		Jun-21	2186	49.3	41.9	2.7	
SUMMERS ST	CLAISEBROOK-WEST	Dec-18	1394	47.5	39.2	3.6	-1.8
		Oct-19	1538	46.1	37.7	5.4	
		Nov-20	1475	45.9	37.6	5.8	
		Jun-21	1326	45.7	37.2	5.4	
Highgate							
HAROLD ST	SMITH-WRIGHT	Nov-18	2082	40.7	34.3	3	-1.3
		Oct-19	2053	39.6	33.3	2.1	
		Oct-20	2059	39.8	33.6	2.8	
		Jun-21	1962	39.4	32.8	2.6	
SMITH ST	BROOME- LINCOLN	Nov-18	2196	48.6	40.1	1.7	-0.7
		Oct-19	2160	49.3	41.1	1.9	
		Oct-20	2346	48.1	39.4	2.3	
		Jun-21	2006	47.9	39.4	2.1	
Perth							
BULWER ST	LORD-WRIGHT	Nov-18	8264	54.9	47.8	3.5	-1.6
		Oct-19	8280	54.2	47.1	3	
		Oct-20	8726	54.2	46.8	3.9	
		Jun-21	7965	53.3	46.3	3.6	
BRISBANE ST	DANGAN-LAKE	Dec-18	1384	46.5	38.3	2.6	-2.0
		Oct-19	1451	46.1	38	3.1	
		Nov-20	1745	44.8	37.2	2.5	
		Jun-21	1820	44.5	36.9	2.6	
WILLIAM ST	MONGER-ROBINSON	Dec-18	7485	47.2	35.6	4.1	-4.7
		Oct-19	6951	44.3	33.9	4.4	
		Oct-20	8374	42.5	33.1	4.4	
		Jul-21	9273	42.5	32.4	4.2	
West Perth							
BULWER ST	FITZGERALD-PALMERSTON	Dec-18	11528	53.1	46.7	3	-1.8
		Oct-19	10161	52.2	45.8	2.6	
		Nov-20	10815	51.8	45.4	3.6	

		Jun-21	10491	51.3	44.8	3.1	
PALMERSTON ST	MYRTLE- RANDELL	Dec-18	2732	37.3	29.8	3.1	0
		Oct-19	2555	37.1	29.8	3.0	
		Oct-20	2573	37.1	30.0	3.0	
		Jun-21	2502	37.3	30.1	3.5	
VINCENT ST	ETHEL- NORFOLK	Dec-18	11978	52	44.7	2.5	-0.2
		Oct-19	10939	51.8	44.6	3.6	
		Nov-20	11560	51.8	44.9	3.4	
		Jun-21	10612	51.8	45.1	4.1	
CARR ST	CHARLES- FITZGERALD	Feb-18	4934	52.6	45.6	2.9	-1.5
		Nov-19	4194	50.9	43.8	1.9	
		Nov-20	4026	51.3	43.6	2.6	
		Jun-21	3783	51.1	43.6	2.7	



**Appendix B      Approaches to the setting of  
speed limits across Australia and  
International**

### Research into Methods and Practices for Setting Speed Limits – 2019

The Federal Highway Administration (FHWA), US Department of Transportation have produced an informational report on the *Methods and Practices for Setting Speed Limits* (the report). The report (produced in April 2012) describes four primary practices and methodologies that are used in establishing speed limits (described below). It also reviews the basic legalities of speed limits and presents several case studies for setting speed limits on a variety of roads.

- **engineering approach** - a two-step process where a base speed limit is set according to the 85<sup>th</sup> percentile speed, the design speed for the road, or other criterion. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc. Within the engineering approach there are two approaches; 1) Operating Speed Method and 2) Road Risk Method.
- **expert systems** - speed limits are set by a computer program that uses knowledge and inference procedures that simulate the judgment and behaviour of speed limit experts. Typically, this system contains a knowledge base containing accumulated knowledge and experience (knowledge base), and a set of rules for applying the knowledge to each particular situation (the inference procedure).
- **optimisation** - setting speed limits to minimize the total societal costs of transport. Travel time, vehicle operating costs, road crashes, traffic noise, and air pollution are considered in the determination of optimal speed limits.
- **injury minimisation or safe systems approach** - speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the human body's tolerance to withstand these forces.

A detailed description of the four approaches is provided within the report - *Federal Highway Administration (FHWA), US Department of Transportation Informational Report on the Methods and Practices for Setting Speed Limits* and provides a summary of each method including advantages and disadvantages for each approach. This is replicated in Figure 1.

*It is noted, that while Australia is noted as an example jurisdiction for Expert System in Figure 1, it should also be noted within the Engineering (Operating and Road Risk categories).*



Approach	Jurisdictions	Basic Premise	Data Required	Advantages	Disadvantages
Engineering (Operating Speed)	United States	The speed limit is based on the 85th percentile speed, and may be slightly adjusted based on road and traffic conditions and crash history.	The existing speed profile as well as data on accesses, pedestrian/bicycle traffic, curbside parking, safety performance, etc.	Using the 85th percentile speed ensures that the speed limit does not place an undue burden on enforcement, and provides residents and businesses with a valid indication of actual travel speeds.	Drivers may not be adequate judges of the externalities of their actions, and may not be able to self-select the most appropriate travel speed. Speed limits are often set lower than the 85th percentile speed.
Engineering (Road Risk)	Canada, New Zealand	The speed limit is based on the function of the road and/or the adjacent land use and then adjusted based on road and traffic conditions and crash history.	Functional classification of the road, setting (urban/rural), surrounding land uses, access, design features of the road.	The speed limit and the function of the road are aligned. The function of the road also dictates many of the design elements of the road, so this method aligns the speed limits with the design of the road.	The road risk methods may result in speed limits that are well below the 85th percentile speeds, resulting in an increased burden on enforcement if remedial measures are not employed (i.e., traffic calming, etc.).
Expert System	United States, Australia	Speed limits are set by a computer program that uses knowledge and inference procedures that simulate the judgment and behavior of speed limit experts.	Data needs depend on the system, but generally expert systems require the same data as used in the engineering approaches.	A systematic and consistent method of examining and weighing factors other than vehicle operating speeds in determining an appropriate speed limit. It is reproducible and provides consistency in setting speed limits within a jurisdiction.	Practitioners may need to rely on output from the expert system without applying a critical review of the results.
Optimal Speed Limits	---	The selected speed limit minimizes the total societal costs of transport when considering travel time, vehicle operating costs, road crashes, traffic noise, air pollution, etc.	Cost models and input data to account for air pollution, crashes, delay, etc.	Provides a balanced approach to setting speed limits that is considerate of many (if not all) of the impacts that speed has on society. Allows for the consideration of pedestrian and cyclist traffic in setting speed limits. May be particularly useful in a context sensitive situation.	Data collection and prediction models may be difficult to develop and are subject to controversy among professionals. Resulting speed limits may not be immediately obvious to the user.
Injury Minimization/ Safe System	Sweden, Netherlands	Speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the tolerance of the human body to withstand these forces.	Crash types and patterns for different road types, and survivability rates for different operating speeds.	There is a sound scientific link between speed limits and serious crash prevention. Places a high priority on road safety.	This method is based solely on a road safety premise and may not be accepted as appropriate in some jurisdictions.

Figure 1 - Federal Highway Administration (FHWA), US Department of Transportation Informational Report on the Methods and Practices for Setting Speed Limits - approaches to setting speed limits

The report provides a summary of results obtained by applying each method to a case study example. Figure 2 shows the recommended speed limits yielded by each speed limit setting method and the actual speed limit enacted by the road authority for both case studies.

	Eldron Boulevard, Florida	State Route 67, California
Actual Speed Limit	40	55
Illinois DOT	40	55
Northwestern	45	55
USLIMITS2	40	55
Optimal Speed	45	50
Safe System Speed	30	50

Figure 2 - Federal Highway Administration (FHWA), US Department of Transportation Informational Report on the Methods and Practices for Setting Speed Limits - recommended speed limits for the Case Studies

The report provides a succinct summary of these results, noting, with the exception of the safe systems approach, the recommended speed limit from each of the methodologies used are within 5 mph of each other. On the one hand, this suggests an inter-method consistency that is reassuring. However, it needs to be remembered that these are only two specific examples, and this consistency may not endure in other cases. In fact, the optimal speed and the safe systems approaches are known to produce results that have a more pronounced difference from the other methods in certain situations. This is perhaps not surprising since the Illinois DOT method, the Northwestern method, and USLIMITS2 all start from the 85th percentile speed.

As expected, the safe speed approach resulted in speed limits that are at the low end of the range. This becomes very apparent in the urban case on Eldron Avenue, where the potential for more frequent right-angle crashes requires a more dramatic decrease in operating speeds to be consistent with the zero tolerance for injury-producing crashes.

*What approaches are being used in Australia and Internationally?*

Based on the previously discussed approaches to speed limit setting, Table 1 provides an indication of the approaches being used in Australia and the international countries that have been assessed.

Table 1 - approaches to setting speed limits based on desktop research

Australian State	Process for setting speed limits	Speed Limit setting approach
Western Australia	The primary determination of the speed limit for a particular length of road is by road function in accordance with the hierarchy of speed limits listed on MRWA website. Subject to requirements for the minimum length of a speed zone, the limit corresponding to that function and application which best meets the description given under 'key features' shall be adopted unless an adjustment up or down can be justified.	Engineering – road risk and to some degree, operating speed.
Victoria	The Guidelines in Victoria provide clear processes for the setting of speed limits, which always start at the default	A combination of Engineering (operating speed and road risk) and Expert System (Vlimits).

	50km/h or 100km/h (urban or rural setting) and then provide a process to determine if the default limit needs to be changed. The Guidelines also note the use of Vlimits as a tool to assist in determining speed limits.	There may be an element (through community consultation) of the Optimal Speed Limits approach also.
New South Wales	The 10-step process for setting of speed limits appears to be more heavily focused on existing data analysis (crash data, site specific conditions and speed) only once authorisation has been received for a new speed limit are the local community engaged. The data collection and analysis process also seem subjective to a certain degree as there is no obvious guidance as to what parameters of data would determine a change to the existing speed limit.	Mainly Engineering – Operating Speed. However, an element of Engineering – Road Risk is considered.
South Australia	The process to the setting of speed limits appears to be taken from the New South Wales process but does not provide as much detail regarding the fundamental steps to consider and undertake when reviewing speed limit change. It is heavily focused on existing data analysis (crash data, site specific conditions and speed) and only once authorisation has been received for a new speed limit or likely to be received are the local community engaged. The data collection and analysis process also seem subjective to a certain degree as there is now obvious guidance as to what parameters of data would determine a change to the existing speed limit.	Mainly Engineering – Operating Speed.
Queensland	The process to the setting of speed limits appears to be taken from the Australian Standards process and encompasses two processes for assessment – i)	Both Engineering – road risk and operating speed.

	Criteria Based Speed Limit (CBSL) assessment, and ii) the Risk Assessed Speed Limit (RASL) assessment which the engineer assessing must follow. This is then ratified by the 'responsible officer' and approved (or otherwise) by the Speed Management Committee.	
Northern Territory	No information could be found	n/a
<b>International</b>	<b>Process for setting speed limits</b>	
New Zealand	The Speed Management Guide ensures the process begins with a strategic, one-network based approach and then, by applying a series of techniques, drill down to identify where there is the greatest benefit in addressing misalignment between speed limits, current travel speeds and safe and appropriate travel speeds. The overarching aims are to achieve regionally and nationally consistent outcomes and to prioritise effort and available resources to achieve the highest benefit.	A combination of Engineering (operating speed and road risk). There may be an element (through community consultation) of the Optimal Speed Limits approach also.
UK	Circular 01/2013 provides guidance to all local authorities on the setting of speed limits and the process to follow and considerations to be accounted for. The Circular draws an alignment with the Police, to ensure enforcement is considered within the process and provides a tool to assist with speed limit assessment process.	A combination of Engineering (operating speed and road risk) and Expert System (speed limit appraisal tool).
British Columbia, Canada	The ITE Guidelines have been introduced to provide a consistent basis for the application of engineering principles to speed zoning. The summary of the guidelines notes a very engineering focused practiced using gathered data with no mention of community input or consultation.	Both Engineering – road risk and operating speed.

Tennessee, USA	The TDOT Guidance on Setting Speed Limits, provides a consistent basis for the application of engineering principles to speed zoning. The guidelines note the requirement for an engineering study to be undertaken, always starting with the default speed limits and then analysing data for the justification to vary from this. The Guidelines are focused on using gathered data to inform an engineering study, with no mention of community input or consultation.	Both Engineering – road risk and operating speed.
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**Appendix C      City of Vincent Resident  
Surveys**



**CITY OF VINCENT 40KM/H TRIAL EVALUATION**  
Residents Perception Analysis

14 October 2022

Prepared for:  
Road Safety Commission

Prepared by:  
Cameron Steel/Tim Judd

Project Number:  
300303850

## City of Vincent 40km/h Trial Evaluation

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
A	Draft	CS/TJ	04/10/22	TJ	04/10/22	AO	06/10/22



Project Number: 300303850



**City of Vincent 40km/h Trial Evaluation**

The conclusions in the Report titled City of Vincent 40km/h Trial are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Prepared by: \_\_\_\_\_  
Signature

Cameron Steel / Tim Judd

\_\_\_\_\_  
Printed Name

Reviewed by: \_\_\_\_\_  
Signature

Tim Judd

\_\_\_\_\_  
Printed Name

Approved by: \_\_\_\_\_  
Signature

Alix Oakes

\_\_\_\_\_  
Printed Name



Project Number: 300303850

## City of Vincent 40km/h Trial Evaluation

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## City of Vincent 40km/h Trial Evaluation

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## 1 Background

Stantec and Phil Jones Associates (PJA) have been engaged by the Road Safety Commission to undertake an evaluation of the City of Vincent's 40km/h trial that took effect on all local roads within the southern part of the City of Vincent (broadly south of Vincent Street) from April 2019. Distributor roads retained their existing posted limits, at either 50 km/h or 60 km/h. The two-year trial was proposed to run until April 2021. However, the trial has now been extended and is ongoing. The spatial scope of the trial is shown in Figure 1-1.

Figure 1-1: City of Vincent 40km/h Trial Study Area



(Source: City of Vincent)

In June 2020 GHD produced a report on the trial assessing changes to traffic behaviour (traffic volumes and travel speed). This report evaluates how local residents have perceived the trial, how peoples' travel behaviour may have changed and, if additional interventions may be required to achieve a more self-enforcing 40km/h travel area.



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## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

## 2 Data Analysis

The City of Vincent provided Stantec with community survey responses for the following topics:

- Background information on traffic and transport in Vincent and 40km/h trial
- 40km/h trial feedback
- Florence Street / Carr Street proposed traffic calming feedback
- Forrest Street (Fitzgerald Street to Norfolk Street) proposed traffic calming and parking changes feedback
- Vincent Street, William Street, Fitzgerald Street and Forrest Street proposed mini roundabouts pilot project feedback
- North Perth proposed traffic calming feedback
- Birrell Street, Eucla Street and Federation Street proposed traffic calming and parking restrictions feedback
- Shakespeare Street proposed Safe Active Street (SAS) feedback
- Strathcona Street and Golding Street proposed traffic calming feedback.

Additionally, Stantec were provided with the following reports:

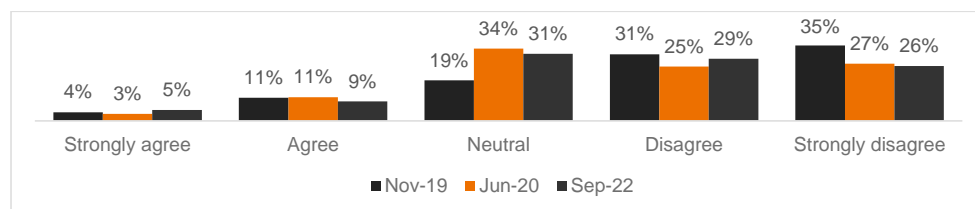
- The City of Vincent Accessible City Strategy
- The City of Vincent Draft Accessible City Strategy Consultation Summary
- GHD 40km/h Review City of Vincent – 12 Month Trial Evaluation.

### 2.1 Survey Analysis

#### 2.1.1 40KM/H TRIAL AREA WIDE (2019-2022)

The City of Vincent undertook three community surveys between November 2019 and September 2022 to gauge the public's general perceptions of the trial. A comparison of the findings of the surveys over time are shown as column charts and individual survey results are shown as pie charts in the summaries below.

**Figure 2-1: The 40km/h limit has reduced rat-running**

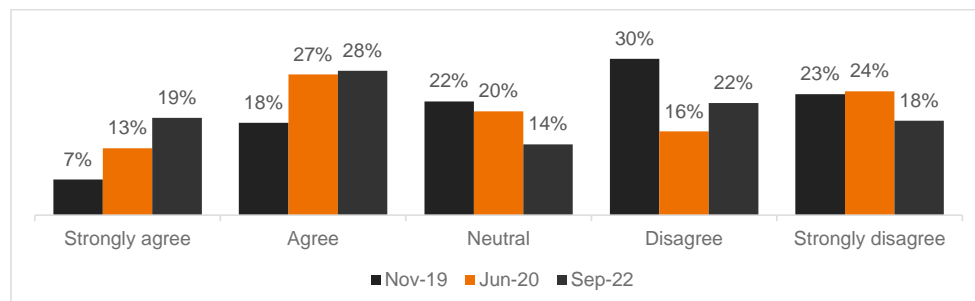


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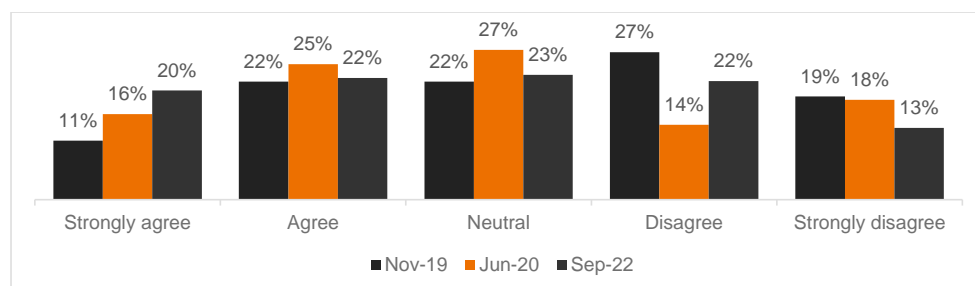
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**City of Vincent 40km/h Trial Evaluation**  
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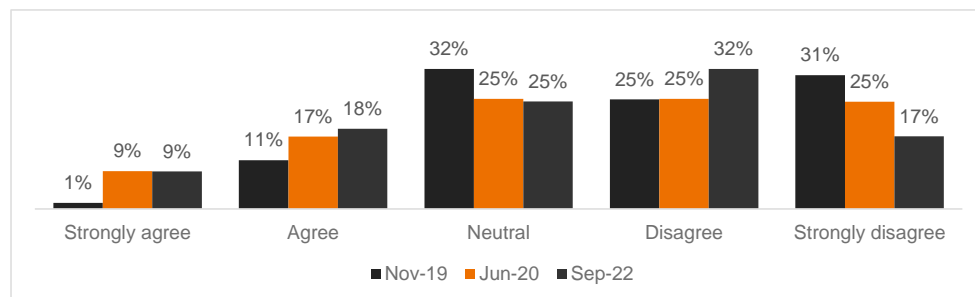
**Figure 2-2: The 40km/h trial has made walking and cycling safer**



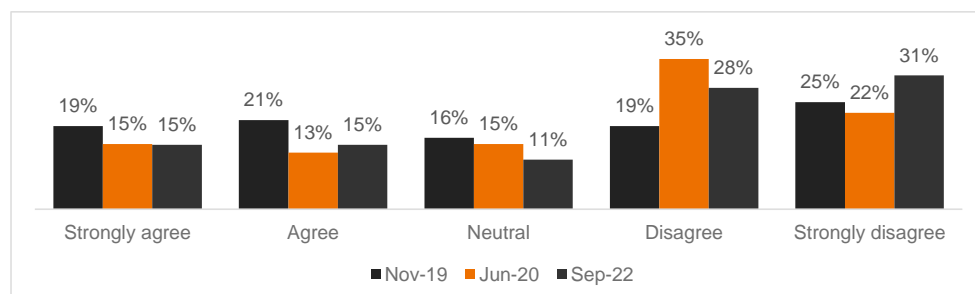
**Figure 2-3: The 40km/h trial has made streets safer for children**



**Figure 2-4: The 40 km/h trial has made local streets quieter**

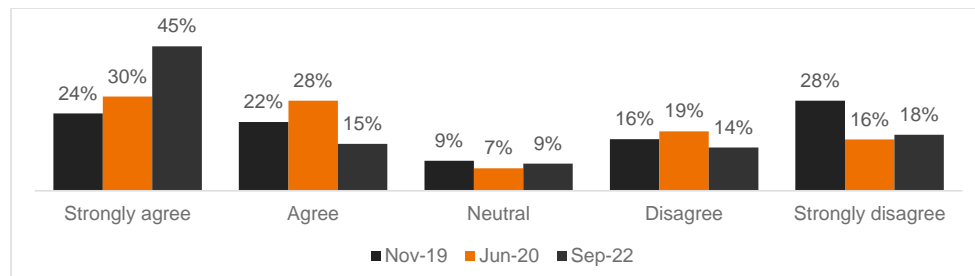


**Figure 2-5: The 40 km/h trial has made it harder to get around**

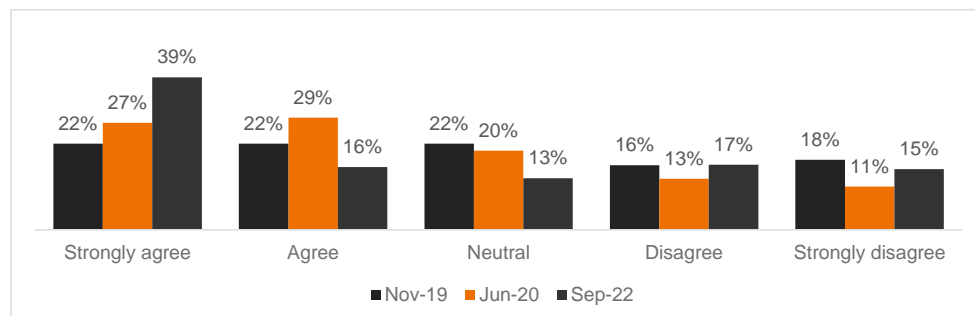


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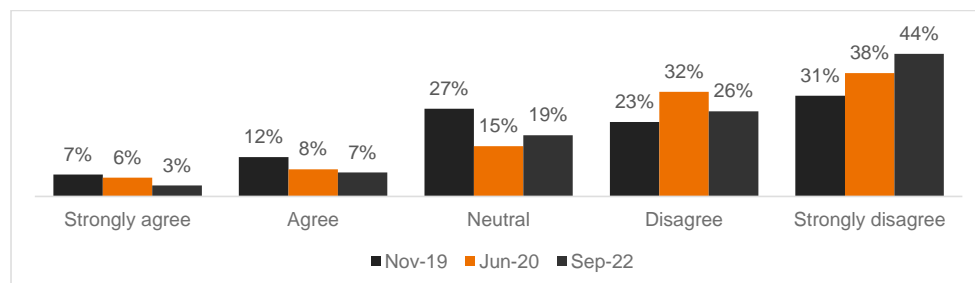
**Figure 2-6: I think the 40 km/h trial has been worth doing**



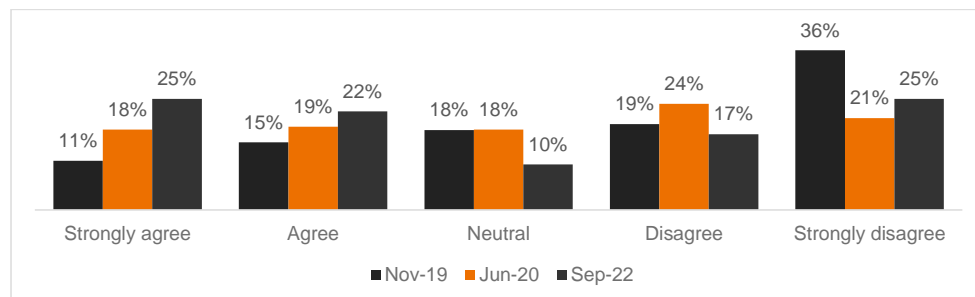
**Figure 2-7: I think the 40 km/h area speed limit might be useful in other areas**



**Figure 2-8: I think it is morally acceptable to drive 10km/h over the lowered speed limit in the trial 40km/h area**

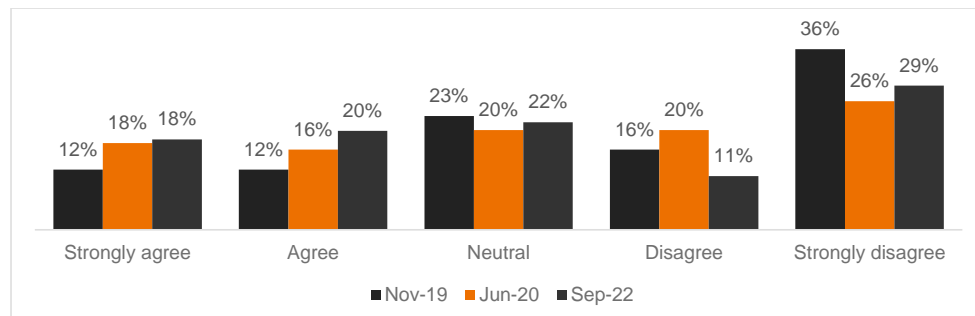


**Figure 2-9: The 40km/h trial has made the local area more liveable**

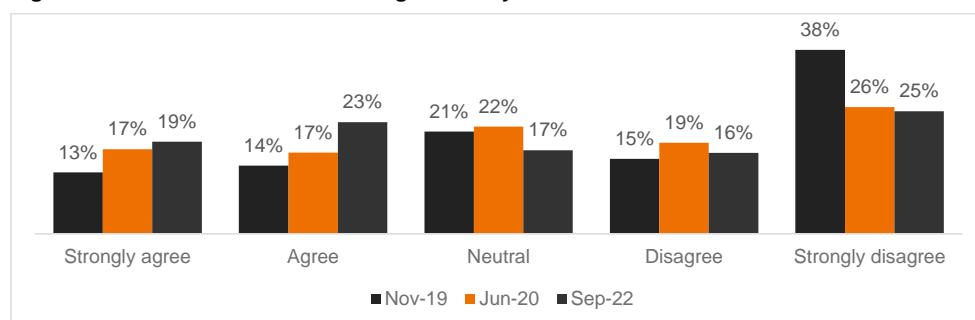


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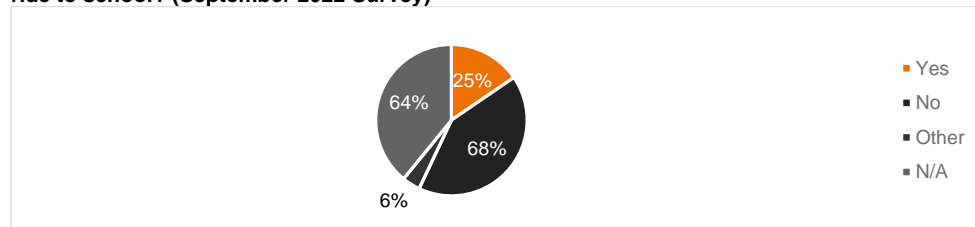
**Figure 2-10: The 40km/h trial encourages healthy local transport**



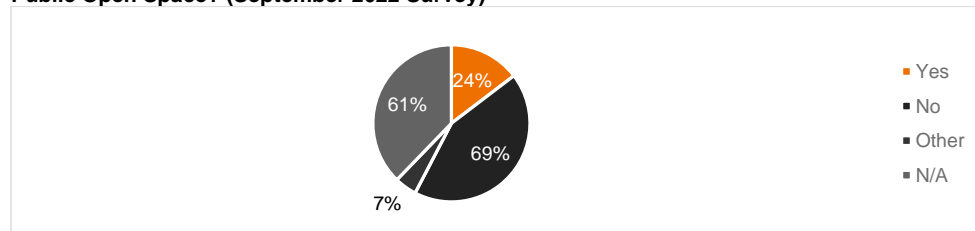
**Figure 2-11: The 40km/h trial encourages healthy local recreation**



**Figure 2-12: Has the reduced speed zoning given you more confidence to let children walk or ride to school? (September 2022 Survey)**



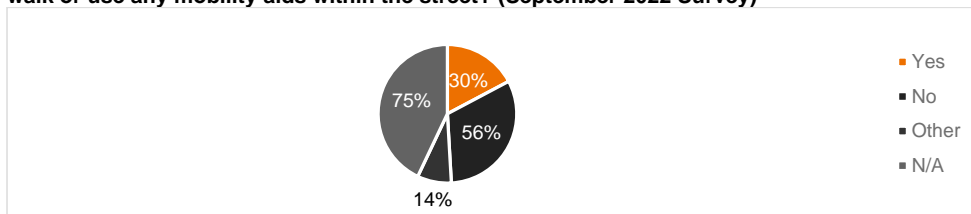
**Figure 2-13: Has the reduced speed zoning given you more confidence to let children access Public Open Space? (September 2022 Survey)**



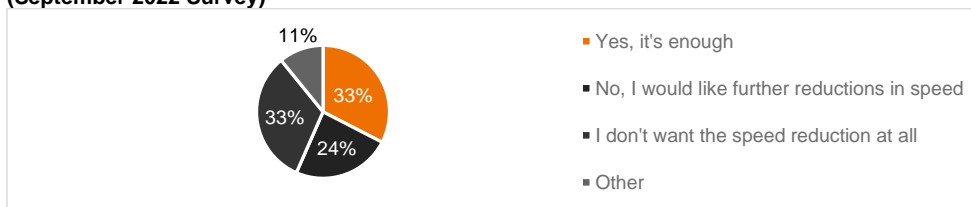


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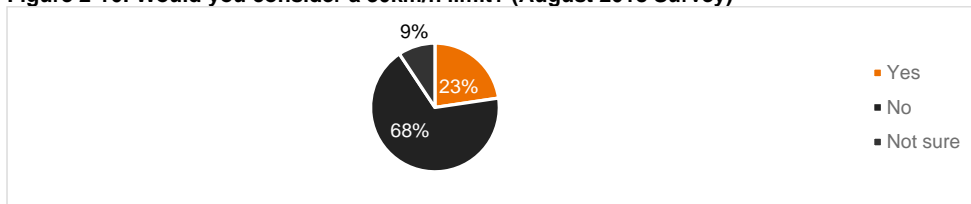
**Figure 2-14: If you are over 60, does the reduced speed zoning provide you more confidence to walk or use any mobility aids within the street? (September 2022 Survey)**



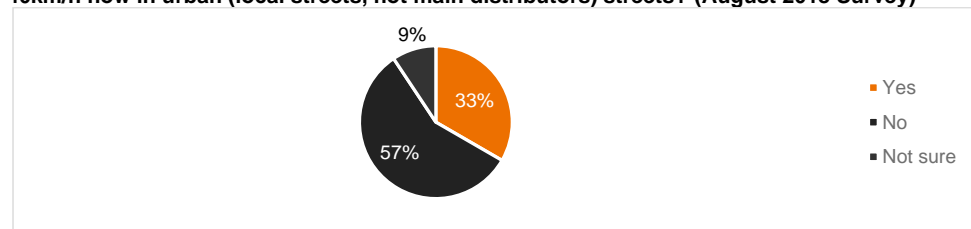
**Figure 2-15: Do you think a reduction to 40km/h is safe enough, or would reducing the speed further within residential streets provide greater confidence to walk or ride in the streets? (September 2022 Survey)**



**Figure 2-16: Would you consider a 30km/h limit? (August 2018 Survey)**

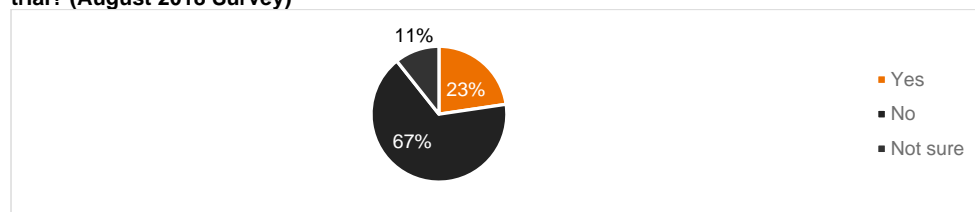


**Figure 2-17: Rather than a trial, should the urban speed limit across Perth be reduced to 40km/h now in urban (local streets, not main distributors) streets? (August 2018 Survey)**

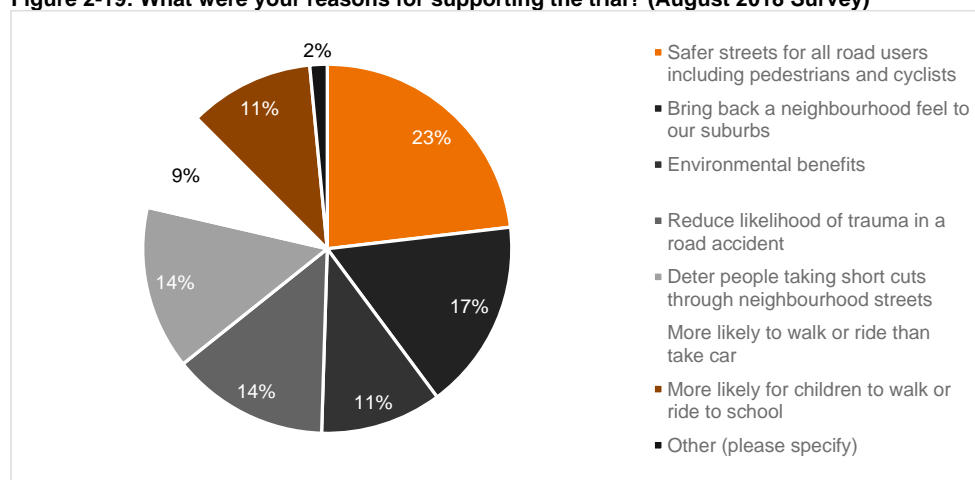


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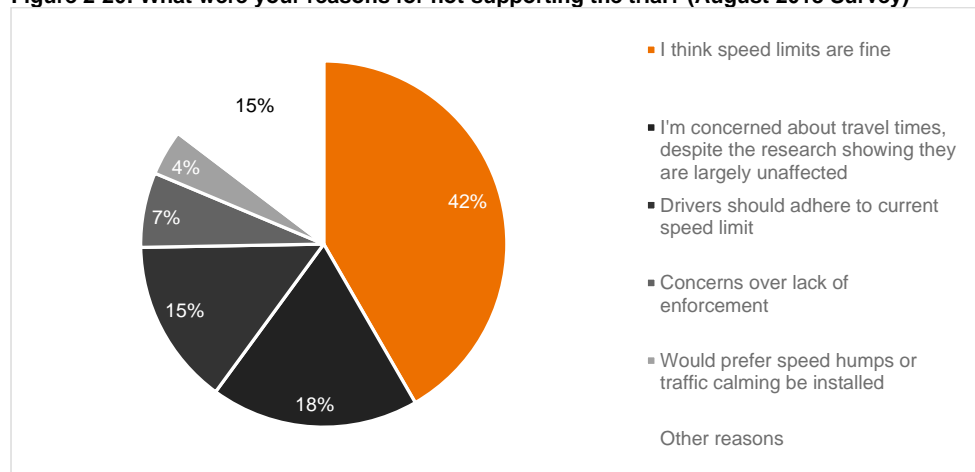
**Figure 2-18: Are you likely to use your car less, and walk or ride more, for local trips during the trial? (August 2018 Survey)**



**Figure 2-19: What were your reasons for supporting the trial? (August 2018 Survey)**

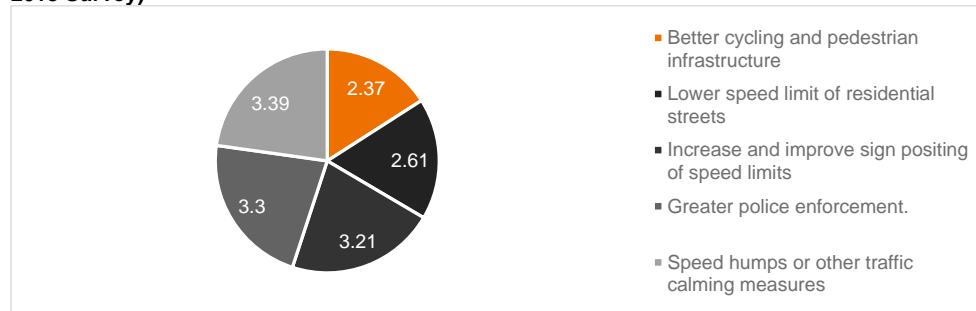


**Figure 2-20: What were your reasons for not supporting the trial? (August 2018 Survey)**



**City of Vincent 40km/h Trial Evaluation  
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**Figure 2-21: Please rank from 1 to 5 the following measures to improve safety and amenity of residential streets (with 1 being your highest priority and 5 being your lowest priority) (August 2018 Survey)**



## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

### 2.1.1.1 Summary

A summary of the key points from the analysis of the previous figures include:

- Little to no change in observed rat-running being reduced. However, there has been a shift from strongly disagree to neutral over time
- An increase by 22% in agreement and a decrease by 13% in disagreement over time in walking and cycling being safer at 40km/h
- An increase in perception of streets being safer for children at 40km/h by 9%
- An increase by 15% in streets being quieter during the trial
- Shift towards streets becoming easier to get around over time
- An increase by 13% in support of the trial over time
- An increase by 11% over time in support of the trial area extending
- Driving at 40km/h rather than 50km/h becoming more widely accepted over time
- An increase by 21% in perception of improved liveability over time in the trial area
- An increase in willingness to use healthy local transport over time by 14%
- An increase by 15% in encouragement of healthy local recreation over time
- Only 25% of applicable responses feel more confident to let children walk or ride to school with the reduced speed zoning
- Only 24% of applicable responses feel more confident to let children access Public Open Space with the reduced speed zoning
- Only 30% of respondents over 60 years old feel more confident to walk or use mobility aids within the reduced speed zoned street
- 57% support reducing the speed to 40km/h or further within residential streets provide greater confidence to walk or ride in the streets
- The supporting benefits of the trial are widespread through the 921 responses with safer streets for all road users including pedestrians and cyclists (23%), bring back a neighbourhood feel to our suburbs (17%), reduce likelihood of trauma in a road accident (14%), deter people taking short cuts through neighbourhood streets (14%), environmental benefits (11%), more likely for children to walk or ride to school (11%) and being more likely to walk or ride than take car (9%)
- The main reasons for being against the trial only had a response rate of 348 with the main reason relating to the existing speed limits being fine with 42% of the votes
- 32% may be open to a 30km/h speed limit



## City of Vincent 40km/h Trial Evaluation

### 2 Data Analysis

- 43% may be open to local streets across Perth being reduced to a 40km/h speed limit
- 34% may be more likely to choose walking or riding for local trips over car trips
- The preference of measures for improving safety and amenity of residential streets are better cycling and pedestrian infrastructure (25%), lower speed limit of residential streets (22%), increase and improve sign positing of speed limits (18%), greater police enforcement (22%) and speed humps or other traffic calming measures (23%).

The general themes of feedback and comments relating to the trial and traffic issues within the City of Vincent include:

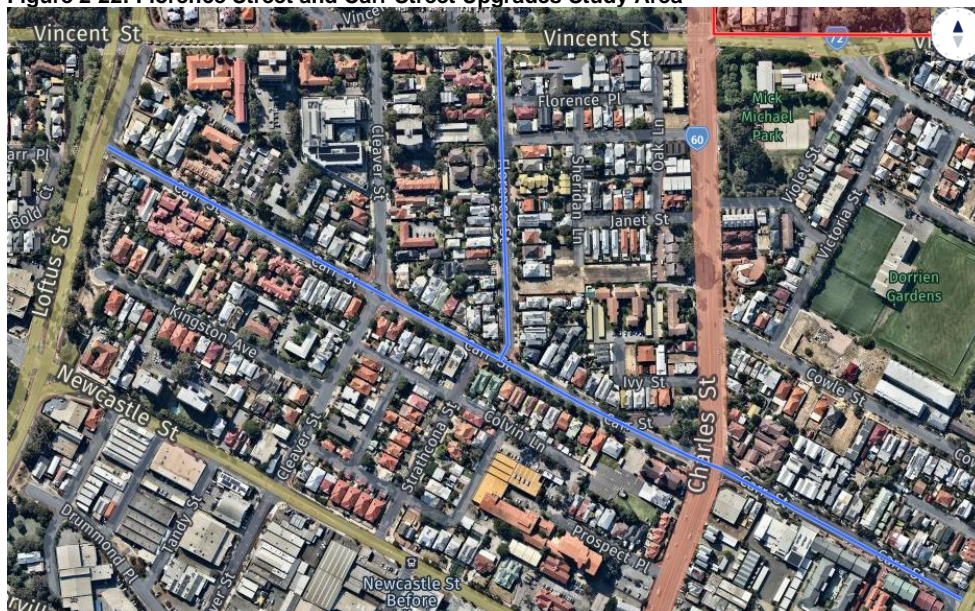
- Rat-running along Joel Terrace is a major issue that has not been resolved with the trial. Additionally, there is a demand for signage to reinforce compliance with the speed limit.
- 40km/h speed limit along Bulwer Street is too slow and increases delay. 50km/h is generally more accepted than 40km/h.
- Many vehicles are not following the 40km/h speed limit while others are, causing an inconsistency in vehicle speeds making it unsafe for drivers and crossing pedestrians to judge when is "safe" to cross
- Difficulty crossing at Vincent Street and East Parade
- Police reinforcement is required to reinforce compliant vehicle traveling speeds. Road marking the speed limit and additional signage is also encouraged to reinforce the speed limit for drivers
- Summers Street to be speed zoned as a school zone for the childcare centre
- 40km/h encouraged on low volume residential roads where higher volumes of children and elderly are but discouraged on high vehicle volume roads that cause excessive delays on commute times
- The inconsistency and changing of speed limits zone confuse drivers, making them feel unsafe
- Cycle infrastructure in place is adequate, need for reduced vehicle speeds is not required
- A demand for alternative speed reduction measures to be put in place instead of or in conjunction with speed reduction signs to physically slow traffic. Speed signs are generally ignored.
- Cycling safety has not improved due to variances in traffic speeds and delays causing road rage



## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

### 2.1.2 FLORENCE STREET AND CARR STREET UPGRADES (2019-2022)

Figure 2-22: Florence Street and Carr Street Upgrades Study Area



(Source: Nearmap)

The general themes of comments from the Florence Street and Carr Street upgrades survey include:

- The idea of bike lanes is generally supported but the associated issues on Florence Street/Carr Street generally outweigh the proposal with the removal of on-street parking along Florence Street and Carr Street being a major issue for residents with no on-site parking
- High number of vehicle U-turns on Carr Street.

### 2.1.3 FORREST STREET TRAFFIC CALMING AND PARKING RESTRICTIONS (2021-2022)

The City of Vincent proposed to implement three speed humps between the entrance of the Wasley Street carpark and Norfolk Street and alternating the on-road parking so that the vehicles do not have a 'clear' passage of travel along the northern (east bound) side of the road and are required to slow down to give-way to approaching traffic. Additionally, a change in parking restrictions is proposed from 3P to 1P. The proposed changes on Forrest Street take place between Fitzgerald Street and Norfolk Street as shown in Figure 2-23.



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Figure 2-23: Forrest Street Traffic Calming and Parking Restrictions Study Area



(Source: Nearmap)

Figure 2-24: Do you support proposed speed humps?

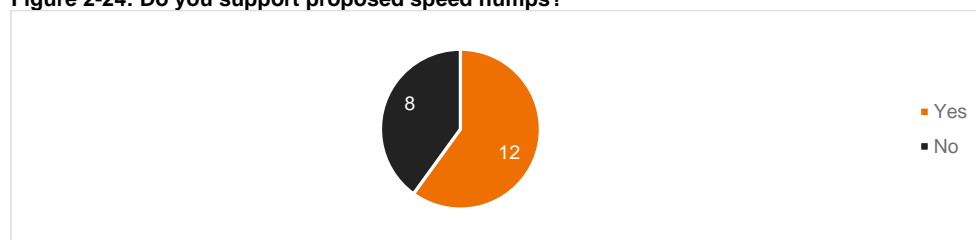


Figure 2-25: Do you support staggered parking?

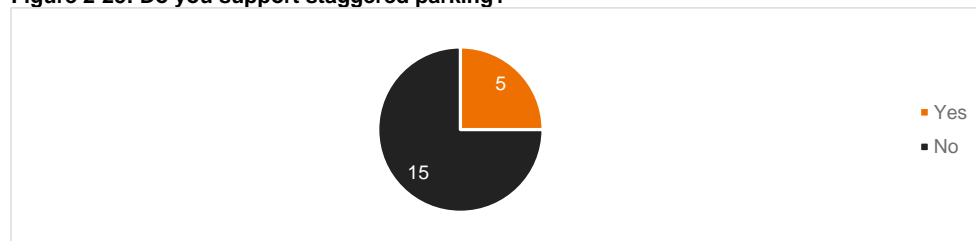
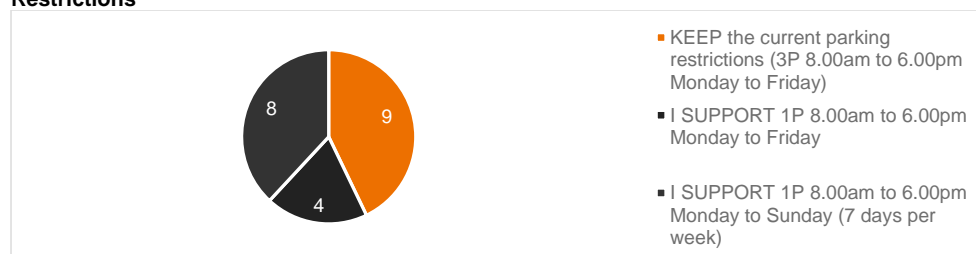


Figure 2-26: Please tick the box that applies to you in relation to your thoughts about Parking Restrictions



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## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

### 2.1.3.1 Summary

A summary of the key points in the survey include:

- 60% of residents support speed bumps being installed on Forrest Street
- 75% of residents are against staggered parking on Forrest Street, primarily due to the loss of residential parking unavailable on-site
- 43% support keeping 3-hour parking restrictions on weekdays (8am – 6pm) and 38% support a change to a 1-hour parking restriction 7-days of the week (8am – 6pm)

The themes of feedback and comments on the proposals for Forrest Street include:

- Installation of staggered parking bays on Forrest Street generally not supported due to the road width and confusion as parking on one side currently also restricts traffic volumes and speeds. The proposed parking restrictions are also an issue for residents and their visitors.

### 2.1.4 MINI ROUNDABOUTS PILOT PROJECT (2021-2022)

The mini roundabouts pilot project area consists of reducing the speed limit in the area bound by Vincent Street, Fitzgerald Street, Forrest Street and William Street to 40km/h. Additionally, installing mini roundabouts at nine intersections in the area bounded by Ethel Street, Raglan Road, Hyde Street and Chelmsford Road as shown in Figure 2-27.

**Figure 2-27: Mini Roundabouts Pilot Project Study Area**



(Source: Nearmap)



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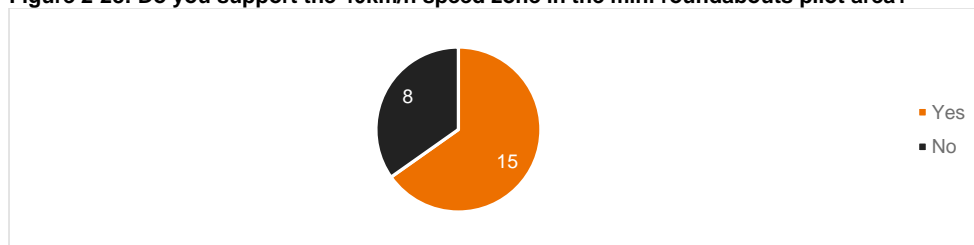
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## City of Vincent 40km/h Trial Evaluation

### 2 Data Analysis

Figure 2-28: Do you support the 40km/h speed zone in the mini roundabouts pilot area?



#### 2.1.4.1 Summary

A summary of the key points in the survey include:

- 65% support a 40km/h speed limit within the mini roundabouts pilot area

The themes of feedback and comments on the mini roundabout pilot project include:

- Demand for pedestrian/cyclist priority over vehicles in the mini roundabout trial
- Residents would feel more unsafe crossing at mini roundabouts than the existing layouts.

#### 2.1.5 NORTH PERTH TRAFFIC CALMING (2020-2022)

The North Perth traffic calming study area is bound by Charles Street, View Street, Fitzgerald Street and Vincent Street as shown in Figure 2-29. The traffic calming measures proposed by the City of Vincent involve the installation of mid-block single lane slow points in the following streets:

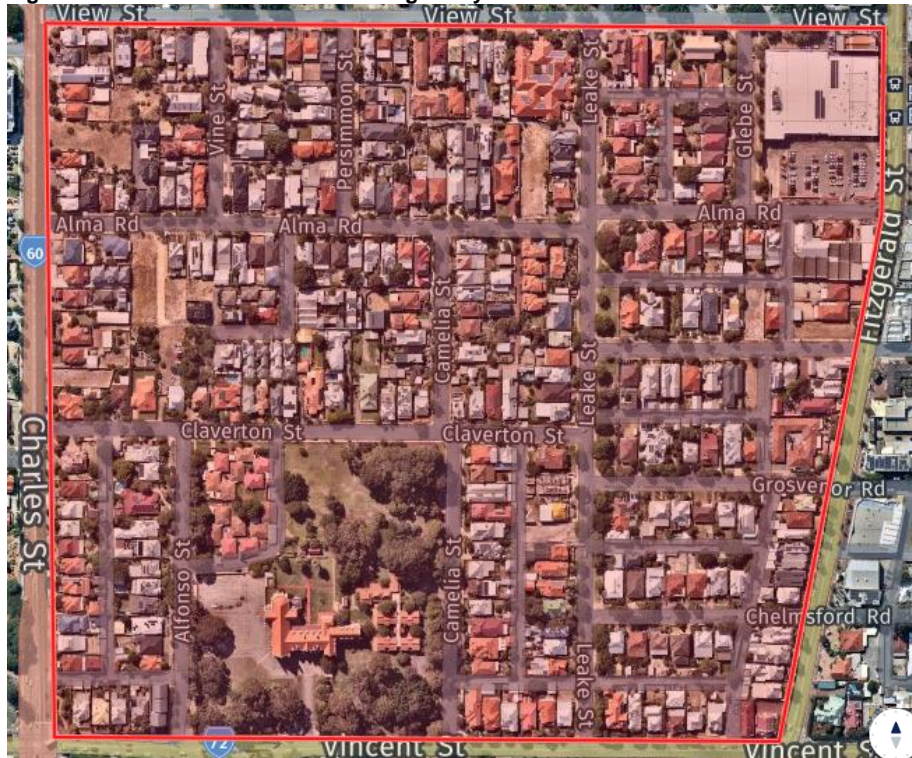
- Alma Road - between Camelia Street and Persimmon Street
- Camelia Street - between Vincent Street and Claverton Street
- Claverton Street - between Camelia Street and Alfonso Street
- Alfonso Street - between Calverton Street and Vincent Street
- Leake Street - between Grosvenor Road and Chelmsford Road.

Further to these proposals a possible second stage of traffic calming measures in North Perth would involve raised plateaus at critical intersections in the precinct. Additionally, the City closed a section of median strip on Fitzgerald Street to prevent right-turn access in and out of View Street. The intersection change was implemented as a 12-month trial, aimed at reducing vehicle traffic through North Perth Common.



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Figure 2-29: North Perth Traffic Calming Study Area



(Source: Nearmap)

Figure 2-30: Do you think the City should add traffic calming measures in the North Perth area bounded by Charles, View, Fitzgerald and Vincent Streets?

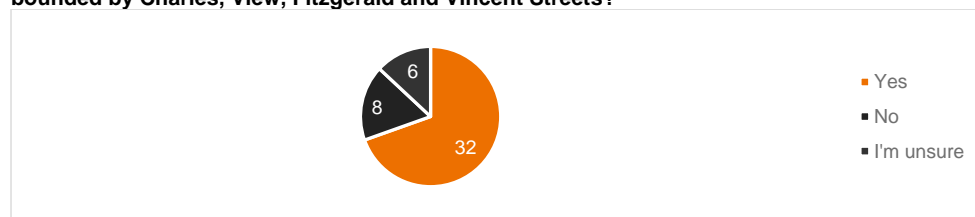
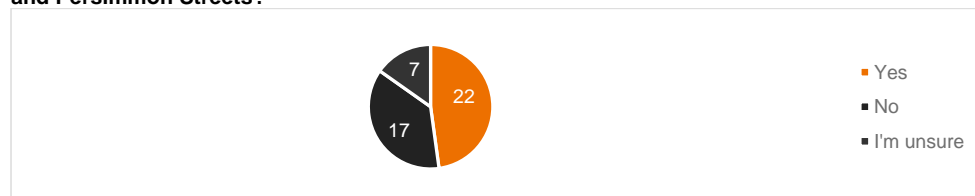


Figure 2-31: Do you support the installation of slow points on Alma Road, between Camelia and Persimmon Streets?



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Figure 2-32: Do you support the installation of slow points on Camelia Street, between Vincent and Claverton Streets?

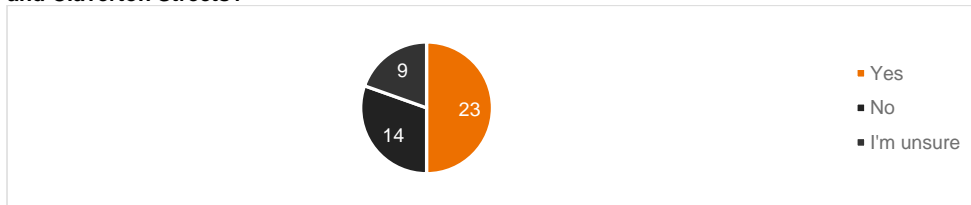


Figure 2-33: Do you support the installation of slow points on Claverton Street, between Camelia and Alfonso Streets?

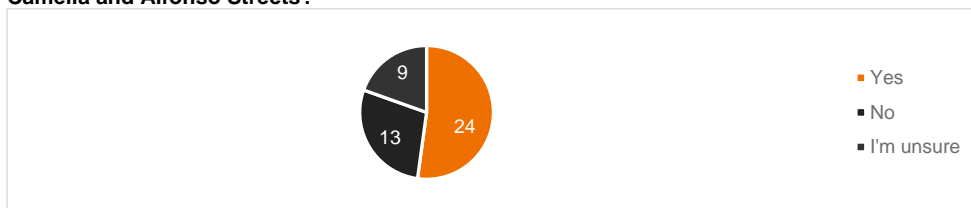


Figure 2-34: Do you support the installation of slow points on Alfonso Street, between Claverton and Vincent Streets?

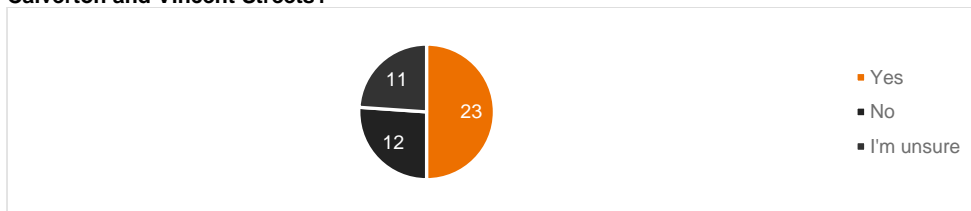
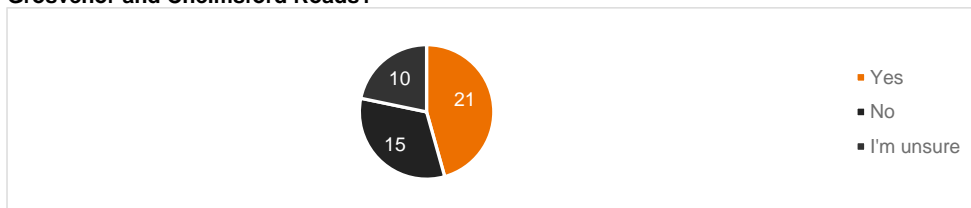
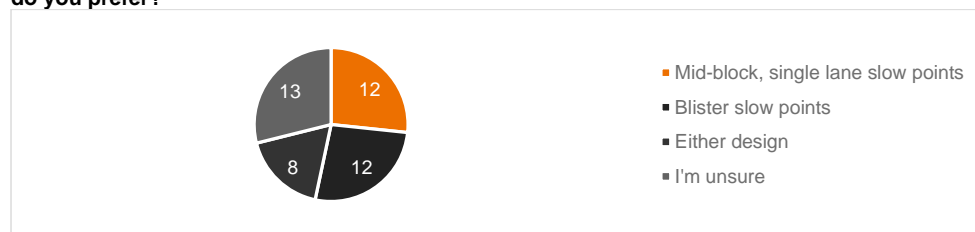


Figure 2-35: Do you support the installation of slow points on Leake Street, between Grosvenor and Chelmsford Roads?

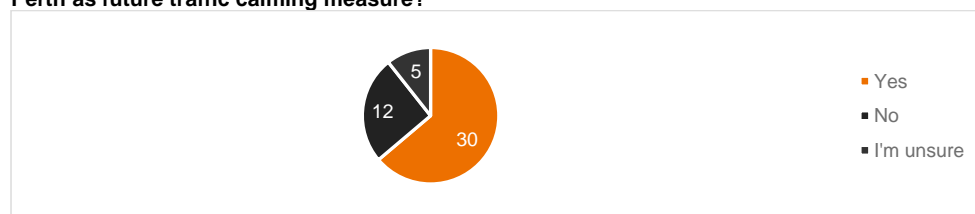


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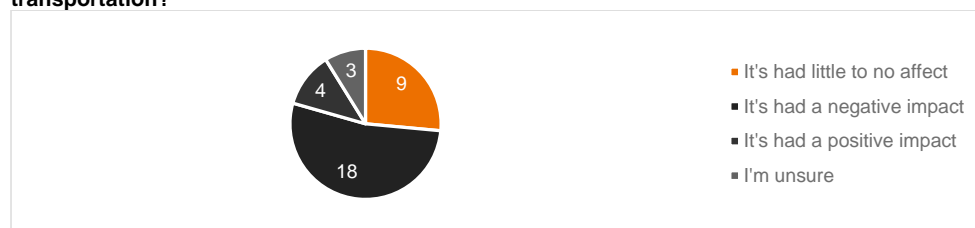
**Figure 2-36: If the City is to proceed with installing slow points in these streets, which design do you prefer?**



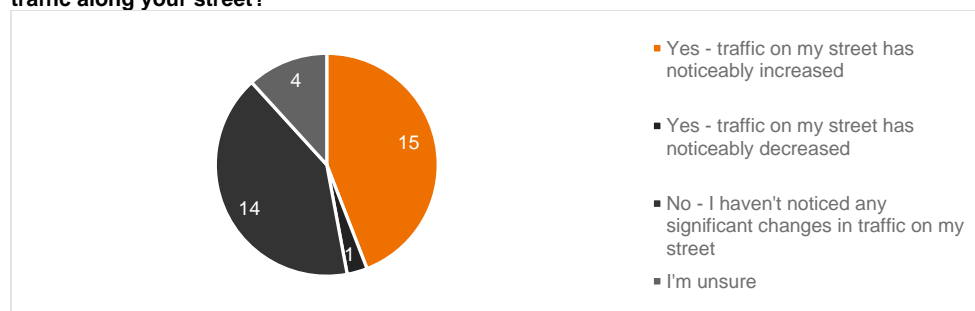
**Figure 2-37: Do you support the addition of raised plateaus at critical intersections in North Perth as future traffic calming measure?**



**Figure 2-38: How has the Fitzgerald/View Street intersection change affected your local transportation?**

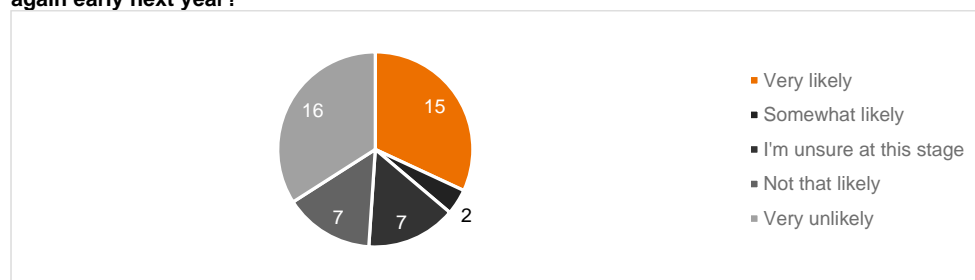


**Figure 2-39: Has the closure of the Fitzgerald Street median had a noticeable effect on the traffic along your street?**



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**Figure 2-40: Having experienced the Fitzgerald/View Street intersection change for the last two months, how likely are you to support making the change permanent when the City consults again early next year?**



### 2.1.5.1 Summary

A summary of the key points in the survey include:

- 70% support traffic calming measures being implemented in North Perth
- 48% support traffic calming on Alma Road
- 50% support traffic calming on Camelia Street
- 52% support traffic calming on Claverton Street
- 50% support traffic calming on Alfonso Street
- 46% support traffic calming on Leake Street
- Mid-block, single lane slow points and blister slow points were equally supported
- 64% support raised plateaus being implemented at critical intersections
- 53% have had a negative local transportation impact by the Fitzgerald Street/View Street intersection change with a further 26% have little to no effect
- 44% have noticed an increase in traffic on their street from the Fitzgerald Street median closure and 41% have noticed no significant changes in traffic
- 36% are likely to very likely and 49% are unlikely to very unlikely to support making the change permanent, with the balance of respondents being unsure about the level of their support.

The general themes of feedback and comments received from the survey include:

- The loss of on-street parking would be an issue for residents, particularly on Alma Road
- The Fitzgerald Street median closure has increased traffic on residential roads, primarily Alma Road, Angove Road, Raglan Road, Glebe Street, Grosvenor Road and Chelmsford Road



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- Heavy vehicles are using residential roads to access Coles/North Perth Plaza
- Residents are being restricted when exiting or entering their street and suffer from delays due to the Fitzgerald Street closure
- Closure of the right-turn movement into View Street, it has made accessing amenities more difficult by car,

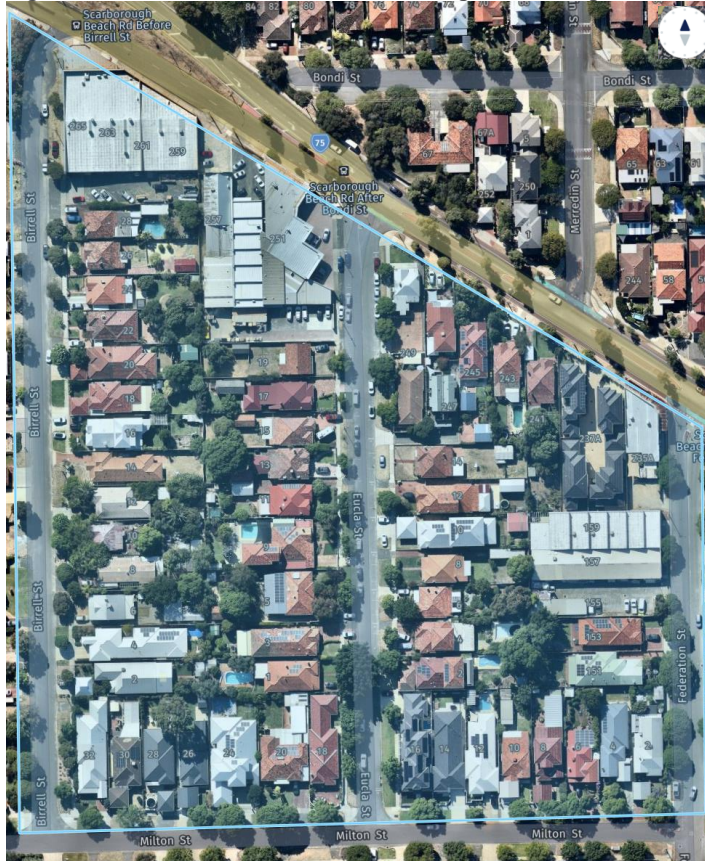
**2.1.6 MOUNT HAWTHORN TRAFFIC CALMING AND PARKING RESTRICTIONS**

The traffic calming and parking restrictions are proposed on Birrell Street, Eucla Street and Federation Street from Scarborough Beach Road to Milton Street as shown in Figure 2-41. The proposal involves the installation of traffic calming/entry statements in Eucla Street and Federation Street at the Scarborough Beach Road intersections. Additionally, a 3P parking restriction from 8am to 6pm, Monday to Friday in Birrell Street, Eucla Street and Federation Street on both sides, between Scarborough Beach Road and Milton Street is proposed. The section of Federation Street which has a 1P restriction would remain but would be changed to 8am to 6pm, Monday to Friday. The existing 2P in Eucla Street would also change to 3P so that it is the same restriction along the length of the street.



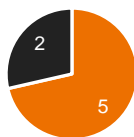
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Figure 2-41: Mount Hawthorn Traffic Calming and Parking Restrictions Study Area



(Source: Nearmap)

Figure 2-42: In relation to the proposed traffic calming / entry statements, please choose the statement that reflects your view:



- I support the traffic calming/entry statements
- I don't support the traffic calming/entry statements



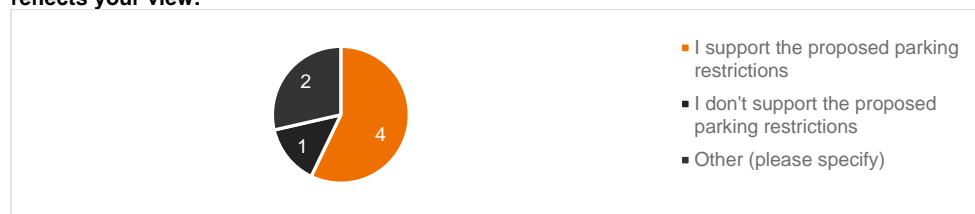
Project Number: 300303850

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## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

**Figure 2-43: In relation to the proposed parking restrictions, please choose the statement that reflects your view:**



### 2.1.6.1 Summary

A summary of the key points in the survey include:

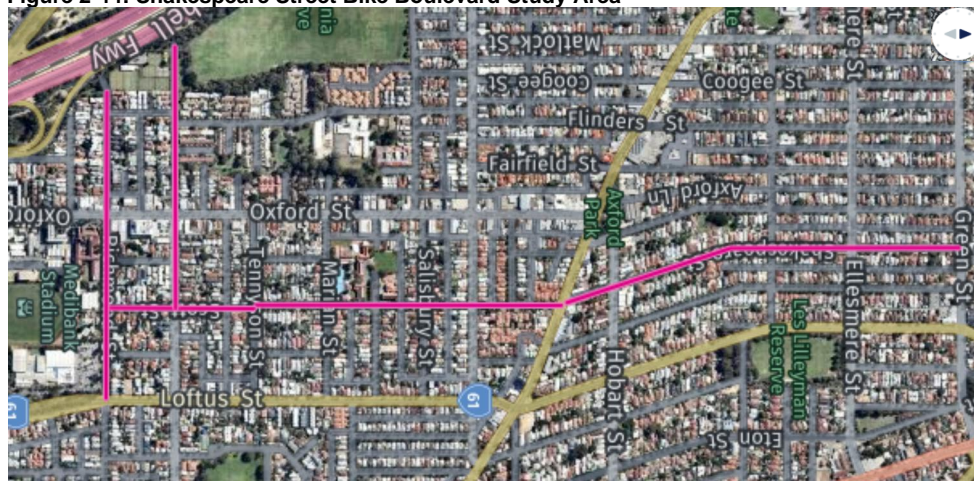
- 71% support the proposed traffic calming/entry statements on Birrell Street. Eucla Street and Federation Street
- 57% support the proposed parking restrictions on Birrell Street. Eucla Street and Federation Street.

The general theme of feedback and comments received from the survey is that the staff from CDM are the biggest users of the on-street parking on Eucla Street

### 2.1.7 SHAKESPEARE STREET BIKE BOULEVARD

The City proposed to convert Shakespeare Street from Scarborough Beach Road to Tennyson Street into a bike boulevard or a Safe Active Street (SAS).

**Figure 2-44: Shakespeare Street Bike Boulevard Study Area**



(Source: Nearmap)



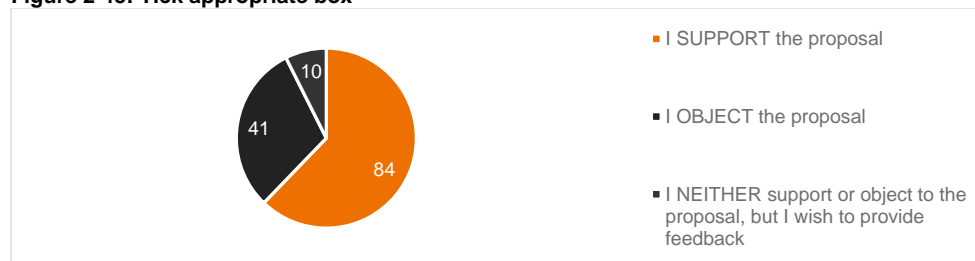
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Figure 2-45: Tick appropriate box



The survey shows that 62% of respondents support Shakespeare Street as a bike boulevard.

The general themes of feedback and comments received from the survey include:

- The loss of on-street parking is a major concern for residents that utilise the street due to a lack of on-site parking being available with concerns of having to park further from their residence potentially increasing theft/vandalism
- A bike boulevard on Shakespeare Street and Scott Street would be unnecessary due to the existing cycle route on Oxford Street
- Increased tree planting and greenery is widely accepted where trees do not restrict property access or reduce effective widths of paths by fallen leaves
- Improved safety for cyclists and children from a cyclist's perspective but reduced safety from a driver's perspective due to reduced lane widths and pedestrian/cyclists conflicts with cars
- There is little bicycle traffic observed meaning the perceived priority is low
- Noise concerns of raised plateaus/speed bumps for residents
- the creation of more cul-de-sac streets is desirable
- Major concern about re-distribution of traffic increasing congestion on roads which are already congested.

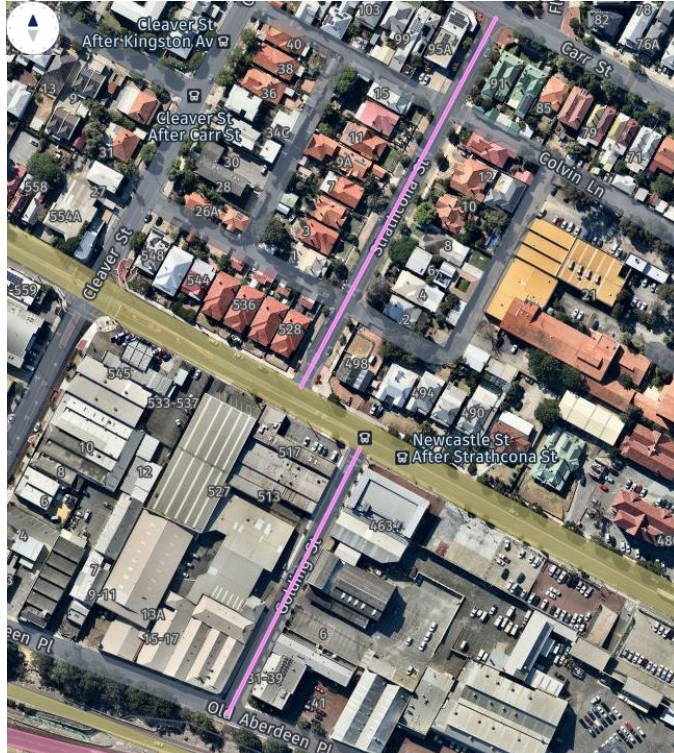
### 2.1.8 STRATHCONA STREET AND GOLDING STREET UPGRADES

The proposed upgrades to Strathcona Street and Golding Street consist of converting both streets into Safe Active Streets between Carr Street to Newcastle Street and then to Old Aberdeen Street as shown in Figure 2-46.



## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

**Figure 2-46: Strathcona Street and Golding Street Upgrades Study Area**



(Source: Nearmap)

The general themes of feedback and comments received from the survey include:

- The proposal is generally accepted
- Crossing Carr Street and Newcastle Street as a means of connecting Strathcona Street to Florence Street and Golding Street is a safety issue.

## 2.2 Report Analysis

### 2.2.1 THE CITY OF VINCENT ACCESSIBLE CITY STRATEGY

To guide the City between 2020 and 2030, the Accessible City Strategy (ACS) has a vision to "put people first – getting around is safe, easy and environmentally friendly and enjoyable".

The objectives are to create a safe transport environment, ensure easy accessibility and connectivity into and around Vincent, promote environmentally friendly transport modes and initiatives and make it enjoyable to get around the local area.



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## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

### 2.2.1.1 Safe

- Create active and sustainable transport networks that are safe and understandable.
- Ensure pedestrian and cycling routes (including schools) are of a high-quality and safe for all users.

Vincent's streets will be safe places for people of all ages and abilities. People will be protected from the risk of moving vehicles. Innovative design will enhance the quality of the public realm without compromising the amenity of our streets for people walking and resting. People are encouraged to shift their routines to more active modes of transport.

### 2.2.1.2 Accessible and Connected

- Advocate for connected and reliable public transit.
- Reallocate road and verge space, including on-street parking, throughout the City to prioritise vulnerable users according to user hierarchy and road hierarchy.
- Be a leader in adaptability and technology

Vincent's transport network will provide equal opportunity for all users to access work, entertainment and necessities via active and sustainable transport modes.

### 2.2.1.3 Environmentally Friendly

- Reduce carbon emissions caused by the transport network.
- Prioritise and encourage the use of active and sustainable transport modes.
- Manage car parking (including supply and pricing) to improve efficiency and support mode shift.
- Use residential density to support transit.
- Obtain relevant data to inform decisions and monitor progress.

Vincent sees a response to climate change through encouraging mode shift as necessary. Vincent has several policies related to sustainability and the environment, including the Sustainable Environment Strategy and the Greening Plan. Consultation identified resident's dedication to maintain a sustainable environment, praising the City's street-tree planting and seeking opportunities to reduce their private vehicle use.

### 2.2.1.4 Enjoyable

- Increase pedestrian amenity on residential streets.
- Increase pedestrian amenity in town centres.



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Vincent's transport network will extend beyond the function of movement and be enhanced to encourage people to stay and enjoy the areas that they are in. Vincent's transport network will function equally as both a way to reach a destination and a place which is to be enjoyed.

**2.2.1.5 The ACS**

The ACS notes that the City of Vincent has an opportunity to create and influence a high-quality transport network that supports the economy, environment, and social activities in Vincent.

The transport network includes:

- The pedestrian environment that forms the basis for transport and land-use connections, which must be considered in the context of the road environment and adjacent land uses; and
- Other modes of transport that provide crucial links and efficient access between and within different areas. This includes current modes and possible modes in the future.

The ACS notes that the Vincent community has already identified a preference for prioritising pedestrians and better connections with cycling and public transport facilities. A future transport hierarchy of use must therefore preference mobility for people, not cars, through greatly improved pedestrian, cycle, and public transport infrastructure.

**2.2.1.6 Safe Speeds**

The ACS notes that the current 50km/hr speed of local streets creates an unsafe speed variance between active modes of transport and driving. Decreasing vehicle speeds allow mixed-traffic movement networks that become attractive to active transport users. The higher degree vehicle speeds are reduced, the more attractive, safe and accessible they become.

International research strongly supports lowering speed limits within built up areas to increase driver, pedestrian and cyclist safety and amenity. Reduced speed limits make roads safer for all road users, but they also contribute to more active and liveable neighbourhoods. Some of the benefits of slower speeds are:

- Low speeds encourage better interaction between drivers, pedestrians and cyclists;
- They help create more attractive and connected communities;
- They make neighbourhoods safer;
- The risk of trauma in an accident reduces at slower speeds;
- There is less noise pollution; and
- Slower speeds do not cut travel time significantly.



## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

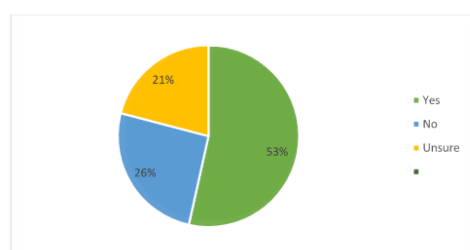
### 2.2.2 THE CITY OF VINCENT DRAFT ACCESSIBLE CITY STRATEGY CONSULTATION SUMMARY

This document summarises the submissions which have been received in response to consultation undertaken for the draft Accessible City Strategy.

#### 2.2.2.1 Submissions specific to the Vision

##### Vision and Objectives

Overall, do you support the draft Accessible City Strategy?



**Vision:** The City of Vincent puts people first. Getting around is safe, easy, environmentally friendly and enjoyable.

There was a general level of support for the vision. Minor modifications were recommended through submissions for inclusion in the wording of the vision. The terms 'healthy' and 'consistency' both hold important value as part of the strategy. One of the outcomes of improved pedestrian amenity should be increased health both physical and mental.

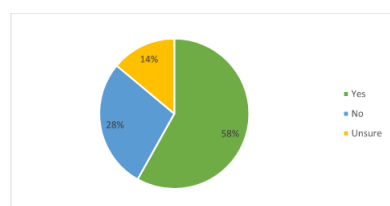
Concern was raised in submissions over how the vision would create mode shift. Mode shift is intended to be achieved through the implementation of the draft strategy as a whole which is guided by this vision. The transport network is reliant on achieving a balance

between pedestrian demands and the requirements of other modes. The draft strategy explores the current provision for transport and compares this infrastructure to the current and future needs of the community, across all transport modes to support the long-term success and viability of Vincent.

#### 2.2.2.2 Submissions specific to the reduction in speed limits to 40km/h

##### 40km/h Action

Do you support the reduction in speed limits on residential streets to 40km/h by 2023?



Do you have any thoughts or comments about this action?

Submission have raised concern over whether there is enough evidence as part of the interim results of the current 40km/h trial to warrant this action. It has been explicitly outlined in the explanation of the action that implementation will take into consideration the results of the trial.

##### General Commentary:

- Speed should be reduced to 40km/h on all streets and 30km/h within 5 years.
- 40km/h is a noble ambition but must be policed.
- The 40km/h trial results do not show a high level of change.
- The 40km/h speed reduction should be focused on high activity areas and not everywhere.



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- The interim 40km/h report does not have clear results or provide evidence of effectiveness.
- Local streets should be for residents only.
- The current speeds do not impact cycling and walking in the City.
- Current street geometry doesn't allow you to travel above 40km/h in most instances.
- A reduction in speed should also be considered on the residential portions of major roads.
- Speeds should not be reduced at the cost of practicality.
- This should not be the main action of the strategy as it undermines more high priority actions.
- The action needs to do more than reduce speeds, it should also incorporate infrastructure which supports the reduction in speed.

For:

- The reduction in speed should be introduced sooner than 2023.

Against:

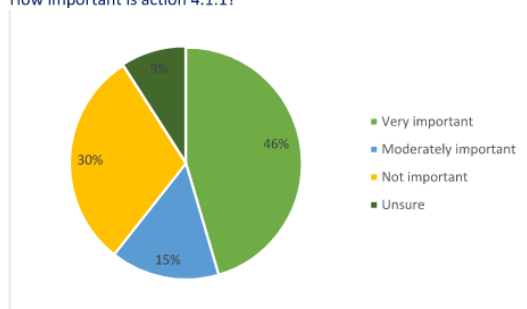
- The reduction in speed won't make the City more liveable, the volume of cars needs to be reduced.
- 40km/h will make travel frustrating and not enjoyable for all.
- Reduced speeds will increase the environmental impact of cars – increased emissions, wear and tear on vehicles, increased noise pollution and general stress on the community.
- Education is more important.
- This action does not encourage mode shift.
- There is the opportunity to address this issue through slow points as opposed to reduced speeds.
- There is no evidence to say it isn't already safe.
- Accessibility in Vincent has been reduced due to increased bike paths, trees, single lanes, 30km/h areas and road closures.



## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

**Action 4.1.1:** Work with the State Government and Inner-City Group of councils to implement a 40km/h zone in all residential areas of the City by 2023.

How important is action 4.1.1?



### Summary of comments - General commentary:

- 30km/h should be the ultimate goal.

- The provision of increased pedestrian and cycle networks and enhanced public transport are better ways to achieve mode shift.

### Feedback related to the strategy:

- Further evidence is required.
- The action should not be implemented until the current trial is concluded.

- The reduced speed limit needs to be supported by hard infrastructure to be effective.

### Feedback related to the development and implementation of the action:

- The reduced speed limit needs to be enforced.

### Priority areas:

- Residential portions of main roads should be considered.

### City response to Action 4.1.1:

Submissions have indicated that further evidence of the reasoning behind the 40km/h action is required. The intent of the action as outlined in the draft strategy is as follows; The current 50km/hr speed of local streets creates an unsafe speed variance between active modes of transport and driving. Decreasing vehicle speeds allow mixed-traffic movement networks that become attractive to active transport users. The higher degree to which vehicle speeds are reduced, the more attractive, safe and accessible they become.

International research strongly supports lowering speed limits within built up areas to increase driver, pedestrian and cyclist safety and amenity. Reduced speed limits make roads safer for all road users, but they also contribute to more active and liveable neighbourhoods. Some of the benefits of slower speeds are:

- Low speeds encourage better interaction between drivers, pedestrians and cyclists;
- They help create more attractive and connected communities;
- They make neighbourhoods safer;
- The risk of trauma in an accident reduces at slower speeds;
- There is less noise pollution; and



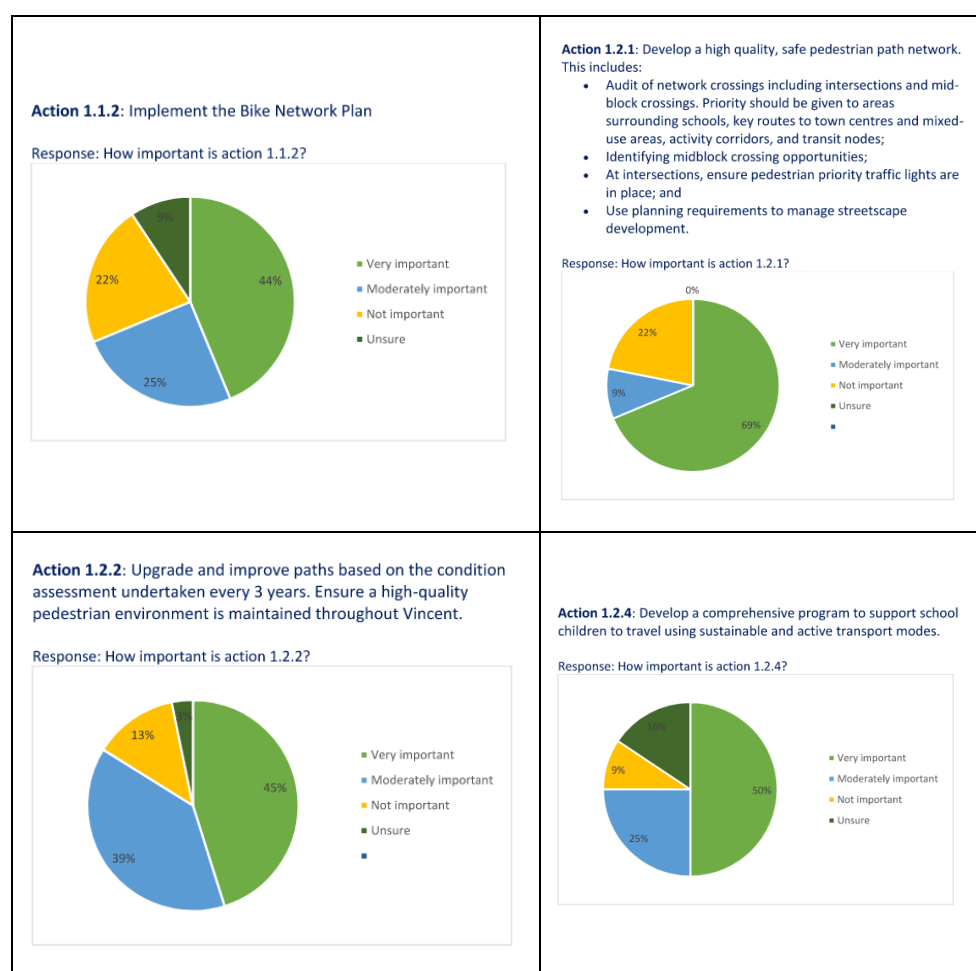
## City of Vincent 40km/h Trial Evaluation 2 Data Analysis

- Slower speeds do not cut travel time significantly.

The intent of the 40km/h is to be a 'steppingstone' to 30km/h on residential streets in line with action 4.1.2. Submissions have raised concerns over whether there is enough evidence as part of the interim results of the current 40km/h trial to warrant this action. It has been explicitly outlined in the explanation of the action that implementation will take into consideration the results of the trial.

### 2.2.2.3 Submissions specific Actions Items from the ACS relevant to reduced speeds

Assessing the feedback for all the Action Items from the ACS, some key feedback includes:





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**2.2.3 GHD 40KM/H REVIEW CITY OF VINCENT – 12 MONTH TRIAL EVALUATION**

In April 2019, the City of Vincent, Road Safety Commission, WA Police, and Main Roads WA commenced a trial of a 40 kilometres per hour (km/h) local speed limit area in the southern section of the City of Vincent. Various quantitative and qualitative data was collected by the City of Vincent before and during the trial to support a formal evaluation.

GHD, engaged by the Road Safety Commission have undertaken monitoring of the data collection and research design, to undertake data analysis, and to evaluate the outcomes of the trial. This evaluation aims to consider a broad set of the outcomes of the trial, including both direct traffic and transport observations, and community perception of the potential local amenity and wellbeing outcomes associated with reduced posted local traffic speeds.

This evaluation seeks to assess the outcomes of the trial based on the triangulation of several sources of data, rather than any one data set or single result. Conclusions are drawn where multiple sources of data indicate a similar overall result.

This report summarises the results of the first twelve months of the trial. GHD also delivered a separate six-month report in February 2020, which contains broadly similar findings. Seasonal effects appear to have impacted on the six-month report. The report sets out assumptions and qualifications during the research.

*The twelve-month evaluation milestone data has been impacted by the COVID-19 Pandemic. The specific impacts of COVID-19 on the evaluation is specifically noted in the report, and throughout the data analysis. Overall, most data was collected before the pandemic caused major changes in travel behaviour. Accordingly, GHD believes that these trial results are valid and meaningful, provided that any possible effects are considered in the analysis.*

The following study findings are taken from the study's executive summary.

**2.2.3.1 Impact on Vehicle Speeds**

Based on the full set of evidence evaluated after twelve months of the trial, it appears that the trial has resulted in some speed reduction effects. Mean (average) vehicle speeds have reduced by about 1 km/h, or about 2.4%. The 85th percentile speed on trial roads has dropped by just over 1 km/h, or about 2.5%.

The reduction in average vehicle speeds is of a similar magnitude to the reduction seen with the introduction of the default 50 km/h limit in 2001 (section 3.1). The reduction is not as large as overall results generally seen in research internationally. The number of vehicles observed at twelve months was comparable to the baseline, and no significant change was observed on distributor roads which were not subject to any change in speed limit.

**2.2.3.2 Crash prevention**

After twelve months, crash records provided by Main Roads WA indicate that there has been some crash reduction effect on the trial roads. This reduction coincides with a long-term decline in overall crashes within the City of Vincent. There was also a less substantial crash reduction in overall



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crashes within the control set of local roads (the northern part of the City of Vincent) not subject to the new limit.

The reduction in total crashes matches (triangulates) with the reductions in observed vehicle travel speeds and aligns with established road safety theory. Therefore, it is very likely that the 40 km/h limit would have long-term crash reduction benefits.

The reduction in Killed and Seriously Injured (KSI) crashes was less in the trial area than in the control area. However, this finding is based on only three crash events (two in the trial area, one in the control roads). Therefore, this result is not statistically meaningful.

Accordingly, future evaluation would be needed to substantiate the nature of the crash reduction more confidently.

#### 2.2.3.3 Local Street Walking and Riding

Significant increases in walking and cycling were observed at the four observation sites within the City of Vincent. A total of 14% more pedestrians and cyclists were observed in the twelve-month surveys, compared to the February 2019 baseline.

The total number of cyclists also increased at twelve months. The percentage of all cyclists who were observed cycling on the road surface (rather than on footpaths) also increased from 67% to 70%, suggesting there may be a perceived safety benefit for cyclists. There were some differences between the four sites. The timing of these surveys was largely before the most significant disruption effects of the COVID-19 lockdown.

School representatives and crossing wardens interviewed for this evaluation also spoke of benefits for children's safety travelling to school. However, these interviews indicate that increased awareness-raising measures beyond the immediate school zone could be beneficial.

#### 2.2.3.4 Resident Perceptions

Residents surveyed expressed mixed overall responses about the trial. Overall, responses at twelve months were varied among the 151 resident surveys completed. When asked directly about the trial, there was a reasonably even distribution of responses for questions concerning the potential safety and amenity benefits. This finding triangulates with the generally modest improvements in observed vehicle speed and pedestrian/cyclist count data.

Support for the trial appears to be lukewarm. While a small majority are unhappy with the lower limit, there is not substantial or persistent opposition to the 40 km/h trial area among local residents. A majority of respondents surveyed at this twelve-month milestone thought a 40 km/h limit could be useful in other areas.

Indirect survey results indicate that residents are generally less concerned with road safety and local street amenity issues at this twelve-month milestone – further indicating benefits. Open-ended comments about the trial mainly concerned:

- The perceived inappropriateness of the 40 km/h speed limit along Bulwer Street
- The perceived lack of compliance with the 40 km/h speed limit



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- A perceived lack of enforcement
- A lack of awareness about the trial
- Confusion around signage for the trial.

Survey respondents indicated that additional street design measures, signage, enforcement, and other awareness measures may improve compliance.

#### 2.2.3.5 Report Conclusion

In view of all the above data, considering the triangulation of results, the 40 km/h trial within the City of Vincent has resulted in some speed reduction and crash benefits. This result is in line with what would be expected based on previous research in this field.

The evidence also suggests that local street amenity has somewhat improved. The increase in the total number of pedestrian and cyclists observed triangulates with the slight improvement in perceived street safety and amenity reported by respondents.

It is not possible to completely exclude the impacts of COVID-19 on these results. However, the triangulation of multiple sources of data (collected mostly before the pandemic) generally supports these findings.

Complementary street design, road user awareness, and enforcement measures to reinforce the 40 km/h speed limit may result in the realisation of a greater level of total benefits. If left in place, it is possible that vehicle speeds within the trial area would continue to mediate below the new limit – particularly if supporting measures are introduced. Future evaluation would be useful in assessing the longer-term effects and potential effectiveness of supporting measures.

#### 2.2.3.6 GHD Report – General Notes

This research has been informed by a review of similar evaluations and empirical assessments undertaken previously in Australia and internationally. Research strongly indicates that urban speed limits are an effective and cost-efficient mechanism to reduce fatalities and injuries occurring due to traffic crashes (Archer et al. 2008; Elvik et al. 2009a).

Evidence from other locations indicates that reductions in vehicle speeds on local roads may also result in reductions of traffic noise, and can promote walking and cycling, which have clear flow-on health, wellbeing, social, and economic benefits (Box and Bayliss 2012; James et al. 2014). The impacts of noise and air pollution resulting from traffic also reach minimal levels at a speed of 40 km/h (Elvik 2009b, p. 37). Reducing local speed limits typically has a negligible effect on journey times, particularly because small variations in trip time associated with travel on local roads at the start and end of journeys are not perceptible or significant when considered in the frame of whole trips (Haworth et al. 2001).

It is important to note that previous research suggests that, when speed limits are lowered, the actual travel speeds tend to decrease, but less than the full reduction in the speed limit. Evidence collected across countries generally indicates that a reduction of posted speed limit of 10 km/h results in travel speeds decreasing by less than 10 km/h – typically about 3-4 km/h (OECD/ECMT 2006, p. 100).



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Some streets already experience 85<sup>th</sup> percentile speeds less than 50km/h by their design/use.

**Table 3-17: Baseline Traffic Dataset**

Road	Location	Survey Date	AWT Five day	Ave Speed	85% Speed	% Heavy Veh.
<b>40 km/h Trial Roads</b>						
Brisbane St	Dangan-Lake	27-Feb-19 06-Mar-19	1410	38.1	46.1	2.6
Brisbane St	Lane-Lindsay	20-Feb-19 27-Feb-19	3208	41.2	50.9	4.9
Bulwer St	Fitzgerald-Palmerston	27-Feb-19 06-Mar-19	11,248	45.9	52.7	2.5
Bulwer St	Lord-Wright	20-Feb-19 27-Feb-19	7411	47.2	54.4	2.6
Carr St	Charles-Fitzgerald	06-Mar-19 13-Mar-19	4407	44.5	51.7	3.0
Harold St	Smith-Wright	20-Feb-19 27-Feb-19	2296	33.4	39.8	2.6
Joel Tce	Bream Cove-Gardiner	06-Mar-19 13-Mar-19	2386	45.0	53.1	3.1
Mary St	Beaufort-William	27-Feb-19 06-Mar-19	1055	31.8	39.4	2.4
Palmerston St	Myrtle-Randell	27-Feb-19 06-Mar-19	2786	29.1	36.5	2.9
Pier St	Brewer-Edward	20-Feb-19 27-Feb-19	2664	36.7	47.9	2.6
Smith St	Broome-Lincoln	20-Feb-19 27-Feb-19	2321	40.6	49.5	1.8
Summers St	Claisebrook-West	06-Mar-19 13-Mar-19	1513	38.4	46.6	4.7
Vincent St	Ethel-Norfolk	06-Mar-19 13-Mar-19	11,597	45.2	52.0	2.5
William St	Monger-Robinson	20-Feb-19 27-Feb-19	7223	34.4	46.1	3.8
Sample Averages			4,409	39.5	47.6	3.0
Daily Totals			61,725			

**Table 3-22: Twelve Month Traffic Dataset**

Road	Location	Survey Date	AWT Five day	Ave Speed	85% Speed	% Heavy Veh.
<b>40 km/h Trial Streets</b>						
Brisbane St	Dangan-Lake	04-Mar-20 11-Apr-20	1596	37.1	45.2	2.5
Brisbane St	Lane-Lindsay	18-Feb-20 26-Feb-20	2941	40.2	49.5	4.8
Bulwer St	Fitzgerald-Palmerston	26-Feb-20 04-Mar-20	11,154	44.7	51.3	2.8
Bulwer St	Lord-Wright	18-Feb-20 26-Feb-20	9603	46.1	53.5	3.2
Carr St	Charles-Fitzgerald	26-Feb-20 04-Mar-20	4071	43.5	50.7	2.5
Harold St	Smith-Wright	18-Feb-20 26-Feb-20	2398	32.9	39.4	1.9
Joel Tce	Bream Cove-Gardiner	04-Mar-20 11-Mar-20	2146	43.2	50.1	2.5
Mary St	Beaufort-William	04-Mar-20 11-Mar-20	971	33.0	40.0	3.3
Palmerston St	Myrtle-Randell	26-Feb-20 04-Mar-20	2659	28.7	36.0	2.9
Pier St	Brewer-Edward	18-Feb-20 26-Feb-20	2982	38.3	47.2	2.9
Smith St	Broome-Lincoln	18-Feb-20 26-Feb-20	2395	40.5	48.6	1.8
Summers St	Claisebrook-West	04-Mar-20 11-Mar-20	1553	38.0	46.1	5.2
Vincent St	Ethel-Norfolk	26-Feb-20 04-Mar-20	11,499	41.2	49.7	3.0
William St	Monger-Robinson	18-Feb-20 26-Feb-20	8136	32.9	42.7	3.3
Sample Averages			4579	38.6	46.4	3.0
Daily Totals			64,104			



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#### Open Ended-Responses – General Support or Opposition

The twelve month evaluation survey contained the following 'free-text' questions: "Do you have any other general comments about traffic and transport in Vincent?" and "Do you have any other comments about the 40 km/h speed limit trial?"

About a third of respondents (55 out of a total of 151 respondents) expressed a written comment about the trial. Of these, 24 were opposed, while 23 provided comments in favour of the trial limit. Qualified support was provided by eight respondents.

In most cases, these opinions were either very positive or very negative as shown by the representative responses below.

Supportive comments included:

*"I think it has been a great initiative."*

*"The new 40 zones are great, it has slowed drivers down especially on Beaufort Street and near the schools I have noticed. With more families living inner city living it's a very good idea to have the 40 km speed limit."*

*"I love this new speed limit!"*

*"I would like to see this trial extended across other densely populated residential areas and enforced more noticeably and regularly."*

*"The trial is clearly a good idea, and hopefully the 40km/h speed limit will be permanent. Well done to the Council on the initiative."*

Non-supportive comments generally indicated scepticism for the purpose of the trial:

*"It's unnecessary and would do little to deter speeders"*

*"The trial, in my view was/is of little value."*

*"Very strongly disagree with 40 km speed"*

*"I don't understand why 50 km/h is suitable for all other built up areas/suburbs but we should be punished with 40 km/h."*

*"It is nonsense and it achieves absolutely nothing."*

Responses expressing qualified support generally raised specific conditions for how they felt the 40 km/h may be more appropriate:

*"I would agree more with questions above in relation to the 40 kmh limit if it was enforced."*

*"I accept some streets should be 40"*

*"I believe 40 km is good on smaller, local streets"*

*"I agree with the 40 kph speed limit. However, I would make Bulwer St 50 kph,"*

Two of the respondents noted that they had changed their mind since implementation of the trial:

*"Initially I thought the idea was ridiculous however I am now in favour for all of the reasons above but ask that it is implemented properly"*

*"Although I was not initially a supporter of the 40 km speed limit, I've revised that thought and am supportive as I believe that it can only help to increase safety for everyone living in the area"*



City of Vincent 40km/h Trial Evaluation  
2 Data Analysis

*Open Ended-Responses – Thematic Findings from Comments*

Further analysis of the responses revealed a number of themes relating to aspects of the trial.

**Bulwer Street** - Twenty-one of the respondents indicated that they felt that the 40 km/h speed limit on Bulwer Street was too low. The finding for this specific road may be over-represented because of the geographic sampling strategy.

*"Bulwer Street does not need 40 km hour limit"*

*"Bulwer St used to be 60 and is very much a main road, since it's dropped to 40, the time 20 km difference seems completely unnecessary and extreme"*

*"40 km/hr on Bulwer St, a main thoroughfare is ridiculous"*

*"I think the 40km speed limit is too slow on Bulwer Street"*

**Compliance and Awareness** - Fifteen of the respondents felt that compliance with the 40 km/h speed limit had been limited or non-existent.

*"It seems to be ignored at times, which I think may be due to lack of awareness of the new limit amongst those who are not local residents".*

*"40 km/hr on Joel Terrace totally ineffective"*

*"I don't believe the majority of motorists take any notice of 40 km limits"*

Nine of the respondents felt that the trial had no impact on traffic speeds.

*"I do not think it has been effective, as in my experience most drivers remain at 50 km/h or more"*

*"In my particular case, I have seen little change from the 40 km/h speed limit trial"*

*"The normal traffic around my area has not changed in trial period"*

This is unsurprising, in view of the modest overall average vehicle speed reductions (section 3.3.3).

**Enforcement** - Sixteen of the respondents believed that the trial would have benefited from greater enforcement.

*"The lack of any enforcement of speed limits is a serious drawback"*

*"Little or no enforcement of speed limits"*

*"I would like to see this trial extended across other densely populated residential areas and enforced more noticeably and regularly"*

**Signage** - Eleven of the respondents indicated that the signage for the trial could be improved.

*"There are far too many street signs (40 kmh Limit, End of 40 kmh Limit) along Bulwer St that add confusion"*

*"It's not signposted enough/clear"*

*"The speed signs are so unclear as it will say end of 40 km/h but it hasn't ended"*

*"Far better signage required for 40 kmh zones - some were hidden behind trees and not as clear as normal speed limit signage"*



**City of Vincent 40km/h Trial Evaluation**  
**2 Data Analysis**

**Improvements** - A small number of the respondents suggested improvements, such as traffic calming and electronic speed limit signs should be implemented.

*"Speed limit should be enforced, especially by physical means i.e. speed humps, etc."*

*"I feel it would be much better and more acceptable generally if there was a solar powered adjustable speed limit"*

*"There need to be flashing 40 signs as there are on Beaufort Street in order to remind drivers who don't live in the area"*

*"Need better speed humps on Harold St"*

**Rat running** - Fourteen of the respondents were concerned about rat running, either through the trial or as a result of the trial (the quantitative results indicate that concern about rat-running has reduced over the trial period, refer to Table 3-25 in section 3.4.5).

*"Rat run traffic still speed and ignore the limit"*

*"I have regularly had annoyed rat runners overtake and speed away down my street"*

*"Lots of rat running on Barlee Street since the no right turn on Beaufort/Walcott intersection causes much more unsafe traffic than the 40 km speed limit"*

*"Specific action to address rat running would be more beneficial"*

One traffic warden emphasised the effectiveness of on-road 40km/hr patches and suggest they could be painted on more local roads, perhaps on area wide basis, as an additional reminder to drivers. The warden also commented that repeater signage along their relatively long school frontage may also improve driver compliance and safety.

The final question put to the traffic wardens concerned their preference between a conventional school zone, and the 40 km/h trial area covering a wider area of local roads around the school.

*"My preference is for 40 km [speed limit] across day – so when school happens, people are more used to it... there's no reason why there shouldn't be a permanent 40 km/h limit."*

The other warden provided a similar response, but noted the importance of enforcement:

*I think [a 40 km/h area limit provides] enhanced safety for children and parents walking to school - pupils getting off buses etc. - they would benefit. There's not too much [of a benefit] for my crossing, because it already has a 40 km/h limit... I think local roads being 40 km/h is a good idea – but we don't have the police presence to enforce 27/4"*





**City of Vincent 40km/h Trial Evaluation**  
**3 Conclusion**

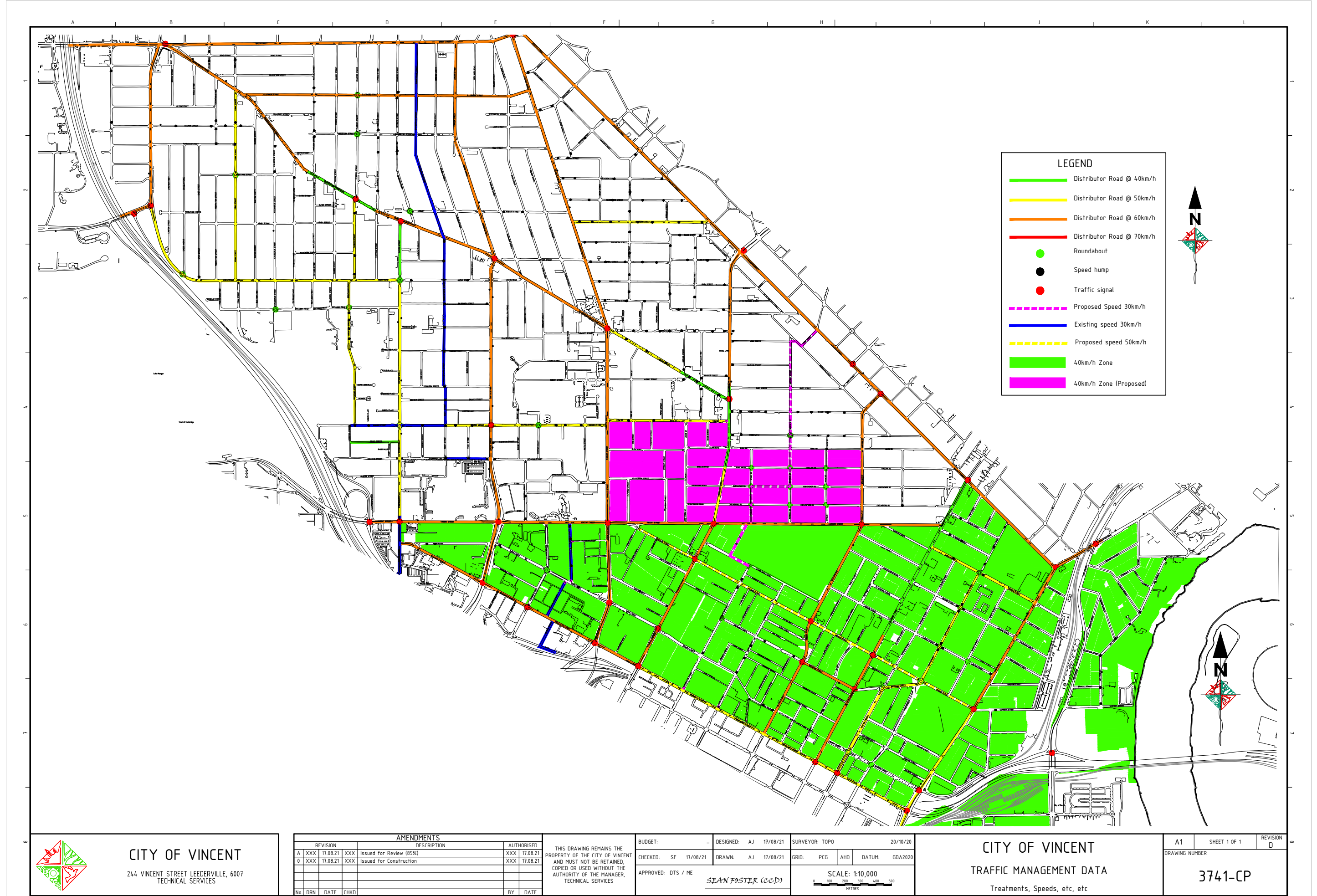
### **3 Conclusion**

A collation of surveys and documents were analysed to determine the general feedback of the 40km/h trial from the residents within the City of Vincent. A summary of the key themes is shown below:

- The trial has had little to no effect on reducing rat-running
- An observed trend in residents feeling safer over time when walking and cycling on 40km/h routes
- An observed trend in 40km/h streets feeling safer for children over time
- The trial has had little impact over time in observed traffic noise
- An observed trend in trips becoming easier over time as a result of the trial
- An increase in support of the trial going ahead and being extended
- An observed trend in driving at the 40km/h speed limit being more acceptable over time
- An observed trend in residents' perception of the local area being more liveable over time due to the trial
- A general increase in local transport being encouraged over time due to the trial
- An observed trend in local recreation being encouraged due to the trial
- Vulnerable road users (children and the elderly) would require further interventions to reducing speed limits by 10km/h to feel more confident walking, cycling or using mobility aids
- Almost 3 times as many responses were received for benefits of the trial as opposed to issues of the trial
- Each project is generally supported by more than 50% of the residents with general issues relating to loss of on-street parking
- Law enforcement in the 40km/h areas would encourage complying speeds
- The 40 km/h trial within the City of Vincent has resulted in some speed reduction and crash benefits
- An increase in the total number of pedestrian and cyclists observed suggests that local street amenity has somewhat improved.

In summary, the 40km/h has become more widely acceptable over time with residents feeling safer and more encouraged to live healthy and sustainable lives. This is shown by the shift towards agreeing with the purpose of the trial over time i.e. safer, easier, enjoyable and environmentally friendly travel for all modes. Residents generally support the application measures where careful consideration taken to the location, proposed treatments and route choice is taken.





## 11 COMMUNITY & BUSINESS SERVICES

### 11.1 FINANCIAL STATEMENTS AS AT 30 NOVEMBER 2022

Attachments: 1. Financial Statement as at 30 November 2022  

#### RECOMMENDATION:

That Council **RECEIVES** the Financial Statements for the month ended 30 November 2022 as shown in Attachment 1.

#### PURPOSE OF REPORT:

To present the statement of financial activity for the period ended 30 November 2022.

#### BACKGROUND:

Regulation 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires a local government to prepare each month a statement of financial activity including the sources and applications of funds, as compared to the budget.

#### DETAILS:

The following documents, included as **Attachment 1**, comprise the statement of financial activity for the period ending **30 November 2022**:

Note	Description	Page
1.	Statement of Financial Activity by Nature or Type Report	1
2.	Net Current Funding Position	2
3.	Summary of Income and Expenditure by Service Areas	3-6
4.	Capital Expenditure including Funding graph and Capital Works Schedule	7-14
5.	Cash Backed Reserves	15
6.	Rating Information and Graph	16-17
7.	Debtors Report	18
8.	Beatty Park Leisure Centre Financial Position	19-20

#### Explanation of Material Variances

The materiality thresholds used for reporting variances are 10% and \$20,000, respectively. This means that variances will be analysed and separately reported when they are more than 10% (+/-) of the year-to-date budget and where that variance exceeds \$20,000 (+/-). This threshold was adopted by Council as part of the budget adoption for 2022/2023 and is used in the preparation of the statements of financial activity when highlighting material variance in accordance with *Financial Management Regulation 34(1) (d)*.

In accordance with the above, all material variances as of 30 November 2022 have been detailed in the variance comments report in **Attachment 1**.

#### **Comments on the Statement of Financial Activity by Nature or Type (as at Attachment 1).**

**Revenue by Nature or Type** (on page 1) is tracking slightly higher than the YTD budgeted revenue by \$1,560,767 (3.1%). The following items materially contributed to this position:

- A favourable variance of \$930,150 in Fees and Charges mostly due to:
  - \$388,199 favourable car park and kerbside parking fees;
  - \$175,928 favourable Beatty Park enrolment, membership and admission fee income;
  - \$111,712 favourable Development and Design application fees due to higher applications received;
  - \$107,097 favourable Waste Services due to a budget phasing of rubbish services charges; and
  - \$106,120 favourable Infringement fines and penalties, hall hire, registration fees and work zone licenses and permit income.

- A favourable variance of Interest earnings of \$378,015 mostly due to higher-than-expected interest received on investments (~\$341k) and rates instalment interest (~\$37k),
- A favourable variance of Rates revenue of \$300,244 mostly due to a budget phasing variance.

**Expenditure by Nature or Type** (on page 1) is favourable, attributed by an under-spend of \$981,082 (3.8%). The following items materially contributed to this position:

- \$571,736 favourable Depreciation expense due to a timing variance.
- \$538,542 favourable Employee expense mostly due to timing variances of labour expenses and annual leave costs.
- \$150,541 favourable Utility charges due to timing variances for electricity costs.
- \$108,466 favourable for Materials and Contracts mainly due to timing variances for:
  - \$89,561 underground power project; and
  - \$36,680 consultant and contractors' expenses.
- \$39,922 favourable Other expenditure mostly due to timing variances for donations and sponsorships provided; partially offset by:
- \$430,251 loss on disposal of assets due to budget phasing of the 31 Sydney Street demolition.

### Surplus Position – Year End 2022/23

The surplus position brought forward to 2022/23 is \$7,185,007 compared to the adopted budget amount of \$5,657,084. The actual opening surplus figure will be adjusted after the year audit has been finalised in December 2022.

### Content of Statement of Financial Activity

An explanation of each report in the Statement of Financial Activity (**Attachment 1**), along with some commentary, is below:

1. Statement of Financial Activity by Nature or Type Report (Note 1 Page 1)  
This statement of financial activity shows revenue and expenditure classified by Nature or Type.
2. Net Current Funding Position (Note 2 Page 2)  
'Net current assets' is the difference between the current assets and current liabilities, less committed assets and restricted assets.
3. Summary of Income and Expenditure by Service Areas (Note 3 Page 3-6)  
This statement shows a summary of operating revenue and expenditure by service unit including variance commentary.
4. Capital Expenditure and Funding Summary (Note 4 Page 7-14)  
The full capital works program is listed in detail in Note 4 in **Attachment 1**. The attachment includes a summary of the year-to-date expenditure of each asset category and the funding source associated to the delivery of capital works.
5. Cash Backed Reserves (Note 5 Page 15)  
The cash backed reserves schedule provides a detailed summary of the movements in the reserve portfolio, including transfers to and from the reserve. The balance as at 30 November 2022 is \$14,586,759.
6. Rating Information (Note 6 Page 16-17)

The notices for rates and charges levied for 2022/23 were issued on 21 July 2022. *The Local Government Act 1995* provides for ratepayers to pay rates by four instalments. The due dates for each instalment are:

	Due Date
First Instalment	28 August 2022
Second Instalment	28 October 2022
Third Instalment	6 January 2023
Fourth Instalment	10 March 2023

Rates for 2021/22 were raised on 7 July 2022 after the adoption of the budget.

The outstanding rates debtors balance as at 30 November 2022 was \$11,774,923, excluding deferred rates of \$120,753. The outstanding rates percentage as at 30 November 2022 was 26.81% compared to 27.76% for the similar period last year.

7. Receivables (Note 7 Page 18)

Total trade and other receivables at 30 November 2022 were \$3,807,998.

Below is a summary of the significant items with an outstanding balance over 90 days:

- \$1,058,805 (77%) relates to unpaid infringements (plus costs) over 90 days. Infringements that remain unpaid for more than two months are referred to the Fines Enforcement Registry (FER), which then collects the outstanding balance on behalf of the City for a fee.
- \$207,301 relates to cash-in-lieu of car parking debtors. In accordance with the *City's Policy 7.7.1 Non-residential parking*, Administration has entered into special payment arrangements with long outstanding cash in lieu parking debtors to enable them to pay their debt over a fixed term of five years.

8. Beatty Park Leisure Centre – Financial Position report (Note 8 Page 19-20)

As of 30 November 2022, the Centre's operating surplus position was \$589,754 (excluding depreciation) compared to the YTD budgeted surplus amount of \$339,791. Predominantly the surplus is contributed by Swim School, Health and Fitness memberships.

**CONSULTATION/ADVERTISING:**

Not applicable.

**LEGAL/POLICY:**

*Section 6.4 of the Local Government Act 1995* requires a local government to prepare an annual financial report for the preceding year and other financial reports as prescribed.

*Regulation 34 (1) of the Local Government (Financial Management) Regulations 1996* requires the local government to prepare a statement of financial activity each month, reporting on the source and application of funds as set out in the adopted annual budget.

A statement of financial activity and any accompanying documents are to be presented at an Ordinary Meeting of the Council within two months after the end of the month to which the statement relates. *Section 6.8 of the Local Government Act 1995* specifies that a local government is not to incur expenditure from its Municipal Fund for an additional purpose except where the expenditure is authorised in advance by an absolute majority decision of Council.

**RISK MANAGEMENT IMPLICATIONS:**

Low: Provision of monthly financial reports to Council fulfils relevant statutory requirements and is consistent with good financial governance.

**STRATEGIC IMPLICATIONS:**

Reporting on the City's financial position is aligned with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

Expenditure within this report facilitates various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

**PUBLIC HEALTH IMPLICATIONS:**

Expenditure within this report facilitates various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

As contained in this report.



**CITY OF VINCENT**  
**NOTE 1 - STATEMENT OF FINANCIAL ACTIVITY**  
**BY NATURE OR TYPE**  
**FOR THE PERIOD ENDED 30 NOVEMBER 2022**

	Note	Adopted Budget 2022/23 \$	Revised Budget 2022/23 \$	YTD Budget 30/11/2022 \$	YTD Actual 30/11/2022 \$	YTD Variance \$	YTD Variance %
<b>Opening Funding Surplus(Deficit)</b>	1	<b>5,657,084</b>	<b>6,125,327</b>	<b>6,125,327</b>	<b>7,283,240</b>	<b>1,157,913</b>	<b>18.9%</b>
<b>Revenue from operating activities</b>							
Rates		39,910,329	39,910,329	39,811,326	40,111,570	300,244	0.8%
Operating Grants, Subsidies and Contributions		1,247,567	1,247,567	420,913	375,175	(45,738)	-10.9%
Fees and Charges		20,921,584	20,921,584	8,720,788	9,650,938	930,150	10.7%
Interest Earnings		533,000	533,000	339,336	717,351	378,015	111.4%
Other Revenue		1,151,629	1,151,629	504,634	502,730	(1,904)	-0.4%
Profit on Disposal of Assets		2,562,601	2,562,601	0	0	0	0.0%
		<b>66,326,710</b>	<b>66,326,710</b>	<b>49,796,997</b>	<b>51,357,764</b>	<b>1,560,767</b>	<b>3.1%</b>
<b>Expenditure from operating activities</b>							
Employee Costs		(28,805,030)	(28,805,030)	(11,196,226)	(10,657,684)	538,542	-4.8%
Materials and Contracts		(21,822,785)	(21,822,785)	(7,930,071)	(7,821,605)	108,466	-1.4%
Utility Charges		(1,860,245)	(1,860,245)	(761,819)	(611,278)	150,541	-19.8%
Depreciation on Non-Current Assets		(12,865,818)	(12,865,818)	(5,360,785)	(4,789,049)	571,736	-10.7%
Interest Expenses		(540,835)	(540,835)	(186,059)	(183,933)	2,126	-1.1%
Insurance Expenses		(647,958)	(647,958)	(269,990)	(269,990)	0	0.0%
Other Expenditure		(939,482)	(939,482)	(303,357)	(263,435)	39,922	-13.2%
Loss on Disposal of Assets		(516,540)	(516,540)	0	(430,251)	(430,251)	0.0%
		<b>(67,998,693)</b>	<b>(67,998,693)</b>	<b>(26,008,307)</b>	<b>(25,027,225)</b>	<b>981,082</b>	<b>-3.8%</b>
<b>Operating activities excluded from budget</b>							
Add Deferred Rates Adjustment		0	0	0	11,400	11,400	0.0%
Add Back Depreciation		12,865,818	12,865,818	5,360,785	4,789,049	(571,736)	-10.7%
Adjust (Profit) Loss on Asset Disposal		(2,046,061)	(2,046,061)	0	430,251	430,251	0.0%
		<b>10,819,757</b>	<b>10,819,757</b>	<b>5,360,785</b>	<b>5,230,700</b>	<b>(130,085)</b>	<b>-2.4%</b>
<b>Amount attributable to operating activities</b>		<b>9,147,774</b>	<b>9,147,774</b>	<b>29,149,475</b>	<b>31,561,239</b>	<b>2,411,764</b>	<b>8.3%</b>
<b>Investing Activities</b>							
Non-operating Grants, Subsidies and Contributions		3,672,590	3,672,590	10,000	427,778	417,778	4177.8%
Purchase Property, Plant and Equipment	4	(11,545,166)	(11,545,166)	(1,371,916)	(2,262,661)	(890,745)	64.9%
Purchase Infrastructure Assets	4	(8,543,447)	(8,543,447)	(745,873)	(1,155,350)	(409,477)	54.9%
Proceeds from Joint Venture Operations		1,666,666	1,666,666	0	0	0	0.0%
Proceeds from Disposal of Assets		1,926,000	1,926,000	0	172,988	172,988	0.0%
<b>Amount attributable to investing activities</b>		<b>(12,823,357)</b>	<b>(12,823,357)</b>	<b>(2,107,789)</b>	<b>(2,817,245)</b>	<b>(709,456)</b>	<b>33.7%</b>
<b>Financing Activities</b>							
Principal elements of finance lease payments		(70,602)	(70,602)	(47,068)	(47,068)	0	0.0%
Repayment of Loans		(1,501,877)	(1,501,877)	(630,034)	(630,036)	(2)	0.0%
Proceeds from New Loans		827,879	827,879	827,879	827,879	0	0.0%
Transfer to Reserves	5	(4,468,083)	(4,468,083)	(2,261,702)	(3,503,818)	(1,242,116)	54.9%
Transfer from Reserves	5	4,912,256	4,912,256	35,035	618,518	583,483	1665.4%
<b>Amount attributable to financing activities</b>		<b>(300,427)</b>	<b>(300,427)</b>	<b>(2,075,890)</b>	<b>(2,734,525)</b>	<b>(658,635)</b>	<b>31.7%</b>
<b>Closing Funding Surplus(Deficit)</b>		<b>1,681,074</b>	<b>2,149,317</b>	<b>31,091,123</b>	<b>33,292,709</b>	<b>2,201,586</b>	<b>7.1%</b>

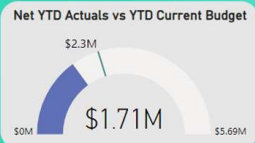
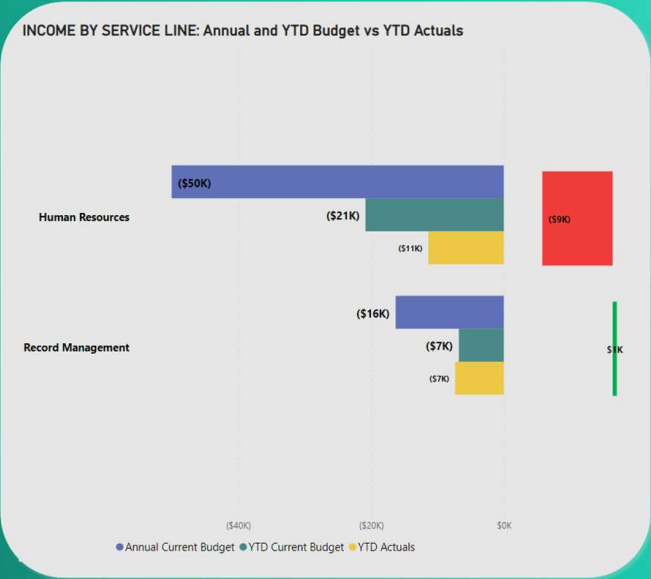


**CITY OF VINCENT**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**NOTE 2 - NET CURRENT FUNDING POSITION**  
**FOR THE PERIOD ENDED 30 NOVEMBER 2022**

	Note	YTD Actual	FY Actual
		30/11/2022	30/11/2021
		\$	\$
<b>Current Assets</b>			
Cash Unrestricted		29,106,018	26,868,927
Cash Restricted		14,586,759	12,588,180
Investments		(2,750)	11,000
Receivables - Rates	6	11,774,923	11,143,179
Receivables - Other	7	3,807,998	3,318,530
Inventories		224,143	262,913
		<u>59,497,092</u>	<u>54,192,729</u>
<b>Less: Current Liabilities</b>			
Payables		(9,406,304)	(9,935,809)
Provisions - employee		(4,908,460)	(4,846,015)
		<u>(14,314,764)</u>	<u>(14,781,824)</u>
<b>Unadjusted Net Current Assets</b>		<b>45,182,328</b>	<b>39,410,905</b>
<b>Adjustments and exclusions permitted by FM Reg 32</b>			
Less: Reserves - restricted cash	5	(14,586,759)	(12,588,180)
Less: Shares transferred from non current asset		2,750	(11,000)
Add: Current portion of long term borrowings		1,234,282	1,218,010
Add: Infringement Debtors transferred to non current asset		1,436,572	1,436,572
Add: Current portion of long term finance lease liabilities		23,534	0
		<u>(11,889,619)</u>	<u>(9,944,598)</u>
<b>Adjusted Net Current Assets</b>		<b>33,292,709</b>	<b>29,466,307</b>



CITY OF VINCENT  
NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE  
OFFICE OF THE CEO  
AS AT 30 NOVEMBER 2022

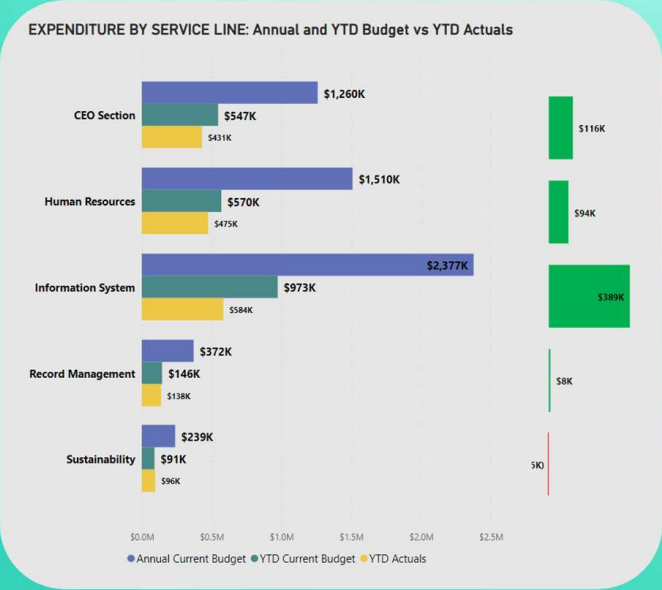


**KEY VARIANCE COMMENTARY**  
(\$20,000 and 20%)

**Chief Executive Officer**  
\$116k favourable expenditure due to timing variances for:  
-\$81k Underground Power Project costs,  
-\$20k employee related costs.

**Human Resources**  
\$94k favourable expenditure due to timing variances for:  
-\$36k employee related costs due to vacant positions yet to be filled,  
-\$22k staff training expenses,  
-\$22k membership fees.

**Information Systems**  
\$389k favourable expenditure due to timing variances for:  
-\$265k software license fees,  
-\$76k furniture and equipment purchases,  
-\$49k employee related costs due to vacant positions yet to be filled.



## CITY OF VINCENT

NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE  
CORPORATE SERVICES DIRECTORATE

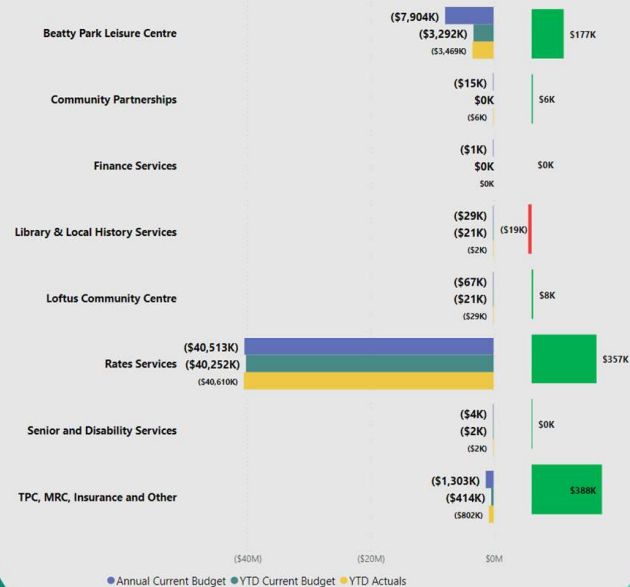
AS AT 30 NOVEMBER 2022



## Net YTD Actuals vs YTD Current Budget



## INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals

KEY VARIANCE COMMENTARY  
(\$20,000 and 20%)

## Beatty Park Leisure Centre

\$177k favourable income due to higher swim school, group fitness and gym membership fees.  
\$85k favourable expenditure due to timing variances for general maintenance and utilities costs.

## Community Partnership

\$112k favourable expenditure due to:  
- \$41k timing variances for various programs and events.  
- \$41k favourable variance for employee related costs due to vacant positions yet to be filled.  
- \$28k favourable timing variance for donation and sponsorship expenses.

## Library &amp; Local History Services

\$30k unfavourable mainly due to employee related costs \$40k partially offset by materials & contracts timing variances \$9k.

## Marketing and Communication

\$68k favourable expenditure due to:  
- \$33k favourable timing variance for public relations, website maintenance and other expenses.  
- \$28k favourable timing variance for programs, advertising, subscriptions and other license fees.

## Rates Services

\$357k favourable rates income due to a budget phasing variance.

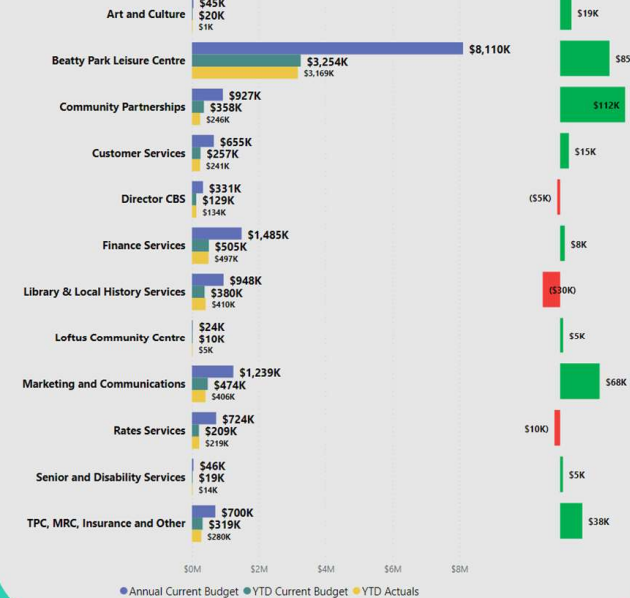
## Other

\$388k favourable interest income due to higher than anticipated interest rates.

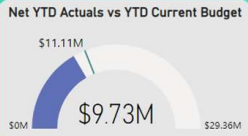
## Mindarie and Tamala Park

\$38k favourable expenditure due to a timing variance for rates.

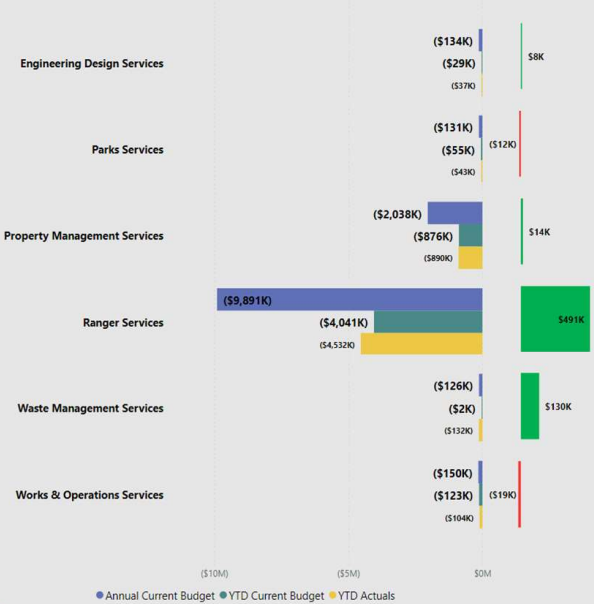
## EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



CITY OF VINCENT  
NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE  
INFRASTRUCTURE AND ENVIRONMENT DIRECTORATE  
AS AT 30 NOVEMBER 2022



INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



KEY VARIANCE COMMENTARY  
(\$20,000 and 20%)

**Engineering Design Services**  
\$159k favourable expenditure due to:  
- \$91k timing variance for street light electricity usage,  
- \$58k timing variance for contractors,  
- \$17k favourable variance in employee costs for vacant positions yet to be filled.

**Parks Services**  
\$269k favourable expenditure mostly due to a timing variance for employee related costs \$294k and depreciation \$48k, partially offset by a materials and contracts timing variance for the maintenance of parks and reserves \$92k.

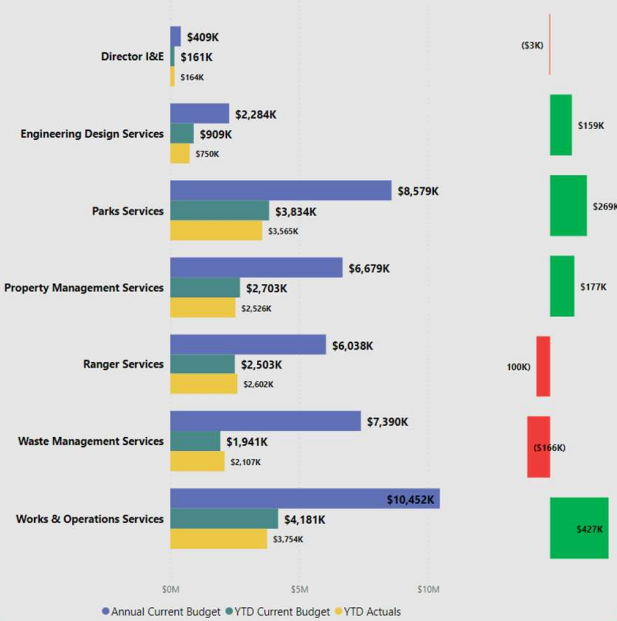
**Property Management Services**  
\$177k favourable expenditure due to timing variance for consultants and employee costs for vacant positions yet to be filled.

**Ranger Services**  
\$491k favourable income mostly due to higher car park revenue.  
\$100k unfavourable expenditure due to timing variances for various car park maintenance costs.

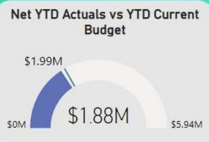
**Waste Management Services**  
\$130k favourable income due to budget phasing of rubbish service charges. \$166k unfavourable expenditure due to timing variances for MRC & WMRC waste collection and waste tipping costs.

**Works and Operations Services**  
\$427k favourable expenditure due to a depreciation timing variance.

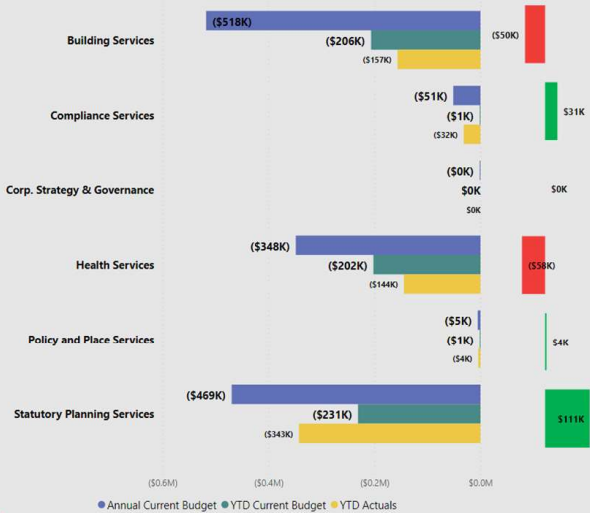
EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



CITY OF VINCENT  
NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE  
STRATEGY AND DEVELOPMENT DIRECTORATE  
AS AT 30 NOVEMBER 2022



INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



KEY VARIANCE COMMENTARY  
(\$20,000 and 20%)

**Building Services**  
\$50k unfavourable building permit revenue mostly due to a decrease in building applications.  
\$23k unfavourable expenditure for employee related costs.

**Compliance Services**  
\$31k favourable income due to budget phasing variances for infringements, fines and penalties.  
\$24k favourable expenditure due to various immaterial variances.

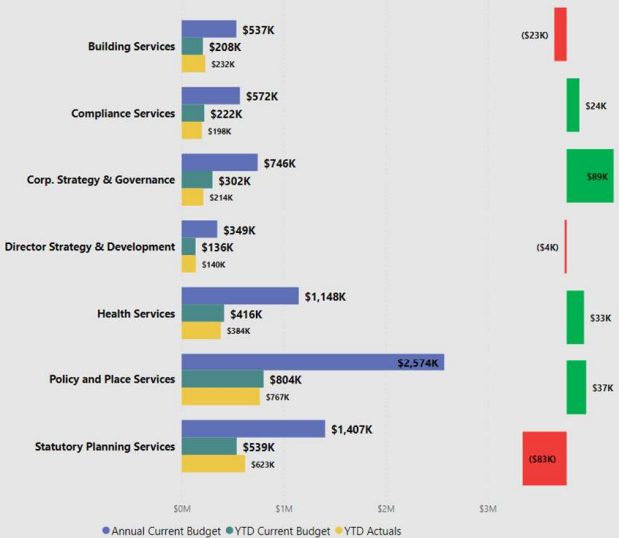
**Corporate Strategy and Governance**  
\$89k favourable expenditure mostly due to timing variances for audit fees, consultants and employee costs.

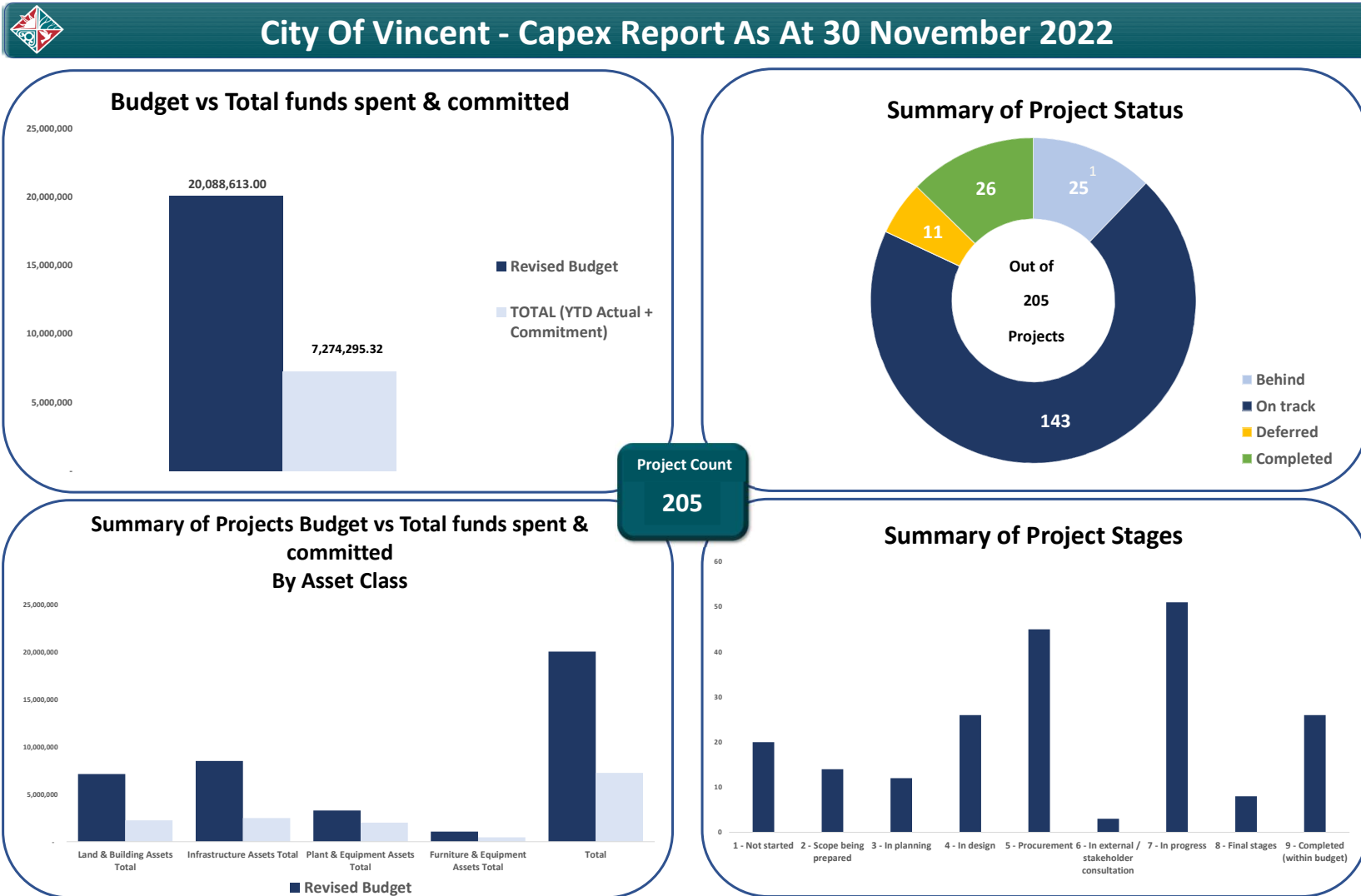
**Health Services**  
\$58k unfavourable income mostly due to budget phasing of Food Premises licenses.  
\$33k favourable expenditure due to various immaterial variances.

**Policy and Place Services**  
\$37k favourable expenditure due to budget phasing of the Leederville Place management program and the Leederville Structure Plan.

**Statutory Planning Services**  
\$111k favourable income mostly due to higher income received from development application and panel fees.  
\$83k unfavourable expenditure mostly due to higher development application and panel expenses and other immaterial variances.

EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals





1. 23 of the projects marked as "Behind" are in relation to small fleet acquisitions, delayed due to supply chain constraints.



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
<b>Land &amp; Building Assets</b>									
<b>ADMIN CENTRE</b>									
Administration Centre Renewals	50,000	-	-	-	-	-	On track	3 - In planning	Will be progressed once waterproofing works for balcony complete
Lift Renewal - Administration & Civic Centre	10,000	-	4,760	(4,760)	1,550	6,310	On track	4 - In design	
Admin Building - Additional Meeting Spaces	50,000	-	-	-	-	-	On track	2 - Scope being prepared	Concept design being prepared for options
<b>BEATTY PARK LEISURE CENTRE</b>									
Beatty Park Leisure Centre – Construction & Fit Out Indoor Pool Changerooms	850,000	-	52,972	(52,972)	46,098	99,070	Behind	4 - In design	Detailed design
Beatty Park Leisure Centre - Facilities Infrastructure Renewal	448,115	105,452	111,748	(6,296)	59,759	171,508	On track	3 - In planning	Works ongoing
Beatty Park Leisure Centre – Heritage Grandstand Electrical Works	450,970	-	-	-	659,351	659,351	On track	7 - In progress	Tender awarded
Beatty Park Leisure Centre – Repair and maintain Heritage Grandstand	298,630	81,079	22,500	58,579	191,853	214,353	On track	7 - In progress	West Wing completed
Plant room remedial works	100,000	-	-	-	-	-	On track	3 - In planning	Scoping
<b>DEPARTMENT OF SPORTS AND RECREATION</b>									
DLGSC HVAC, Plant & Fire Services Renewals	242,550	30,319	1,188	29,132	750	1,938	On track	2 - Scope being prepared	Fire services upgrade quote received. Scope for aircon being developed
DLGSC LED lighting upgrade/renewal	250,850	31,356	5,100	26,256	2,054	7,154	On track	2 - Scope being prepared	RFT being prepared
Lift renewal and non fixed assets renewal	10,000	-	-	-	-	-	On track	4 - In design	Scope to be further determined
Solar Photovoltaic Panel System Installation (Leased DLGSC Building)	125,000	15,625	26,312	(10,687)	95,680	121,992	On track	7 - In progress	Contract awarded. Works commencing soon
<b>LIBRARY</b>									
Library Facility Renewals	20,000	20,000	19,877	123	-	19,877	Completed	9 - Completed (within budget)	
Upgrade Library counter to enhance customer service delivery	36,660	11,981	28,174	(16,193)	20,417	48,590	Completed	9 - Completed (within budget)	
Waterproof external balcony area (water damage) - Civic Centre	120,000	-	850	(850)	-	850	On track	7 - In progress	Awarded. Works to commence
<b>MISCELLANEOUS</b>									
Air Conditioning & HVAC Renewal - Loftus Recreation Centre (Leased Gymnastics WA)	15,000	-	-	-	16,096	16,096	On track	7 - In progress	PO raised
Air Conditioning & HVAC Renewal - Miscellaneous	50,000	-	-	-	-	-	On track	2 - Scope being prepared	Scope to be confirmed in order of priority
Carpet Renewal - Subiaco Football Club (Leased)	30,000	-	-	-	25,620	25,620	On track	7 - In progress	
Forrest Park Croquet Club	18,000	45,400	16,438	28,962	-	16,438	Completed	9 - Completed (within budget)	
Gym roof repairs (Leased Belgravia)	50,000	-	45,690	(45,690)	-	45,690	Completed	9 - Completed (within budget)	
Hyde Park - Gazebo Renewal	25,000	3,125	16,959	(13,834)	-	16,959	Completed	9 - Completed (within budget)	
Hyde Park West Toilets & Kiosk	138,531	158,019	131,948	26,071	3,450	135,398	Completed	9 - Completed (within budget)	
Leased Property Non Scheduled Renewal - Annual Provision	50,000	14,602	21,850	(7,248)	10,180	32,030	On track	7 - In progress	
Leederville Oval Stadium - Electrical renewal - 3 boards	163,276	-	111,888	(111,888)	13,500	125,388	On track	8 - Final stages	Waiting on invoice
Leederville Oval Stadium Facility Renewal (Leased)	325,000	40,625	-	40,625	-	-	On track	2 - Scope being prepared	Engineer investigations and preparing options



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
Leederville Town Centre - Toilet Demolition	50,000	-	-	-	-	-	On track	3 - In planning	Defer pending EOI for the land - further discussions on options
Margaret Kindergarten - Toilet Upgrade	90,000	11,250	-	11,250	68,463	68,463	On track	5 - Procurement	Grant agreement finalised and contract awarded
Menzies Park Pavilion & Ablutions	140,282	192,535	127,967	64,568	11,340	139,307	Completed	9 - Completed (within budget)	
Miscellaneous Asset Renewal - City buildings	50,000	-	35,638	(35,638)	9,590	45,228	On track	7 - In progress	
Modifications to Litis Stadium Underpass	30,000	-	-	-	27,860	27,860	On track	6 - In external / stakeholder consultation	Discussions with club on project timing/impact
North Perth Bowling Club	300,000	38,156	750	37,406	4,940	5,690	On track	4 - In design	Waiting on grant to progress
North Perth Town Hall - Kitchen and Toilet Renewal - Lesser Hall	120,000	-	800	(800)	-	800	On track	4 - In design	Detailed design documentation for tender being prepared
North Perth Town Hall - Kitchen and Toilet Renewal - Main Hall	176,000	1,600	6,540	(4,940)	9,900	16,440	On track	4 - In design	Detailed design documentation for tender being prepared
Replace electrical distribution boards - multiple buildings - post asbestos removal	15,000	13,697	14,370	(673)	-	14,370	On track	8 - Final stages	
Solar Photovoltaic Panel System Installation (Leased ASSETTS - 286 Beaufort St)	0	-	-	-	-	-	Deferred	1 - Not started	Cancelled in first quarter budget review
Solar Photovoltaic Panel System Installation (Leased Leederville Childcare Centre)	20,150	-	3,472	(3,472)	13,855	17,327	On track	7 - In progress	Contract awarded - works to commence soon
Solar Photovoltaic Panel System Installation (Leased Tennis West - Robertson Park Tennis Centre)	29,900	-	-	-	-	-	On track	2 - Scope being prepared	
Solar Photovoltaic System Installation (Leased Y WA Headquarters - 62 Frame Court)	0	-	-	-	-	-	Deferred	1 - Not started	Cancelled in first quarter budget review
Water and Energy Efficiency Initiatives	60,000	7,500	9,960	(2,460)	9,910	19,870	On track	3 - In planning	
Woodville Pavilion - Roofing Renewal Program	0	-	-	-	-	-	Deferred	2 - Scope being prepared	Cancelled in first quarter budget review
Works Depot - Non fixed assets renewals	46,106	5,763	1,143	4,620	-	1,143	On track	7 - In progress	
Works Depot - Replacement Box Gutters	10,000	-	-	-	-	-	On track	1 - Not started	Project due to be completed in June 2023
North Perth Community Centre Renewal Works	40,000	-	34,425	(34,425)	4,800	39,225	On track	7 - In progress	Works nearing completion
Infrastructure Works - Litis Stadium	292,468	110,934	84,487	26,447	14,534	99,021	On track	7 - In progress	Detailed design work for changerooms. Demo planned for 2023
Install dividing wall (Loftus Recreation Centre)	0	-	3,651	(3,651)	-	3,651	Completed	9 - Completed (within budget)	Prior year project. Invoice paid in November
<b>Land &amp; Building Assets Total</b>	<b>7,313,584</b>	<b>1,185,516</b>	<b>1,009,718</b>	<b>(2,439)</b>	<b>1,321,549</b>	<b>2,263,006</b>			
<b>Furniture &amp; Equipment Assets</b>									
<b>INFORMATION TECHNOLOGY - FURNITURE AND EQUIPMENT</b>									
Enterprise Applications upgrade	394,468	49,308	128,357	(79,049)	54,272	182,629	On track	7 - In progress	
ICT infrastructure renewal (switches, UPS, audio visual, network links)	143,857	17,982	32,580	(14,598)	27,113	59,693	On track	7 - In progress	
<b>MISCELLANEOUS</b>									
Non Fixed Assets - planned allocations - Lifeguard Tower renewal, Shade Sails, Fire alarm System, Umbrellas, Floor Scrubber	140,378	80,110	30,443	49,667	-	30,443	On track	7 - In progress	
<b>POLICY AND PLACE - F&amp;E</b>									
Arts Rebound - Town Centre Artworks (COVID 19 Arts Relief - Phase 2)	236,000	24,000	-	24,000	172,000	172,000	On track	4 - In design	Timing variance. External consultation stage
<b>Furniture &amp; Equipment Assets Total</b>	<b>914,703</b>	<b>171,400</b>	<b>191,380</b>	<b>(19,980)</b>	<b>253,385</b>	<b>444,765</b>			





CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
<b>Infrastructure Assets</b>									
<b>BANKS RESERVE MASTER PLAN - IMPLEMENTATION STAGE 1</b>									
Banks Reserve Master Plan Implementation - Stage 1	450,000	56,250	-	56,250	-	-	On track	3 - In planning	Timing variance. Planning stage with contract expected to be awarded mid December.
FY 23 - New public toilets, and other general improvements									
FY 24 - Walter's Brook Crossing, New picnic facilities, 'River Journeys' interpretation node, and complementary elements.									
<b>BICYCLE NETWORK</b>									
Construct Norfolk St N/S Route Stage 1	50,000	6,250	9,670	(3,420)	8,290	17,960	Completed	9 - Completed (within budget)	Stage 1 (15% concept) completed.
Feasibility study for Summers St & Claisebrook Rd Bicycle Route	0	-	-	-	-	-	Deferred	1 - Not started	Deferred to 2024FY due to DoT funding.
Travel Smart Actions	10,500	-	-	-	-	-	On track	3 - In planning	
Florence/Strathcona/Golding Safe Active Street	25,546	3,193	33,070	(29,877)	21,471	54,541	Completed	9 - Completed (within budget)	
Design Bike Network Plan	60,000	7,500	-	7,500	54,450	54,450	On track	7 - In progress	
<b>BLACK SPOT PROGRAM</b>									
Broome/Wright - Instal Roundabout	250,000	-	-	-	1,600	1,600	On track	4 - In design	
Fitzgerald/Forrest - Ban right hand turns in/out of Forrest street. Seagui Island installed. Close median in Fitzgerald St.	40,000	-	-	-	1,600	1,600	On track	4 - In design	
Fitzgerald/Lawley - Ban right turns out of Lawley by insalling half seagui island in Lawley st and narrow median island in Fitzgerald St	80,000	-	-	-	1,600	1,600	On track	4 - In design	
William/Forrest - instal traffic island on eastern leg of Forrest St and provide additional STOP sign	17,000	-	-	-	1,600	1,600	On track	4 - In design	
Beaufort / Harold , Highgate	150,000	18,750	-	18,750	-	-	On track	4 - In design	
<b>CAR PARK DEVELOPMENT</b>									
Access and Inclusion (DAIP) – ACROD Parking Improvement Program	30,000	-	-	-	-	-	On track	2 - Scope being prepared	
Accessible City Strategy Implementation (Action 3.3.1, 3.3.4 & 2.2.1)	505,000	-	-	-	-	-	On track	5 - Procurement	
Britannia Reserve (Secondary, Litis)	0	-	-	-	-	-	Deferred	1 - Not started	Deferred from FQBR
HBV Stadium Car Park	49,250	-	-	-	-	-	Deferred	1 - Not started	Deferred to 24FY due to FIFA Women's World Cup
Minor Capital Improvements of City Car Parks (General Provision)	36,425	-	-	-	-	-	On track	1 - Not started	Scope to be confirmed
<b>DRAINAGE</b>									
Britannia Reserve Main Drain Renewal Stages 1 & 2	21,670	-	-	-	-	-	On track	5 - Procurement	
Gully Soak-well installation program	108,279	13,535	12,776	759	1,188	13,963	On track	7 - In progress	
Minor drainage improvement program	425,431	53,179	7,500	45,679	8,800	16,300	On track	7 - In progress	Timing variance. Consultants engaged
Mt Hawthorn West Catchment Drainage Improvements – Stage 1	40,000	-	-	-	-	-	On track	5 - Procurement	
<b>FURNITURE AND EQUIPMENT</b>									
Beatty Park Leisure Centre - Non Fixed Assets Renewal - unplanned	160,397	90,000	35,505	54,496	-	35,505	On track	7 - In progress	





CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
<b>HAYNES STREET RESERVE - IMPLEMENTATION STAGES 1 &amp; 2</b>									
Haynes Street Reserve Development Plan Implementation Stages 1 & 2	340,000	-	10,517	(10,517)	140,117	150,634	On track	7 - In progress	
<b>INFRASTRUCTURE MISCELLANEOUS</b>									
North Perth Tennis Club - Upgrade of floodlighting to LED on two hard courts	8,716	-	-	-	-	-	On track	8 - Final stages	Lights installed, lux reading to be taken prior to certification.
Public Open Space Strategy Implementation (Minor Works)	20,000	-	-	-	4,000	4,000	On track	3 - In planning	
Tree Up Lighting	60,000	-	-	-	-	-	On track	3 - In planning	
<b>LITIS STADIUM</b>									
Litis Stadium Floodlights	50,000	6,250	47,444	(41,194)	-	47,444	On track	7 - In progress	
<b>LOCAL ROADS PROGRAM</b>									
Annual Local Roads Program	1,295,569	336,946	520,017	(183,071)	306,266	826,284	On track	7 - In progress	Project Started ahead of Schedule
Annual Roads to Recovery Program	233,740	-	-	-	-	-	On track	7 - In progress	
MRWA Direct Road Grant	0	-	-	-	-	-	Deferred	1 - Not started	
Thompson Street - Barnet Street to Loftus Street	2,000	250	-	250	-	-	Completed	9 - Completed (within budget)	Works covered under minor crack seal
Egina Street - Berryman Street to Anzac Road	5,000	-	-	-	-	-	Completed	9 - Completed (within budget)	Roads resurfaced as part of Roads to Recovery.
<b>MISCELLANEOUS</b>									
Artlets - Public Art - Sculpture	40,000	-	-	-	-	-	On track	2 - Scope being prepared	Meeting with Pickle District Town Team mid December to discuss scope.
Leederville Oval Stadium - Sports lights renewal (above \$344,205 - issue with funding - requires Council decision - grant has time limit)	1,201,983	150,248	11,325	138,923	3,227	14,552	On track	4 - In design	Design completed.
<b>MT HAWTHORN SKATE PARK</b>									
Mt Hawthorn Skate Park - Youth Skate Facility (Election Commitment)	250,000	31,250	-	31,250	-	-	On track	3 - In planning	
<b>PARKS - ECO ZONING PROGRAM</b>									
Charles Veryard Reserve - Eco-zoning	20,000	-	-	-	-	-	On track	4 - In design	Design completed.
Edinboro Street Reserve	19,802	-	8,576	(8,576)	-	8,576	Completed	9 - Completed (within budget)	
Monmouth Street	9,916	-	1,780	(1,780)	-	1,780	Behind	6 - In external / stakeholder consultation	External consultation due to dividing fence issue
<b>PARKS - FENCING RENEWAL PROGRAM</b>									
Forrest Park - renew perimeter bollards and fencing	40,000	-	-	-	39,998	39,998	On track	7 - In progress	Awaiting confirmation on installation date
<b>PARKS - FURNITURE RENEWAL PROGRAM</b>									
Hyde Park - Renewal of path lighting poles	126,374	15,797	84,274	(68,477)	20,000	104,274	On track	7 - In progress	Installation underway.
Keith Frame Reserve - Replace light poles	30,000	3,750	-	3,750	-	-	On track	5 - Procurement	



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
<b>PARKS - INFRASTRUCTURE RENEWAL PROGRAM</b>									
Beatty Park Reserve Retaining Wall (Flood Mitigation)	50,000	-	16,350	(16,350)	28,513	44,863	On track	7 - In progress	
Britannia Reserve – Floodlight Repair	48,710	6,089	906	5,183	41,489	42,396	On track	7 - In progress	
Charles Veryard Reserve - Flood Lighting	48,661	48,661	51,330	(2,669)	2,410	53,739	Completed	9 - Completed (within budget)	
Hyde Park - renew park furniture	10,000	-	-	-	9,091	9,091	On track	7 - In progress	
<b>PARKS - IRRIGATION RENEWAL PROGRAM</b>									
Birdwood Square - renew groundwater bore	45,000	-	-	-	-	-	On track	3 - In planning	Project will commence early 2023 once water licence obtained
Brigatti Gardens - renew electrical cabinet	15,000	-	-	-	-	-	On track	5 - Procurement	
Les Lilleyman - upgrade in-ground irrigation system and electrical cabinet	180,000	-	-	-	3,950	3,950	On track	4 - In design	
Menzies Park - Replace Irrigation System	61,090	7,636	1,980	5,656	12,875	14,855	On track	8 - Final stages	
<b>PARKS - PLAYGROUND/EXERCISE EQUIPMENT RENEWAL PROGRAM</b>									
Braithwaite Park - replace various wooden nature play elements	50,000	-	325	(325)	-	325	On track	4 - In design	Playground assesment completed, replacements to be prioritised and quoted installation date TBD
Britannia Reserve - replace playground soft fall	40,000	-	-	-	30,490	30,490	On track	7 - In progress	
Charles Veryard Reserve - replace exercise equipment	60,000	-	-	-	-	-	On track	6 - In external / stakeholder consultation	
Forrest Park - replace exercise equipment (deferred from 2019/20)	43,208	5,401	-	5,401	43,200	43,200	On track	8 - Final stages	Installation November
Gladstone Street Reserve - upgrade & replace playground equipment	105,000	-	105,000	(105,000)	-	105,000	Completed	9 - Completed (within budget)	
Hyde Park - replace water playground shade sails	12,000	1,500	10,600	(9,100)	-	10,600	Completed	9 - Completed (within budget)	
Ivy Park - upgrade & replace playground equipment	90,000	-	-	-	66	66	On track	2 - Scope being prepared	
Keith Frame Reserve - remove playground and reinstate	0	-	-	-	-	-	Deferred	1 - Not started	
Les Lilleyman – Playground and softfall replacement	115,000	-	115,000	(115,000)	-	115,000	Completed	9 - Completed (within budget)	
Lynton Street Reserve - Renew & replace playground equipment	80,000	-	-	-	68	68	On track	2 - Scope being prepared	
Menzies Park - replace playground shade sails	8,000	1,000	7,880	(6,880)	-	7,880	Completed	9 - Completed (within budget)	
Oxford Street Reserve - renew wooden nature play elements	20,000	-	325	(325)	-	325	On track	5 - Procurement	Playground assesment completed, replacements to be prioritised and quoted
Stuart Street Reserve - remove playground and reinstate reserve	0	-	-	-	-	-	Deferred	1 - Not started	
Menzies Park – replace exercise equipment	42,800	5,350	-	5,350	42,600	42,600	On track	8 - Final stages	
Hobart/Auckland Street Reserve – Partial Playground Shadesail Replacement	7,500	-	7,150	(7,150)	-	7,150	Completed	9 - Completed (within budget)	
Multicultural Federation Gardens – Partial Playground Shadesail Replacement	5,500	-	5,180	(5,180)	-	5,180	Completed	9 - Completed (within budget)	



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
PARKS AND RESERVES									
Greening program - Project locations to be determined	200,000	25,000	9,136	15,864	765	9,901	On track	7 - In progress	Timing variance. Design phase on key projects
Wayfinding Implementation Plan - Stage 1	198,000	-	-	-	-	-	On track	1 - Not started	
PUBLIC OPEN SPACE STRATEGY - IMPLEMENTATION									
RIGHTS OF WAY									
Laneway Lighting Program	40,000	-	-	-	-	-	On track	3 - In planning	2 - Scope being prepared
Program based upon the most recent condition assessment survey	150,000	-	-	-	-	-	On track		
ROADWORKS - REHABILITATION (MRRG PROGRAM)									
Annual MRRG Program	1,091,081	-	33,293	(33,293)	460,472	493,765	On track	4 - In design	Delivery between November 2022 and April 2023
ROBERTSON PARK DEVELOPMENT PLAN - STAGE 1									
Refurbish Courts to accommodate multisports and LED lighting upgrade	231,700	-	-	-	-	-	On track	1 - Not started	
SLAB FOOTPATH PROGRAM									
Eton St - Ellesmere Street to Gill Street	0	-	-	-	-	-	On track	1 - Not started	Project completed in prior year and budget removed in First Quarter Budget Review
Eton St - Haynes Street to Hobart Street	0	-	63	(63)	-	63	On track	2 - Scope being prepared	
Footpath Upgrade and Renewal Program (Annual)	290,526	36,316	28,989	7,327	-	28,989	On track	7 - In progress	
STREET FURNITURE									
Replacement and Renewal of 94 Bus Shelters (50 shelters derive income from advertising)	46,651	5,831	-	5,831	-	-	On track	4 - In design	
STREET LIGHTING									
Beaufort St - Art Deco Median Lighting Renewal	220,000	-	-	-	-	-	On track	5 - Procurement	
Street Lighting Renewal Program - allocated annually	69,107	8,638	1,064	7,574	16,200	17,264	On track	7 - In progress	
Mount Hawthorn Street Lighting upgrade	95,679	11,960	-	11,960	-	-	On track	1 - Not started	
STREETSCAPE IMPROVEMENTS									
Streetscape Improvements Program - allocated annually	84,850	10,606	39,515	(28,909)	-	39,515	On track	7 - In progress	Works commenced earlier than expected
TRAFFIC MANAGEMENT PROGRAM									
40kph trail - finalisation report	20,000	-	2,221	(2,221)	-	2,221	Completed	9 - Completed (within budget)	
40kph zone implementation (ACS) with MRWA	50,000	-	-	-	-	-	On track	4 - In design	
Alma/Claverton Local Area Traffic Management	32,981	4,123	-	4,123	8,990	8,990	On track	4 - In design	
Britannia Road Improvements	40,000	-	-	-	-	-	On track	4 - In design	
Loftus and Vincent Pedestrian improvements, design 22/23, Implement 23/24	30,000	-	-	-	-	-	On track	2 - Scope being prepared	
Minor Traffic Management Improvements - allocated annually	146,051	18,256	4,850	13,406	16,862	21,712	On track	7 - In progress	



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 30 NOVEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
Harold and Lord St Intersection	22,850	2,856	-	2,856	-	-	On track	7 - In progress	
<b>Infrastructure Assets Total</b>	<b>8,543,447</b>	<b>745,873</b>	<b>1,155,350</b>	<b>(231,240)</b>	<b>1,332,247</b>	<b>2,555,858</b>			
<b>Plant &amp; Equipment Assets</b>									
<b>F&amp;E ASSETS - BP LEISURE CENTRE</b>									
Gym equipment - Strength and Group Fitness Equipment	827,879	-	827,519	(827,519)	-	827,519	Completed	9 - Completed (within budget)	Gym equipment installed mid October 2022.
Gym equipment - Cardio and Fans									
<b>LIGHT FLEET VEHICLE REPLACEMENT PROGRAMME</b>									
Light Fleet - Annual Allocation (Trade-in value of \$648k in FY2024. Further trade-in's for future years)	1,119,000	-	36,310	(36,310)	243,366	279,676			Most project procurement start end of October, 12 months lead time
<b>MAJOR PLANT REPLACEMENT PROGRAM</b>									
5 Tonne Rubbish Compactor Small Rear Loader - 1EKS994 - P3521-AS3772	340,000	-	-	-	-	-	On track	5 - Procurement	Evaluation
Heavy Fleet Replacement Program	360,000	-	9,715	(9,715)	294,725	304,440	On track	7 - In progress	
Road Sweeper - 1EBC003 - P3762-AS3554	380,000	-	-	-	385,000	385,000	On track	7 - In progress	Ordered expected delivery Dec 2022 waiting on DOT and sign writing
Single Axle Tipper Truck - 1BUF690 - P3261-AS2697	170,000	-	162,007	(162,007)	-	162,007	Completed	9 - Completed (within budget)	Vehicle delivered.
<b>MISCELLANEOUS - PLANT AND EQUIPMENT</b>									
Parking Infrastructure Renewal Program	120,000	15,000	26,013	(11,013)	26,012	52,025	On track	7 - In progress	Additional parking sensors en route for short term parking bays
<b>Plant &amp; Equipment Assets Total</b>	<b>3,316,879</b>	<b>15,000</b>	<b>1,061,563</b>	<b>(1,046,563)</b>	<b>949,104</b>	<b>2,010,667</b>			
<b>Grand Total</b>	<b>20,088,613</b>	<b>2,117,789</b>	<b>3,418,011</b>	<b>(1,300,222)</b>	<b>3,856,285</b>	<b>7,274,295</b>			

## Summary

	Revised Budget	YTD Budget	YTD Actual	Remaining Budget
	\$	\$	\$	%
Land and Buildings	7,313,584	1,185,516	1,009,718	89.7%
Infrastructure Assets	8,543,447	745,873	1,155,350	93.0%
Plant and Equipment	3,316,879	15,000	1,061,563	68.4%
Furniture and Equipment	914,703	171,400	191,380	87.5%
<b>Total</b>	<b>20,088,613</b>	<b>2,117,789</b>	<b>3,418,011</b>	<b>87.9%</b>

## FUNDING

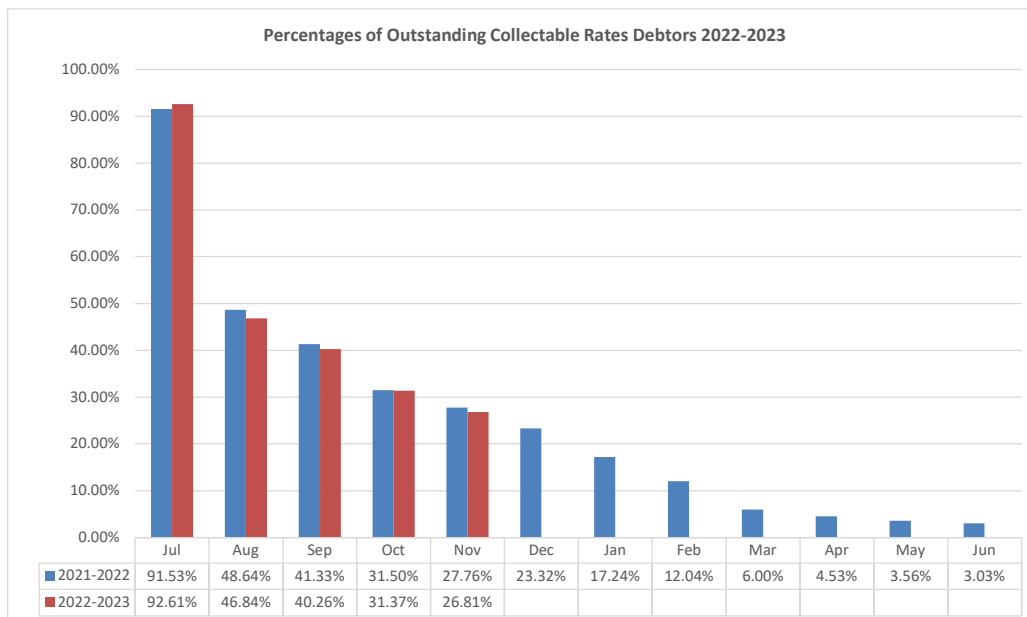
	Revised Budget	YTD Budget	YTD Actual	Remaining Budget
	\$	\$	\$	%
Own Source Funding - Municipal	8,749,888	1,244,875	1,370,848	80.2%
Cash Backed Reserves	4,912,256	35,035	618,518	95.1%
Capital Grant, Contribution and Loan	4,500,469	837,879	1,255,657	94.4%
Other (Disposals/Trade In)	1,926,000	-	172,988	96.6%
<b>Total</b>	<b>20,088,613</b>	<b>2,117,789</b>	<b>3,418,011</b>	<b>87.9%</b>



**CITY OF VINCENT**  
**NOTE 5 - CASH BACKED RESERVES**  
**AS AT 30 NOVEMBER 2022**

Reserve Particulars	Budget Opening Balance 01/07/2022 \$	Actual Opening Balance 01/07/2022 \$	Budget Transfers to Reserve 30/06/2023 \$	YTD Actual Transfers to Reserve 30/11/2022 \$	Budget Interest Earned 30/06/2023 \$	YTD Actual Interest Earned 30/11/2022 \$	Budget Transfers from Reserve 30/06/2023 \$	YTD Actual Transfers from Reserve 30/11/2022 \$	Budget Closing Balance 30/06/2023 \$	Actual Closing Balance 30/11/2022 \$
Beatty Park Leisure Centre Reserve	102,681	102,898	200,000	200,000	1,648	1,537	(100,000)	(83,535)	204,329	220,900
Cash In Lieu Parking Reserve	1,429,508	1,457,574	72,000	0	4,359	4,067	(772,500)	(9,670)	733,367	1,451,971
DSR Office Building Reserve	227,895	219,307	0	0	59	55	(211,475)	(5,100)	16,479	214,262
Leederville Oval Reserve	95,952	96,153	0	0	536	500	(30,000)	0	66,488	96,653
Loftus Community Centre Reserve	37,581	37,660	100,000	100,000	1,119	1,044	0	0	138,700	138,704
Loftus Recreation Centre Reserve	221,069	219,341	60,000	60,000	1,879	1,753	(50,000)	(45,690)	232,948	235,404
Parking Facility and Equipment Reserve	106,956	107,182	0	0	870	811	0	0	107,826	107,993
Plant and Equipment Reserve	83	131	0	0	0	0	(83)	0	0	131
State Gymnastics Centre Reserve	130,952	131,596	12,000	12,000	1,040	971	(15,000)	0	128,992	144,567
Waste Management Plant and Equipment Res	223,128	223,599	0	0	1,814	1,693	0	0	224,942	225,292
Tamala Park Land Sales Reserve	1,929,100	1,930,361	1,250,000	0	25,852	24,121	0	0	3,204,952	1,954,482
Asset Sustainability Reserve	5,572,477	5,283,774	2,200,083	2,200,083	38,469	35,894	(2,991,198)	(427,327)	4,819,832	7,092,424
Percent for Art Reserve	335,655	332,907	0	0	16	15	(186,000)	0	149,671	332,922
Land and Building Acquisition Reserve	301,005	301,642	0	0	2,448	2,284	0	0	303,453	303,926
Strategic Waste Management Reserve	45,899	29,148	0	0	373	348	0	0	46,272	29,496
Hyde Park Lake Reserve	166,906	162,525	0	0	1,357	1,267	0	0	168,263	163,792
Public Open Space Reserve - Land Sales	653,071	653,071	900,000	14,431	11,084	10,343	(190,000)	0	1,374,155	677,845
Underground Power Reserve	215,105	215,555	785,000	785,000	6,376	5,949	(216,000)	(36,678)	790,481	969,826
POS Reserve - Haynes Street	196,927	197,036	39,000	39,000	699	652	(150,000)	(10,517)	86,626	226,171
	<b>11,991,950</b>	<b>11,701,460</b>	<b>5,618,083</b>	<b>3,410,514</b>	<b>100,000</b>	<b>93,304</b>	<b>(4,912,256)</b>	<b>(618,518)</b>	<b>12,797,777</b>	<b>14,586,759</b>

**CITY OF VINCENT**  
**NOTE 6 - RATING INFORMATION**  
**AS AT 30 NOVEMBER 2022**



**CITY OF VINCENT**  
**NOTE 6 - RATING INFORMATION**  
**FOR THE MONTH ENDED 30 NOVEMBER 2022**



	Rateable Value	Rate in Dollar Cents	Budget	Actual	Rates Levied to Budget
	\$		\$	\$	%
<b>Rate Revenue</b>					
<u>General Rate</u>					
10,981 Residential	248,447,916	0.0858	21,212,405	21,314,346	100.5%
194 Vacant Residential	4,616,900	0.0819	378,170	378,170	100.0%
1626 Other	127,522,443	0.0723	9,218,597	9,218,598	100.0%
41 Vacant Commercial	2,587,150	0.1379	356,768	356,794	100.0%
<u>Minimum Rate</u>					
6098 Residential @ \$1,335.32	77,356,652	0.0858	8,145,514	8,142,781	100.0%
195 Vacant Residential @ \$1,180	2,054,440	0.0819	230,100	230,100	100.0%
162 Other @ \$1,288.73	1,973,252	0.0723	208,774	208,774	100.0%
0 Vacant Other @ \$1,631.65		0.1379	0	0	0.0%
Interim Rates	0		300,000	381,914	127.3%
Rates Waiver	0		(140,000)	(119,907)	85.6%
<b>Total Amount Made up from Rates</b>	<b>464,558,753</b>		<b>39,910,329</b>	<b>40,111,570</b>	
<b>Non Payment Penalties</b>					
Instalment Interest @ 5.5%			185,000	208,020	112.4%
Penalty Interest @ 8%			120,000	87,189	72.7%
Administration Charge - \$8 per instalment			140,000	132,384	94.6%
Legal Costs Recovered			10,000	4,306	43.1%
Other Reimbursements			0		0.0%
Interest Write Off			(2,000)	(164)	8.2%
			<b>40,363,329</b>	<b>40,543,305</b>	
<b>Other Revenue</b>					
Exempt Bins - Non Rated Properties			80,798	81,375	100.7%
Commercial / Residential Additional Bins			21,852	20,714	94.8%
Swimming Pools Inspection Fees			63,000	63,944	101.5%
			<b>40,528,979</b>	<b>40,709,338</b>	
<b>Opening Balance</b>				<b>641,853</b>	
<b>Total Collectable</b>			<b>40,528,979</b>	<b>41,351,191</b>	<b>102.03%</b>
<b>Less</b>					
Cash Received				31,673,003	
Rebates Allowed				(1,154,221)	
Rates Write Off				0	
ESL write off				0	
Rates received in advance				(253,788)	
<b>Rates Balance To Be Collected</b>			<b>40,528,979</b>	<b>11,086,197</b>	<b>27.35%</b>
<b>Add</b>					
ESL Debtors				378,290	
Pensioner Rebates Not Yet Claimed				415,130	
ESL Rebates Not Yet Claimed				16,060	
<b>Less</b>					
Deferred Rates Debtors				(120,753)	
<b>Current Rates Debtors Balance</b>				<b>11,774,923</b>	

CITY OF VINCENT  
NOTE 7 - DEBTOR REPORT  
FOR THE MONTH ENDED 30 NOVEMBER 2022



DESCRIPTION	CURRENT \$	31-59 DAYS \$	60-89 DAYS \$	OVER 90 DAYS \$	BALANCE \$
DEBTOR CONTROL - HEALTH LICENCES	26,894	14,468	528	125,358	167,249
DEBTOR CONTROL - CASH IN LIEU CAR PARKING	0	0	0	207,301	207,301
DEBTOR CONTROL - PROPERTY INCOME	55,978	3,720	1,593	2,838	64,129
DEBTOR CONTROL - RECOVERABLE WORKS	2,502	0	0	930	3,431
DEBTOR CONTROL - OTHER	14,236	7,576	0	83,828	105,639
DEBTOR CONTROL - % ART CONTRIBUTIONS	0	0	0	0	0
DEBTOR CONTROL - PLANNING SERVICES FEES	0	0	0	780	780
DEBTOR CONTROL - GST	(260,403)	(249)	129,684	(47,442)	(178,410)
DEBTOR CONTROL - INFRINGEMENT	155,820	81,246	73,564	1,058,805	1,369,435
PROVISION FOR DOUBTFUL DEBT (CURRENT)	0	0	0	(198,651)	(198,651)
IMPAIRMENT OF RECEIVABLES	0	0	0	(181,916)	(181,916)
<b>TOTAL DEBTORS OUTSTANDING AS AT 30/11/2022</b>	<b>(4,974)</b>	<b>106,761</b>	<b>205,370</b>	<b>1,051,830</b>	<b>1,358,987</b>
	-0.4%	7.9%	15.1%	77.4%	

ACCRUED INCOME	54,148
ACCRUED INTEREST	400,423
PREPAYMENTS	1,994,440
<b>TOTAL TRADE AND OTHER RECEIVABLES</b>	<b>3,807,998</b>

<b>PROPERTY INCOME, RECOVERABLE WORKS AND OTHER DEBTORS:</b>		<b>173,979</b>
<b>DATE</b>	<b>SUNDRY DEBTORS OVER 90 DAYS</b>	<b>AMOUNT</b>
11/03/2019	Tennis Seniors Western Australia	5,728
23/02/2021	Kre8 Constructions	930
04/11/2016	C Caferelli	27,861
21/01/2019	Matthew Slinger	15,485
09/07/2019	R Cox	1,170
28/11/2019	A Kindu	2,339
28/10/2021	K Beykpour	18,800
13/10/2020	D Bianchi	15,000
04/08/2022	VT Ngo	7,835
<b>BALANCE OF 90 DAY DEBTORS OVER \$500</b>		<b>95,147</b>
<b>% AGING DEBT OVER 90 DAYS</b>		<b>55%</b>
<b>INFRINGEMENT DEBTORS:</b>		<b>1,369,435</b>
Referred to FER		1,058,805
<b>BALANCE OF 90 DAY DEBTORS OVER \$500</b>		<b>1,058,805</b>
<b>% AGING DEBT OVER 90 DAYS</b>		<b>77%</b>

DEBT DETAILS	Comments
Building Insurance 2018/19 & 2019/20	In the process to debt collection
Damaged to ROW 47 Redfern St	Liquidation - proof of debt sent
Breaches of Planning Development Act	\$150 Monthly Repayment in progress from 8/02/22
Outstanding court costs awarded to COV	\$200 Fortnightly Repayment in progress
Breach of condition of hall hire	Sent to debt collection agency
Damage/vandalism to hired venue	Sent to debt collection agency
Court fines and costs 155 Walcott St	Have been handed over to FER
Court fines and costs re: 193-195 Scarborough	\$200 Monthly suspended by FER till further notice
Court fines and costs awarded to COV	\$200 Monthly Repayment in progress from Sep 2022

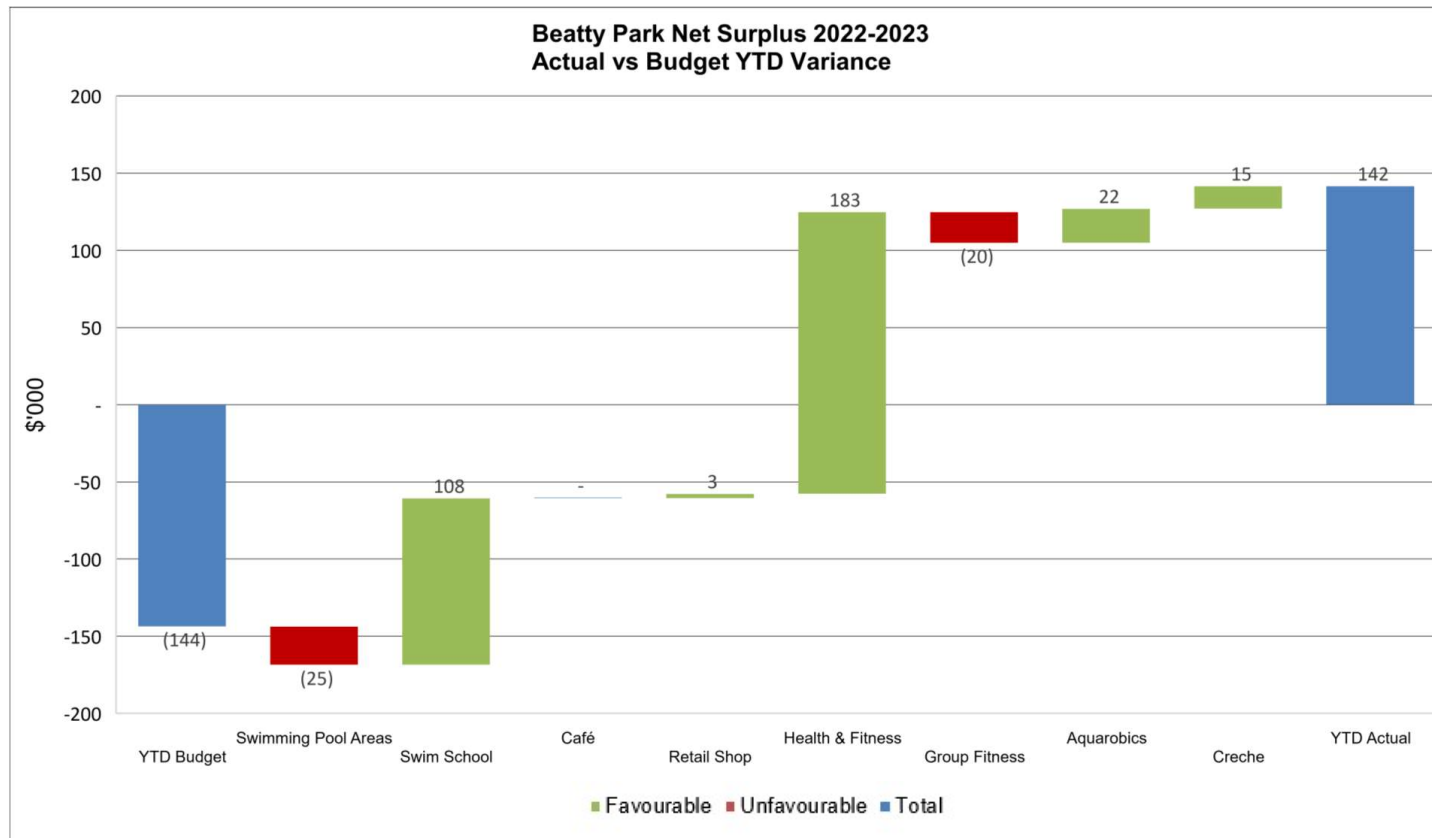


**CITY OF VINCENT**  
**NOTE 8 - BEATTY PARK LEISURE CENTRE FINANCIAL POSITION**  
**AS AT 30 NOVEMBER 2022**



	Original Budget	YTD Budget	YTD Actuals	YTD Actuals	Month Actuals	Month Actuals
	2022/23	Nov-22	Nov-22	Nov-21	Nov-22	Nov-21
	\$	\$	\$	\$	\$	\$
<b><u>ADMINISTRATION</u></b>						
Revenue	0	0	0	(293,568)	(75,257)	(81,693)
Expenditure	0	0	0	293,568	75,629	81,693
Surplus/(Deficit)	0	0	0	0	372	0
<b><u>SWIMMING POOLS AREA</u></b>						
Revenue	2,485,069	965,345	1,039,822	848,079	236,796	217,322
Expenditure	(4,308,508)	(1,709,859)	(1,809,222)	(1,308,153)	(372,174)	(306,247)
Surplus/(Deficit)	(1,823,439)	(744,514)	(769,400)	(460,074)	(135,378)	(88,925)
<b><u>SWIM SCHOOL</u></b>						
Revenue	1,773,386	828,045	926,780	544,269	188,660	163,933
Expenditure	(1,364,861)	(537,440)	(528,301)	(384,134)	(102,828)	(97,815)
Surplus/(Deficit)	408,525	290,605	398,479	160,135	85,832	66,118
<b><u>CAFÉ</u></b>						
Revenue	0	0	0	0	0	0
Expenditure	0	0	0	0	0	10
Surplus/(Deficit)	0	0	0	0	0	10
<b><u>RETAIL SHOP</u></b>						
Revenue	654,714	282,492	254,163	242,748	59,215	62,937
Expenditure	(530,625)	(227,486)	(196,216)	(188,775)	(55,828)	(62,602)
Surplus/(Deficit)	124,089	55,006	57,947	53,973	3,387	335
<b><u>HEALTH &amp; FITNESS</u></b>						
Revenue	1,852,993	754,067	968,947	1,258,440	214,650	192,868
Expenditure	(1,253,778)	(503,395)	(535,728)	(491,609)	(109,535)	(107,278)
Surplus/(Deficit)	599,215	250,672	433,219	766,831	105,115	85,590
<b><u>GROUP FITNESS</u></b>						
Revenue	662,458	269,525	343,663	306,033	76,690	69,270
Expenditure	(486,333)	(201,721)	(295,860)	(206,358)	(51,377)	(47,131)
Surplus/(Deficit)	176,125	67,804	47,803	99,675	25,313	22,139
<b><u>AQUAROBICS</u></b>						
Revenue	259,411	102,943	140,790	118,713	30,580	28,021
Expenditure	(151,668)	(64,347)	(80,008)	(62,647)	(17,568)	(14,069)
Surplus/(Deficit)	107,743	38,596	60,782	56,066	13,012	13,952
<b><u>CRECHE</u></b>						
Revenue	69,719	28,513	36,188	30,423	7,899	7,427
Expenditure	(327,868)	(130,326)	(123,344)	(99,549)	(34,142)	(22,456)
Surplus/(Deficit)	(258,149)	(101,813)	(87,156)	(69,126)	(26,243)	(15,029)
<b>Net Surplus/(Deficit)</b>	<b>(665,891)</b>	<b>(143,644)</b>	<b>141,674</b>	<b>607,480</b>	<b>71,410</b>	<b>84,190</b>
Less: Depreciation	(1,160,239)	(483,435)	(448,080)	0	(99,026)	0
<b>Surplus/(Deficit)</b>	<b>494,348</b>	<b>339,791</b>	<b>589,754</b>	<b>607,480</b>	<b>170,436</b>	<b>84,190</b>

**CITY OF VINCENT  
NOTE 8 - STATEMENT OF FINANCIAL ACTIVITY  
BY SERVICE - GRAPH  
AS AT 30 NOVEMBER 2022**



**11.2 FINANCIAL STATEMENTS AS AT 31 DECEMBER 2022**

**Attachments:** 1. Financial Statements as at 31 December 2022  

**RECOMMENDATION:**

That Council **RECEIVES** the Financial Statements for the month ended 31 December 2022 as shown in Attachment 1.

**PURPOSE OF REPORT:**

To present the statement of financial activity for the period ended 31 December 2022.

**BACKGROUND:**

Regulation 34 (1) of the *Local Government (Financial Management) Regulations 1996* requires a local government to prepare each month a statement of financial activity including the sources and applications of funds, as compared to the budget.

**DETAILS:**

The following documents, included as **Attachment 1**, comprise the statement of financial activity for the period ending **31 December 2022**:

<b>Note</b>	<b>Description</b>	<b>Page</b>
1.	Statement of Financial Activity by Nature or Type Report	1
2.	Net Current Funding Position	2
3.	Summary of Income and Expenditure by Service Areas	3-6
4.	Capital Expenditure including Funding graph and Capital Works Schedule	7-16
5.	Cash Backed Reserves	17
6.	Rating Information and Graph	18-19
7.	Debtors Report	20
8.	Beatty Park Leisure Centre Financial Position	21-22

**Explanation of Material Variances**

The materiality thresholds used for reporting variances are 10% and \$20,000, respectively. This means that variances will be analysed and separately reported when they are more than 10% (+/-) of the year-to-date budget and where that variance exceeds \$20,000 (+/-). This threshold was adopted by Council as part of the budget adoption for 2022/2023 and is used in the preparation of the statements of financial activity when highlighting material variance in accordance with *Financial Management Regulation 34(1) (d)*.

In accordance with the above, all material variances as of 31 December 2022 have been detailed in the variance comments report in **Attachment 1**.

**Comments on the Statement of Financial Activity by Nature or Type (as at Attachment 1).**

**Revenue by Nature or Type** (on page 1) is tracking slightly higher than the YTD budgeted revenue by \$1,201,021 (2.3%). The following items materially contributed to this position:

- A favourable variance of \$1,062,503 in Fees and Charges mostly due to:
  - \$460,710 favourable car park and kerbside parking fees;
  - \$297,458 favourable Beatty Park enrolment, membership and admission fee income;
  - \$192,277 favourable Development and Design application fees due to higher applications received; and
  - \$64,577 favourable income for work zone licenses and permits due to budget phasing.
- A favourable variance of Interest earnings of \$478,346 mostly due to higher than expected interest received on investments (~\$443k) and rates instalment interest (~\$37k).
- A favourable variance of Rates revenue of \$314,887 mostly due to a budget phasing variance.
- An unfavourable variance of Profit on Disposal of Assets of \$635,903 due to timing of heavy and light fleet disposals.

- An unfavourable variance of Operating Grants and subsidies of \$52,488 mostly due to a timing variances for Health Admin and Food \$19,845 and Library Services \$15,910.

**Expenditure by Nature or Type** (on page 1) is favourable, attributed by an under-spend of \$1,251,517 (3.9%). The following items materially contributed to this position:

- \$689,289 favourable Depreciation expense due to a timing variance.
- \$532,832 favourable Employee expense mostly due to timing variances.
- \$181,824 favourable Utility charges due to timing variances for electricity costs.
- \$130,204 unfavourable for Materials and Contracts mainly due to timing variances.

### Surplus Position – Year End 2022/23

The surplus position brought forward to 2022/23 is \$6,125,328 compared to the adopted budget amount of \$5,657,084. The closing surplus is \$2,017,281 favourable at 31 December 2022.

### Content of Statement of Financial Activity

An explanation of each report in the Statement of Financial Activity (**Attachment 1**), along with some commentary, is below:

1. Statement of Financial Activity by Nature or Type Report (Note 1 Page 1)  
This statement of financial activity shows revenue and expenditure classified by Nature or Type.
2. Net Current Funding Position (Note 2 Page 2)  
'Net current assets' is the difference between the current assets and current liabilities, less committed assets and restricted assets.
3. Summary of Income and Expenditure by Service Areas (Note 3 Page 3-6)  
This statement shows a summary of operating revenue and expenditure by service unit including variance commentary.
4. Capital Expenditure and Funding Summary (Note 4 Page 7-16)  
The full capital works program is listed in detail in Note 4 in **Attachment 1**. The attachment includes a summary of the year-to-date expenditure of each asset category and the funding source associated to the delivery of capital works.
5. Cash Backed Reserves (Note 5 Page 17)  
The cash backed reserves schedule provides a detailed summary of the movements in the reserve portfolio, including transfers to and from the reserve. The balance as at 31 December 2022 is \$15,343,485.
6. Rating Information (Note 6 Page 18-19)

The notices for rates and charges levied for 2022/23 were issued on 21 July 2022. *The Local Government Act 1995* provides for ratepayers to pay rates by four instalments. The due dates for each instalment are:

	Due Date
First Instalment	28 August 2022
Second Instalment	28 October 2022
Third Instalment	6 January 2023
Fourth Instalment	10 March 2023

Rates for 2021/22 were raised on 7 July 2022 after the adoption of the budget.

The outstanding rates debtors balance at 31 December 2022 was \$9,749,639, excluding deferred rates of \$120,753. The outstanding rates percentage at 31 December 2022 was 22.53% compared to 23.32% for the same period last year.

7. Receivables (Note 7 Page 20)

Total trade and other receivables at 31 December 2022 were \$3,352,740.

Below is a summary of the significant items with an outstanding balance over 90 days:

- \$1,012,940 (80%) relates to unpaid infringements (plus costs) over 90 days. Infringements that remain unpaid for more than two months are referred to the Fines Enforcement Registry (FER), which then collects the outstanding balance on behalf of the City for a fee.
- \$201,882 relates to cash-in-lieu of car parking debtors. In accordance with the *City's Policy 7.7.1 Non-residential parking*, Administration has entered into special payment arrangements with long outstanding cash in lieu parking debtors to enable them to pay their debt over a fixed term of five years.

8. Beatty Park Leisure Centre – Financial Position report (Note 8 Page 21-22)

As of 31 December 2022, the Centre's operating surplus position was \$755,116 (excluding depreciation) compared to the YTD budgeted surplus amount of \$431,220. Predominantly the surplus is contributed by the Swim School and Health and Fitness memberships.

**CONSULTATION/ADVERTISING:**

Not applicable.

**LEGAL/POLICY:**

*Section 6.4 of the Local Government Act 1995* requires a local government to prepare an annual financial report for the preceding year and other financial reports as prescribed.

*Regulation 34 (1) of the Local Government (Financial Management) Regulations 1996* requires the local government to prepare a statement of financial activity each month, reporting on the source and application of funds as set out in the adopted annual budget.

A statement of financial activity and any accompanying documents are to be presented at an Ordinary Meeting of the Council within two months after the end of the month to which the statement relates. *Section 6.8 of the Local Government Act 1995* specifies that a local government is not to incur expenditure from its Municipal Fund for an additional purpose except where the expenditure is authorised in advance by an absolute majority decision of Council.

**RISK MANAGEMENT IMPLICATIONS:**

Low: Provision of monthly financial reports to Council fulfils relevant statutory requirements and is consistent with good financial governance.

**STRATEGIC IMPLICATIONS:**

Reporting on the City's financial position is aligned with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

Expenditure within this report facilitates various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

**PUBLIC HEALTH IMPLICATIONS:**

Expenditure within this report facilitates various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

As contained in this report.



**CITY OF VINCENT**  
**NOTE 1 - STATEMENT OF FINANCIAL ACTIVITY**  
**BY NATURE OR TYPE**  
**FOR THE PERIOD ENDED 31 DECEMBER 2022**

	Note	Revised Budget 2022/23	YTD Budget 31/12/2022	YTD Actual 31/12/2022	YTD Variance	YTD Variance
		\$	\$	\$	\$	%
<b>Opening Funding Surplus(Deficit)</b>	<b>1</b>	<b>6,125,327</b>	<b>6,125,327</b>	<b>6,125,327</b>	<b>0</b>	<b>0.0%</b>
<b>Revenue from operating activities</b>						
Rates		39,910,329	39,853,826	40,168,713	314,887	0.8%
Operating Grants, Subsidies and Contributions		1,247,567	438,585	386,097	(52,488)	-12.0%
Fees and Charges		20,921,584	10,581,711	11,644,214	1,062,503	10.0%
Interest Earnings		533,000	367,753	846,099	478,346	130.1%
Other Revenue		1,151,629	596,472	630,148	33,676	5.6%
Profit on Disposal of Assets		2,562,601	714,313	78,410	(635,903)	-89.0%
		66,326,710	52,552,660	53,753,681	1,201,021	2.3%
<b>Expenditure from operating activities</b>						
Employee Costs		(28,805,030)	(13,413,687)	(12,880,855)	532,832	-4.0%
Materials and Contracts		(21,822,785)	(9,528,239)	(9,658,443)	(130,204)	1.4%
Utility Charges		(1,860,245)	(918,744)	(736,920)	181,824	-19.8%
Depreciation on Non-Current Assets		(12,865,818)	(6,432,942)	(5,743,653)	689,289	-10.7%
Interest Expenses		(540,835)	(227,953)	(217,321)	10,632	-4.7%
Insurance Expenses		(647,958)	(323,988)	(323,988)	0	0.0%
Other Expenditure		(939,482)	(333,286)	(345,896)	(12,610)	3.8%
Loss on Disposal of Assets		(516,540)	(516,540)	(536,786)	(20,246)	3.9%
		(67,998,693)	(31,695,379)	(30,443,862)	1,251,517	-3.9%
<b>Operating activities excluded from budget</b>						
Add Deferred Rates Adjustment		0	0	(133,998)	(133,998)	0.0%
Add Back Depreciation		12,865,818	6,432,942	5,743,653	(689,289)	-10.7%
Adjust (Profit)/Loss on Asset Disposal		(2,046,061)	(197,773)	458,376	656,149	-331.8%
		10,819,757	6,235,169	6,068,031	(167,138)	-2.7%
<b>Amount attributable to operating activities</b>		<b>9,147,774</b>	<b>27,092,450</b>	<b>29,377,850</b>	<b>2,285,400</b>	<b>8.4%</b>
<b>Investing Activities</b>						
Non-operating Grants, Subsidies and Contributions		3,672,590	3,185,930	696,725	(2,489,205)	-78.1%
Purchase Property, Plant and Equipment	4	(11,545,166)	(7,907,745)	(2,565,927)	5,341,818	-67.6%
Purchase Infrastructure Assets	4	(8,543,447)	(5,538,499)	(1,810,488)	3,728,011	-67.3%
Proceeds from Joint Venture Operations		1,666,666	833,333	833,334	1	0.0%
Proceeds from Disposal of Assets		1,926,000	1,926,000	1,063,984	(862,016)	-44.8%
<b>Amount attributable to investing activities</b>		<b>(12,823,357)</b>	<b>(7,500,981)</b>	<b>(1,782,372)</b>	<b>5,718,609</b>	<b>-76.2%</b>
<b>Financing Activities</b>						
Principal elements of finance lease payments		(70,602)	(47,068)	(47,068)	0	0.0%
Repayment of Loans		(1,501,877)	(728,946)	(728,948)	(2)	0.0%
Proceeds from New Loans		827,879	827,879	827,879	0	0.0%
Transfer to Reserves	5	(4,468,083)	(2,270,038)	(4,345,661)	(2,075,623)	91.4%
Transfer from Reserves	5	4,912,256	4,614,740	703,636	(3,911,104)	-84.8%
<b>Amount attributable to financing activities</b>		<b>(300,427)</b>	<b>2,396,567</b>	<b>(3,590,162)</b>	<b>(5,986,729)</b>	<b>-249.8%</b>
<b>Closing Funding Surplus(Deficit)</b>		<b>2,149,317</b>	<b>28,113,363</b>	<b>30,130,643</b>	<b>2,017,280</b>	<b>7.2%</b>



**CITY OF VINCENT**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**NOTE 2 - NET CURRENT FUNDING POSITION**  
**FOR THE PERIOD ENDED 31 DECEMBER 2022**

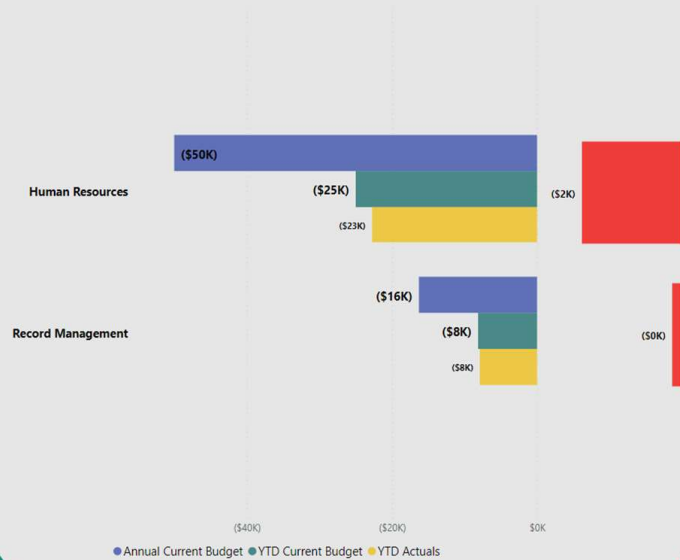
	Note	YTD Actual	FY Actual
		31/12/2022	31/12/2021
		\$	\$
<b>Current Assets</b>			
Cash Unrestricted		28,749,979	25,254,097
Cash Restricted		15,343,485	12,592,008
Investments		(2,750)	11,000
Receivables - Rates	6	9,749,639	9,431,639
Receivables - Other	7	3,352,740	2,601,950
Inventories		204,273	299,150
		<u>57,397,366</u>	<u>50,189,844</u>
<b>Less: Current Liabilities</b>			
Payables		(9,658,183)	(9,016,369)
Provisions - employee		(5,303,663)	(4,998,508)
		<u>(14,961,846)</u>	<u>(14,014,877)</u>
<b>Unadjusted Net Current Assets</b>		<b>42,435,520</b>	<b>36,174,967</b>
<b>Adjustments and exclusions permitted by FM Reg 32</b>			
Less: Reserves - restricted cash	5	(15,343,485)	(12,592,008)
Less: Shares transferred from non current asset		2,750	(11,000)
Add: Current portion of long term borrowings		1,481,586	1,289,925
Add: Infringement Debtors transferred to non current asset		1,530,743	1,436,572
Add: Current portion of long term finance lease liabilities		23,534	0
		<u>(12,304,872)</u>	<u>(9,876,511)</u>
<b>Adjusted Net Current Assets</b>		<b>30,130,649</b>	<b>26,298,456</b>



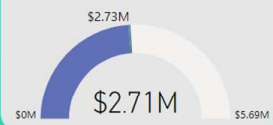
**CITY OF VINCENT**  
**NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE**  
**OFFICE OF THE CEO**  
 AS AT 31 DECEMBER 2022



INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



Net YTD Actuals vs YTD Current Budget



**KEY VARIANCE COMMENTARY**  
 (\$20,000 and 10%)

**CEO**

- \$100k favourable expenditure due to:
  - \$56k timing variance on Underground Power Project costs.
  - All other variances are immaterial in nature.

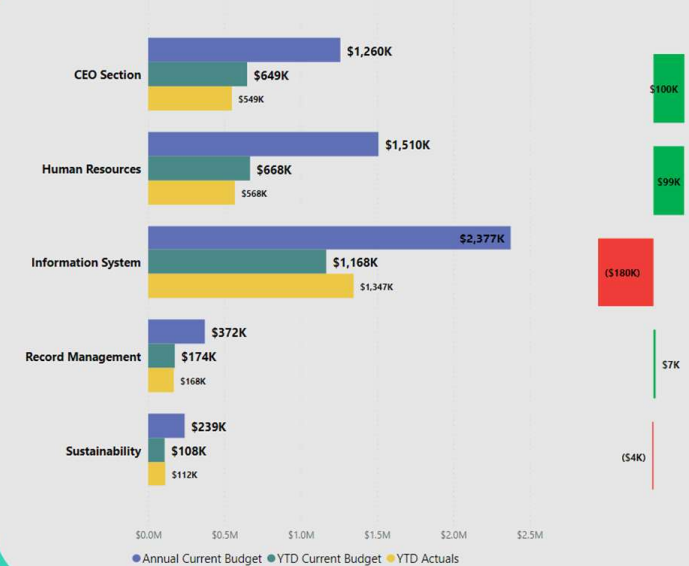
**Human Resources**

- \$99k favourable expenditure due to:
  - \$76k favourable variance in employee costs for vacant positions yet to be filled.
  - \$24k favourable timing variance for membership fees.

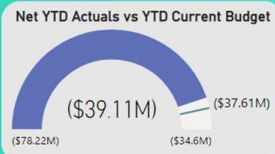
**Information System**

- \$180k unfavourable expenditure due to:
  - \$318k unfavourable variance for prepaid software licences.
  - \$60k budget phasing variance for consultants.
  - This is partially offset by,
    - \$93k favourable timing variance for furniture and equipment purchases.
    - \$70k favourable in employee costs for vacant positions yet to be filled.
    - \$15k timing variance for operating initiatives.
  - All other variances are individually immaterial.

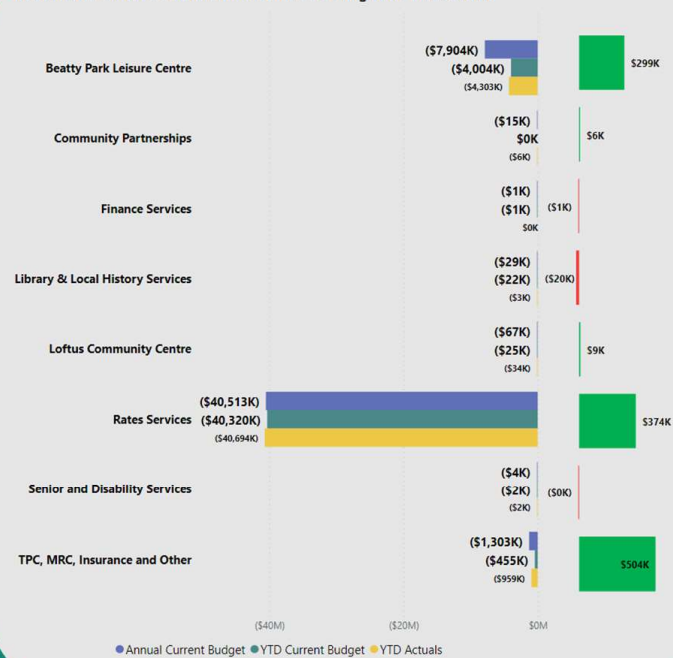
EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals



**CITY OF VINCENT**  
**NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE**  
**CORPORATE SERVICES DIRECTORATE**  
 AS AT 31 DECEMBER 2022



**INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals**



**KEY VARIANCE COMMENTARY**  
 (\$20,000 and 10%)

**Beatty Park Leisure Centre**  
 \$299k favourable income due to higher swim school, group fitness and gym memberships.  
 \$65k favourable expenditure due to timing variances for general maintenance and utility costs.

**Community Partnership**  
 \$148k favourable expenditure due to:  
 - \$105k timing variance for various programs and events.  
 - \$37k favourable variance in employee costs for vacant positions yet to be filled.  
 - All other variances are immaterial in nature.

**Library & Local History Service**  
 \$20k favourable income mostly due to timing variances for grants and subsidies.  
 \$43k unfavourable expenditure mostly due to employee costs.

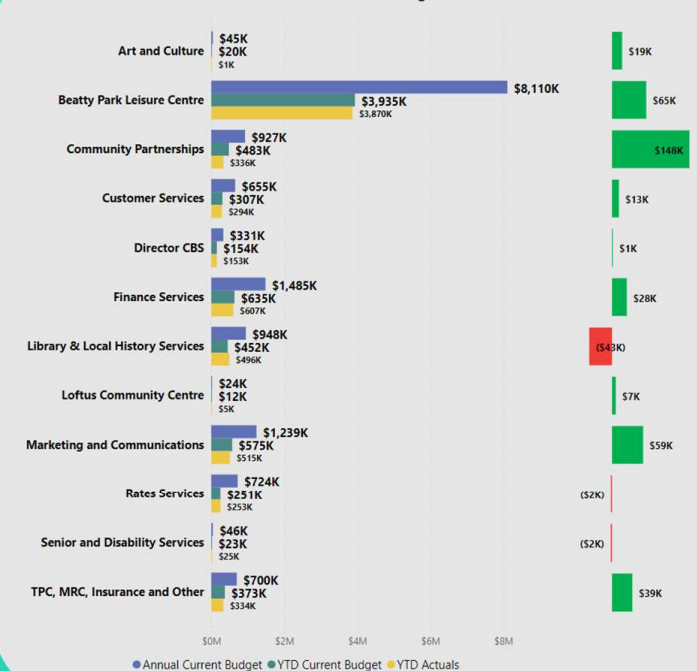
**Rates Services**  
 \$374k favourable rates income due to a budget phasing variance.

**Marketing and Communication**  
 \$59k favourable expenditure due to:  
 - \$37k favourable timing variance for website maintenance and other expenses.  
 - \$21k favourable timing variance for events and advertising.

**Mindarie and Tamala Park**  
 \$39k favourable expenditure due to timing variance from rates.

**Other**  
 \$442k favourable interest income due to higher than anticipated interest rates

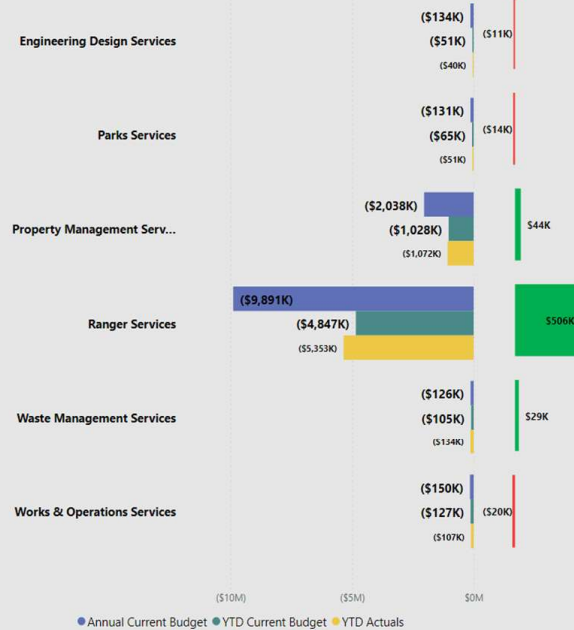
**EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals**



**CITY OF VINCENT**  
**NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE**  
**INFRASTRUCTURE AND ENVIRONMENT DIRECTORATE**  
 AS AT 31 DECEMBER 2022



**INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals**



**KEY VARIANCE COMMENTARY**  
 (\$20,000 and 10%)

**Engineering Design Services**

\$201k favourable expenditure due to:

- \$95k favourable timing variance street lighting electricity usage,
- \$64k timing variance for consultants, contractors and professional fees,
- \$35k favourable variance in employee costs for vacant positions yet to be filled.

**Parks Services**

\$404k favourable expenditure mostly due to:

- \$293k favourable timing variance for employee costs,
- \$91k favourable timing variance for materials, contracts and depreciation.

**Property Management Services**

\$44k favourable income due to:

- \$107k favourable fees and charges relating to leases \$69k, facilities hire \$22k & commercial parking permits \$15k.

-Partially Offset by \$61k for maintenance and utilities reimbursements.

\$303k favourable expenditure mostly due to:

- \$126k favourable variance in employee costs for vacant positions yet to be filled,
- \$90k favourable depreciation timing variance,
- \$69k favourable timing variance for rates and levy costs.

**Ranger Services**

\$506k favourable income due to higher car park revenue.

\$100k unfavourable expenditure mainly due to a budget phasing variance for fine lodgement fees.

**Waste Management Services**

\$29k favourable income mostly due to micro business waste service fees.

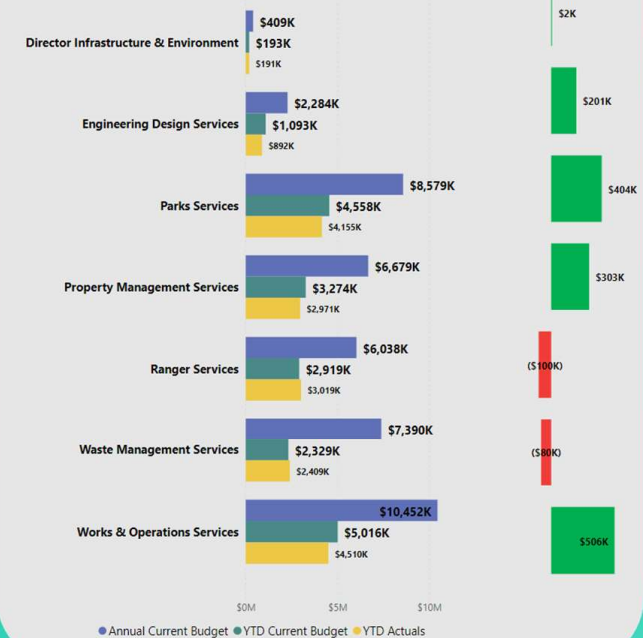
\$80k unfavourable expenditure due to:

- \$135k unfavourable budget phasing variance from waste collection and other employee costs.
- Partially offset by a \$76k favourable timing difference on labour costs.

**Works and Operations Services**

\$506k favourable expenditure due to timing variances from depreciation \$488k and employee costs \$100k, partially offset by higher materials and contracts \$90k.

**EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals**



## CITY OF VINCENT

NOTE 3 - SUMMARY OF INCOME AND EXPENDITURE  
STRATEGY AND DEVELOPMENT DIRECTORATE

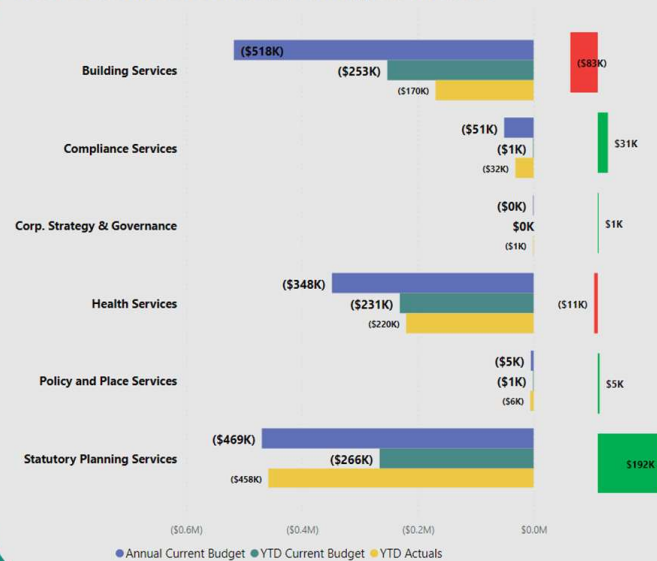
AS AT 31 DECEMBER 2022



## Net YTD Actuals vs YTD Current Budget



## INCOME BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals

KEY VARIANCE COMMENTARY  
(\$20,000 and 10%)**Building Services**

\$83k unfavourable income from building permit revenue mostly due to a decrease in building applications.  
\$45k unfavourable expenditure employee costs.

**Compliance Services**

\$31k favourable income due to budget phasing variance for infringements, fines and penalties.

**Corporate Strategy and Governance**

\$99k favourable expenditure mostly due to timing variances for audit fees, consultants and advertising.

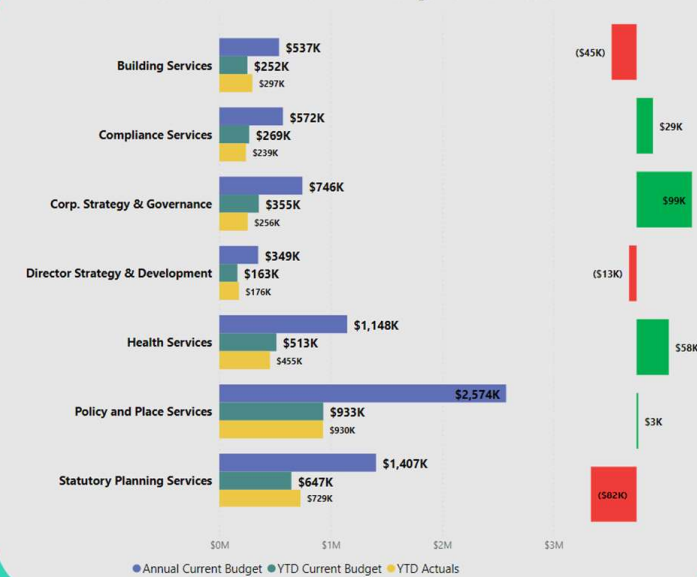
**Health Services**

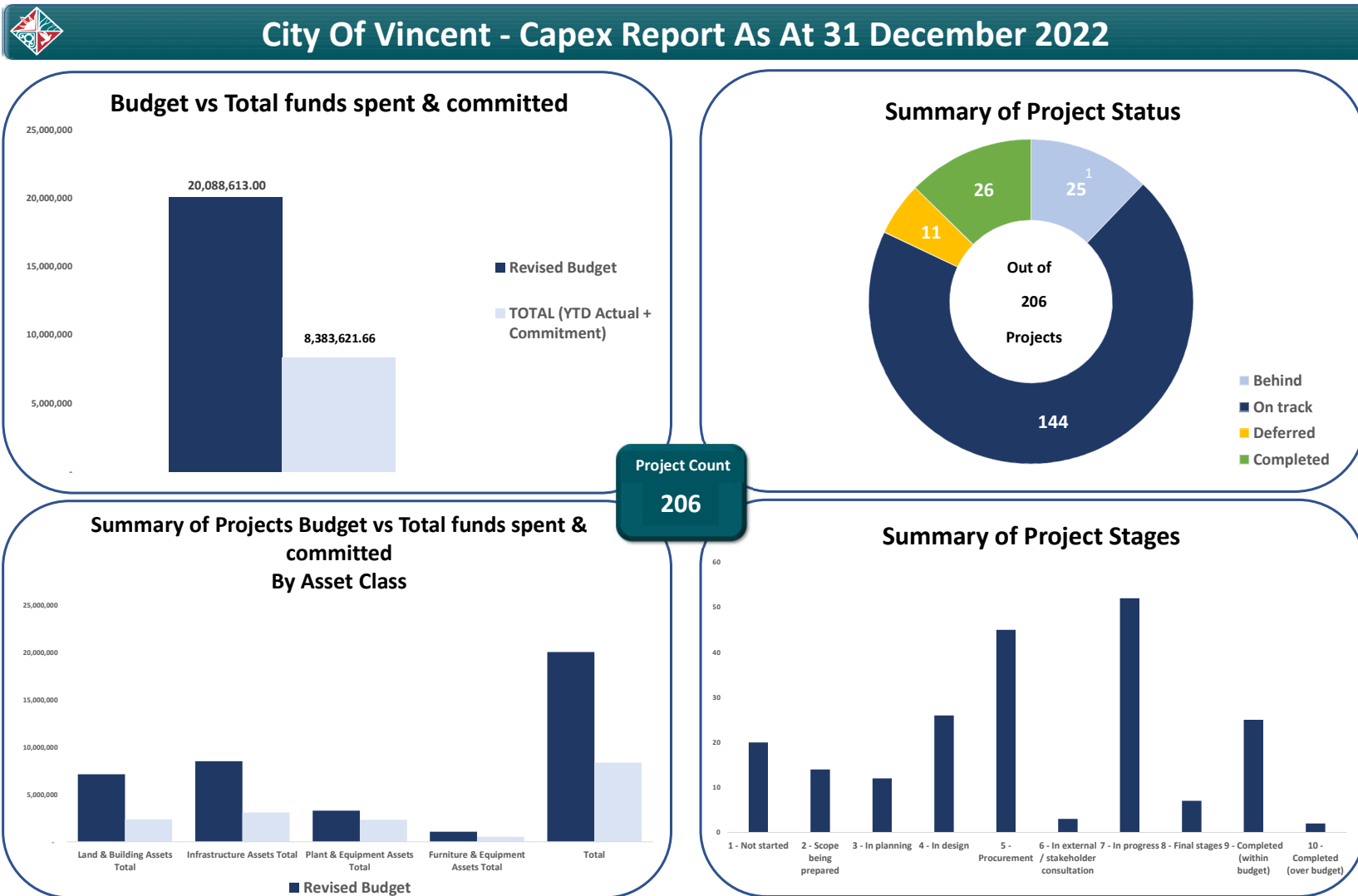
\$58k favourable expenditure due to a timing variance for materials and contracts (\$26k) and employee costs (\$22k).

**Statutory Planning Services**

\$192k favourable income mostly due to higher income received from development application and panel fees.  
\$82k unfavourable expenditure due to:  
- \$66k unfavourable variance for employee costs,  
- \$19k unfavourable variance for the development application panel expenses,

## EXPENDITURE BY SERVICE LINE: Annual and YTD Budget vs YTD Actuals





1. 23 of the projects marked as 'Behind' are in relation to small fleet acquisitions, delayed due to supply chain constraints.



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 31 DECEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
<b>Land &amp; Building Assets</b>									
<b>ADMIN CENTRE</b>									
Administration Centre Renewals	50,000	50,000	-	50,000	-	-	On track	3 - In planning	Will be progressed once waterproofing works for balcony complete
Lift Renewal - Administration & Civic Centre	10,000	10,000	4,760	5,240	1,550	6,310	On track	4 - In design	
Admin Building - Additional Meeting Spaces	50,000	-	-	-	-	-	On track	2 - Scope being prepared	Concept design being prepared for options
Waterproof external balcony area (water damage) - Civic Centre	120,000	120,000	850	119,150	63,002	63,852	On track	7 - In progress	Awarded. Works to commence
<b>BEATTY PARK LEISURE CENTRE</b>									
Beatty Park Leisure Centre – Construction & Fit Out Indoor Pool Changerooms	850,000	850,000	65,221	784,780	38,214	103,435	Behind	4 - In design	Detailed design
Beatty Park Leisure Centre - Facilities Infrastructure Renewal	448,115	154,404	119,480	34,924	73,903	193,383	On track	3 - In planning	Works ongoing
Beatty Park Leisure Centre – Heritage Grandstand Electrical Works	450,970	450,970	-	450,970	644,701	644,701	On track	7 - In progress	Tender awarded
Beatty Park Leisure Centre – Repair and maintain Heritage Grandstand	298,630	112,158	173,668	(61,510)	22,627	196,296	On track	7 - In progress	West Wing completed
Plant room remedial works	100,000	100,000	-	100,000	-	-	On track	3 - In planning	Scoping
<b>DEPARTMENT OF SPORTS AND RECREATION</b>									
DLGSC HVAC, Plant & Fire Services Renewals	242,550	60,638	1,188	59,451	37,250	38,438	On track	2 - Scope being prepared	Fire services upgrade quote received. Scope for aircon being developed
DLGSC LED lighting upgrade/renewal	250,850	62,712	5,100	57,612	2,054	7,154	On track	2 - Scope being prepared	RFT being prepared
Lift renewal and non fixed assets renewal	10,000	10,000	-	10,000	-	-	On track	4 - In design	Scope to be further determined
Solar Photovoltaic Panel System Installation (Leased DLGSC Building)	125,000	31,250	26,312	4,938	95,680	121,992	On track	7 - In progress	Contract awarded. Works commencing soon
<b>LIBRARY</b>									
Library Facility Renewals	20,000	20,000	19,877	123	-	19,877	Completed	9 - Completed (within budget)	
Upgrade Library counter to enhance customer service delivery	36,660	15,507	28,174	(12,667)	20,417	48,590	Completed	9 - Completed (within budget)	
<b>MISCELLANEOUS</b>									
Air Conditioning & HVAC Renewal - Loftus Recreation Centre (Leased Gymnastics WA)	15,000	15,000	-	15,000	16,096	16,096	On track	7 - In progress	PO raised
Air Conditioning & HVAC Renewal - Miscellaneous	50,000	50,000	-	50,000	-	-	On track	2 - Scope being prepared	Scope to be confirmed in order of priority
Carpet Renewal - Subiaco Football Club (Leased)	30,000	30,000	25,800	4,200	-	25,800	On track	7 - In progress	
Forrest Park Croquet Club	18,000	41,486	16,438	25,048	-	16,438	Completed	9 - Completed (within budget)	
Gym roof repairs (Leased Belgravia)	50,000	50,000	45,690	4,310	-	45,690	Completed	9 - Completed (within budget)	
Hyde Park - Gazebo Renewal	25,000	6,250	16,959	(10,709)	-	16,959	Completed	9 - Completed (within budget)	
Hyde Park West Toilets & Kiosk	138,531	155,235	131,948	23,287	3,450	135,398	Completed	9 - Completed (within budget)	
Leased Property Non Scheduled Renewal - Annual Provision	50,000	19,659	21,850	(2,191)	2,680	24,530	On track	7 - In progress	
Leederville Oval Stadium - Electrical renewal - 3 boards	163,276	163,276	111,888	51,388	13,500	125,388	On track	8 - Final stages	Waiting on invoice





CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 31 DECEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
Leederville Oval Stadium Facility Renewal (Leased)	325,000	81,250	-	81,250	19,670	19,670	On track	2 - Scope being prepared	Engineer investigations and preparing options
Leederville Town Centre - Toilet Demolition	50,000	50,000	-	50,000	-	-	On track	3 - In planning	Defer pending EOI for the land - further discussions on options
Margaret Kindergarten - Toilet Upgrade	90,000	22,500	-	22,500	68,463	68,463	On track	5 - Procurement	Grant agreement finalised and contract awarded
Menzies Park Pavilion & Ablutions	140,282	185,070	127,967	57,103	11,340	139,307	Completed	9 - Completed (within budget)	
Miscellaneous Asset Renewal - City buildings	50,000	50,000	35,638	14,362	-	35,638	On track	7 - In progress	
Modifications to Litis Stadium Underpass	30,000	30,000	-	30,000	33,030	33,030	On track	6 - In external / stakeholder consultation	Discussions with club on project timing/impact
North Perth Bowling Club	300,000	75,562	750	74,812	4,940	5,690	On track	4 - In design	Waiting on grant to progress
North Perth Town Hall - Kitchen and Toilet Renewal - Lesser Hall	120,000	120,000	800	119,200	681	1,481	On track	4 - In design	Detailed design documentation for tender being prepared
North Perth Town Hall - Kitchen and Toilet Renewal - Main Hall	176,000	26,600	7,280	19,320	9,900	17,180	On track	4 - In design	Detailed design documentation for tender being prepared
Replace electrical distribution boards - multiple buildings - post asbestos removal	15,000	13,883	14,370	(487)	-	14,370	On track	8 - Final stages	
Solar Photovoltaic Panel System Installation (Leased ASSETTS - 286 Beaufort St)	0	-	-	-	-	-	Deferred	1 - Not started	Cancelled in first quarter budget review
Solar Photovoltaic Panel System Installation (Leased Leederville Childcare Centre)	20,150	20,150	17,757	2,393	-	17,757	On track	7 - In progress	Contract awarded - works to commence soon
Solar Photovoltaic Panel System Installation (Leased Tennis West - Robertson Park Tennis Centre)	29,900	29,900	-	29,900	-	-	On track	2 - Scope being prepared	
Solar Photovoltaic System Installation (Leased Y WA Headquarters - 62 Frame Court)	0	-	-	-	-	-	Deferred	1 - Not started	Cancelled in first quarter budget review
Water and Energy Efficiency Initiatives	60,000	15,000	9,960	5,040	8,410	18,370	On track	3 - In planning	
Woodville Pavilion - Roofing Renewal Program	0	-	-	-	-	-	Deferred	2 - Scope being prepared	Cancelled in first quarter budget review
Works Depot - Non fixed assets renewals	46,106	11,526	1,160	10,366	-	1,160	On track	7 - In progress	
Works Depot - Replacement Box Gutters	10,000	10,000	-	10,000	-	-	On track	1 - Not started	Project due to be completed in June 2023
North Perth Community Centre Renewal Works	40,000	40,000	34,425	5,575	5,000	39,425	On track	7 - In progress	Works nearing completion
Infrastructure Works - Litis Stadium	292,468	136,868	111,462	25,406	9,830	121,292	On track	7 - In progress	Detailed design work for changerooms. Demo planned for 2023
Install dividing wall (Loftus Recreation Centre)	0	-	3,651	(3,651)	-	3,651	Completed	9 - Completed (within budget)	Prior year project. Invoice paid in November
<b>Land &amp; Building Assets Total</b>	<b>7,153,187</b>	<b>4,313,566</b>	<b>1,214,990</b>	<b>2,316,432</b>	<b>1,206,388</b>	<b>2,386,810</b>			
<b>Furniture &amp; Equipment Assets</b>									
<b>INFORMATION TECHNOLOGY - FURNITURE AND EQUIPMENT</b>									
Enterprise Applications upgrade	394,468	98,616	164,589	(65,973)	44,167	208,755	On track	7 - In progress	
ICT infrastructure renewal (switches, UPS, audio visual, network links)	143,857	35,964	52,046	(16,082)	24,542	76,588	On track	7 - In progress	
<b>F&amp;E ASSETS - LOFTUS RECREATION CENTRE</b>									
Replace damaged net on court	-	-	405	(405)	-	405	On track	7 - In progress	
<b>BPLC - FURNITURE AND EQUIPMENT</b>									
Beatty Park Leisure Centre - Non Fixed Assets Renewal - unplanned	160,397	120,000	41,892	78,109	-	41,892	On track	7 - In progress	
Non Fixed Assets - planned allocations - Lifeguard Tower renewal, Shade Sails, Fire alarm System, Umbrellas, Floor Scrubber	140,378	88,720	30,443	58,277	-	30,443	On track	7 - In progress	



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<b>POLICY AND PLACE - F&amp;E</b>									
Arts Rebound - Town Centre Artworks (COVID 19 Arts Relief - Phase 2)	236,000	24,000	-	24,000	172,000	172,000	On track	4 - In design	Timing variance. External consultation stage
<b>Furniture &amp; Equipment Assets Total</b>	<b>1,075,100</b>	<b>367,300</b>	<b>289,374</b>	<b>77,926</b>	<b>240,709</b>	<b>530,083</b>			
<b>Infrastructure Assets</b>									
<b>BANKS RESERVE MASTER PLAN - IMPLEMENTATION STAGE 1</b>									
Banks Reserve Master Plan Implementation - Stage 1	450,000	112,500	-	112,500	166,380	166,380	On track	3 - In planning	Timing variance. Planning stage with contract being awarded.
FY 23 - New public toilets, and other general improvements									
FY 24 - Walter's Brook Crossing, New picnic facilities, 'River Journeys' interpretation node, and complementary elements.									
<b>BICYCLE NETWORK</b>									
Construct Norfolk St N/S Route Stage 1	50,000	12,500	9,670	2,830	8,290	17,960	Completed	9 - Completed (within budget)	Stage 1 (15% concept) completed.
Feasibility study for Summers St & Claisebrook Rd Bicycle Route	0	-	-	-	-	-	Deferred	1 - Not started	Deferred to 2024FY due to DoT funding.
Travel Smart Actions	10,500	10,500	-	10,500	-	-	On track	3 - In planning	
Florence/Strathcona/Golding Safe Active Street	25,546	6,386	33,070	(26,684)	21,471	54,541	Completed	10 - Completed (over budget)	
Design Bike Network Plan	60,000	15,000	13,600	1,400	41,467	55,067	On track	7 - In progress	
<b>BLACK SPOT PROGRAM</b>									
Broome/Wright - Instal Roundabout	250,000	250,000	-	250,000	-	-	On track	4 - In design	
Fitzgerald/Forrest - Ban right hand turns in/out of Forrest street. Seagull Island installed. Close median in Fitzgerald St.	40,000	40,000	-	40,000	-	-	On track	4 - In design	
Fitzgerald/Lawley - Ban right turns out of Lawley by installing half seagull island in Lawley st and narrow median island in Fitzgerald St	80,000	80,000	-	80,000	-	-	On track	4 - In design	
William/Forrest - instal traffic island on eastern leg of Forrest St and provide additional STOP sign	17,000	17,000	-	17,000	-	-	On track	4 - In design	
Beaufort / Harold , Highgate	150,000	37,500	-	37,500	-	-	On track	4 - In design	
<b>CAR PARK DEVELOPMENT</b>									
Access and Inclusion (DAIP) – ACROD Parking Improvement Program	30,000	30,000	-	30,000	-	-	On track	2 - Scope being prepared	
Accessible City Strategy Implementation (Action 3.3.1, 3.3.4 & 2.2.1)	505,000	505,000	11	504,989	81,893	81,904	On track	5 - Procurement	
Britannia Reserve (Secondary, Litis)	0	-	-	-	-	-	Deferred	1 - Not started	Deferred from FQBR
HBV Stadium Car Park	49,250	49,250	-	49,250	-	-	Deferred	1 - Not started	Deferred to FY24 due to FIFA Women's World Cup
Minor Capital Improvements of City Car Parks (General Provision)	36,425	36,425	-	36,425	-	-	On track	1 - Not started	Scope to be confirmed
<b>DRAINAGE</b>									
Britannia Reserve Main Drain Renewal Stages 1 & 2	21,670	-	-	-	-	-	On track	5 - Procurement	
Gully Soak-well installation program	108,279	27,070	21,681	5,389	-	21,681	On track	7 - In progress	
Minor drainage improvement program	425,431	106,358	10,561	95,797	5,739	16,300	On track	7 - In progress	Timing variance. Consultants engaged
Mt Hawthorn West Catchment Drainage Improvements – Stage 1	40,000	40,000	-	40,000	-	-	On track	5 - Procurement	





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<b>HAYNES STREET RESERVE - IMPLEMENTATION STAGES 1 &amp; 2</b>									
Haynes Street Reserve Development Plan Implementation Stages 1 & 2	340,000	340,000	74,834	265,166	92,137	166,971	On track	7 - In progress	
<b>INFRASTRUCTURE MISCELLANEOUS</b>									
North Perth Tennis Club - Upgrade of floodlighting to LED on two hard courts	8,716	8,716	-	8,716	-	-	On track	8 - Final stages	Lights installed, lux reading to be taken prior to certification and payment.
Public Open Space Strategy Implementation (Minor Works)	20,000	20,000	-	20,000	4,000	4,000	On track	3 - In planning	
Tree Up Lighting	60,000	60,000	-	60,000	-	-	On track	3 - In planning	
<b>LITIS STADIUM</b>									
Litis Stadium Floodlights	50,000	12,500	47,444	(34,944)	-	47,444	On track	7 - In progress	
<b>LOCAL ROADS PROGRAM</b>									
Annual Local Roads Program	1,295,569	473,892	557,789	(83,897)	290,745	848,534	On track	7 - In progress	Project Started ahead of schedule
Guildford Rd - Walcott to East Parade	-	-	-	-	-	-	On track	1 - Not started	
Egina St-Berryman to Asby	-	-	130,669	(130,669)	55,557	186,226	On track	7 - In progress	Project Started ahead of schedule
Bondi Street- Merriden to Matlock St	-	-	-	-	-	-	Deferred	1 - Not started	Reallocation of budget to minor drainage in FQBR
Britannia Rd - Kalgoorlie to Brentham St	-	-	-	-	-	-	On track	1 - Not started	
Dalmeny Street - Lord Street to Matson Lane	-	-	42,510	(42,510)	13,243	55,753	On track	7 - In progress	
Grosvenor Road - William Street to Norfolk Street	-	-	-	-	-	-	Deferred	1 - Not started	Reallocation of budget to minor drainage in FQBR
Grosvenor Road - intersection of Beaufort Street	-	-	21,672	(21,672)	32,100	53,772	On track	7 - In progress	
Peach Street - View St to end	-	-	38,523	(38,523)	17,154	55,677	On track	7 - In progress	Project Started ahead of schedule
Haynes Street - SBR to Eton	-	-	32,713	(32,713)	56,026	88,739	On track	7 - In progress	Project Started ahead of schedule
Edinboro Street - Woodstock to No.46	-	-	41,183	(41,183)	1,445	42,628	On track	7 - In progress	Practical completion
Dunedin Street- Ellesmere Street to Green Street	-	-	93,303	(93,303)	75,062	168,364	On track	7 - In progress	Practical completion
Monmouth Street - York to Willam	-	-	-	-	-	-	On track	1 - Not started	
Sekem Street - Alma to end	-	-	30,684	(30,684)	3,080	33,764	On track	7 - In progress	Project Started ahead of schedule
Cleaver Street - Vincent to Carr	-	-	-	-	-	-	On track	1 - Not started	
The Boulevard- Hawthorn Street to Anzac Road	-	-	61,595	(61,595)	12,318	73,914	On track	7 - In progress	Practical completion
Hawthorn Street - The Boulevard to Coogee	-	-	64,938	(64,938)	24,760	89,698	On track	7 - In progress	Practical completion
<b>OTHER ROADS</b>									
Annual Roads to Recovery Program	233,740	233,740	-	233,740	-	-	On track	7 - In progress	
MRWA Direct Road Grant	0	-	-	-	-	-	Deferred	1 - Not started	
Thompson Street - Barnett Street to Loftus Street	2,000	500	-	500	-	-	Completed	9 - Completed (within budget)	Works covered under minor crack seal
Egina Street - Berryman Street to Anzac Road	5,000	5,000	-	5,000	-	-	Completed	9 - Completed (within budget)	Roads resurfaced as part of Roads to Recovery.
<b>MISCELLANEOUS</b>									
Artlets - Public Art - Sculpture	40,000	40,000	-	40,000	-	-	On track	2 - Scope being prepared	Meeting with Pickle District Town Team to discuss scope.



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Leederville Oval Stadium - Sports lights renewal (above \$344,205 - issue with funding - requires Council decision - grant has time limit)	1,201,983	300,496	13,125	287,371	3,227	16,352	On track	4 - In design	Design completed.
<b>MT HAWTHORN SKATE PARK</b>									
Mt Hawthorn Skate Park - Youth Skate Facility (Election Commitment)	250,000	62,500	-	62,500	3,750	3,750	On track	3 - In planning	
<b>PARKS - ECO ZONING PROGRAM</b>									
Charles Veryard Reserve - Eco-zoning	20,000	20,000	-	20,000	-	-	On track	4 - In design	Design completed.
Edinboro Street Reserve	19,802	19,802	8,576	11,226	-	8,576	Completed	9 - Completed (within budget)	
Monmouth Street	9,916	9,916	1,780	8,136	-	1,780	Behind	6 - In external / stakeholder consultation	External consultation due to dividing fence issue
<b>PARKS - FENCING RENEWAL PROGRAM</b>									
Forrest Park - renew perimeter bollards and fencing	40,000	40,000	12,259	27,741	28,945	41,204	On track	7 - In progress	Awaiting confirmation on installation date
<b>PARKS - FURNITURE RENEWAL PROGRAM</b>									
Hyde Park - Renewal of path lighting poles	126,374	31,594	84,274	(52,680)	20,000	104,274	On track	7 - In progress	Installation underway.
Keith Frame Reserve - Replace light poles	30,000	7,500	-	7,500	26,550	26,550	On track	5 - Procurement	Awaiting second Quote
<b>PARKS - INFRASTRUCTURE RENEWAL PROGRAM</b>									
Beatty Park Reserve Retaining Wall (Flood Mitigation)	50,000	50,000	26,700	23,300	17,853	44,553	On track	7 - In progress	
Britannia Reserve - Floodlight Repair	48,710	12,178	906	11,272	29,339	30,246	On track	7 - In progress	
Charles Veryard Reserve - Flood Lighting	48,661	48,661	51,330	(2,669)	2,410	53,739	Completed	10 - Completed (over budget)	
Hyde Park - renew park furniture	10,000	10,000	-	10,000	9,091	9,091	On track	7 - In progress	In progress - prioritising works
<b>PARKS - IRRIGATION RENEWAL PROGRAM</b>									
Birdwood Square - renew groundwater bore	45,000	45,000	-	45,000	-	-	On track	3 - In planning	Project will commence early 2023 once water licence obtained
Brigatti Gardens - renew electrical cabinet	15,000	15,000	-	15,000	-	-	On track	5 - Procurement	
Les Lilleyman - upgrade in-ground irrigation system and electrical cabinet	180,000	180,000	-	180,000	3,950	3,950	On track	4 - In design	Design completed and being reviewed. RFQ for installation to be advertised January 2023
Menzies Park - Replace Irrigation System	61,090	15,272	1,980	13,292	12,875	14,855	On track	8 - Final stages	



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<b>PARKS - PLAYGROUND/EXERCISE EQUIPMENT RENEWAL PROGRAM</b>									
Braithwaite Park - replace various wooden nature plan elements	50,000	50,000	325	49,675	-	325	On track	4 - In design	Playground assesment completed, replacements to be prioritised and quoted
Britannia Reserve - replace playground soft fall	40,000	40,000	-	40,000	30,490	30,490	On track	7 - In progress	installation date TBD
Charles Varyard Reserve - replace exercise equipment	60,000	60,000	36	59,964	60	96	On track	6 - In external / stakeholder consultation	Consultation underway. RFQ to be advertised January 2023
Forrest Park - replace exercise equipment (deferred from 2019/20)	43,208	10,802	41,208	(30,406)	-	41,208	On track	9 - Completed (within budget)	Installation November
Gladstone Street Reserve - upgrade & replace playground equipment	105,000	105,000	105,000	-	-	105,000	Completed	9 - Completed (within budget)	
Hyde Park - replace water playground shade sails	12,000	3,000	10,600	(7,600)	-	10,600	Completed	9 - Completed (within budget)	
Ivy Park - upgrade & replace playground equipment	90,000	90,000	36	89,964	30	66	On track	2 - Scope being prepared	Consultation underway. RFQ to be advertised January 2023
Keith Frame Reserve - remove playground and reinstate	0	-	-	-	-	-	Deferred	1 - Not started	
Les Lilleyman – Playground and softfall replacement	115,000	115,000	115,000	-	-	115,000	Completed	9 - Completed (within budget)	
Lynton Street Reserve - Renew & replace playground equipment	80,000	80,000	38	79,962	30	68	On track	2 - Scope being prepared	Consultation underway. RFQ to be advertised January 2023
Menzies Park - replace playground shade sails	8,000	2,000	7,880	(5,880)	-	7,880	Completed	9 - Completed (within budget)	
Oxford Street Reserve - renew wooden nature play elements	20,000	20,000	325	19,675	-	325	On track	5 - Procurement	Playground assesment completed, replacements to be prioritised and quoted
Stuart Street Reserve - remove playground and reinstate reserve	0	-	-	-	-	-	Deferred	1 - Not started	
Menzies Park – replace exercise equipment	42,800	10,700	40,800	(30,100)	-	40,800	On track	8 - Final stages	
Hobart/Auckland Street Reserve – Partial Playground Shadesail Replacement	7,500	7,500	7,150	350	-	7,150	Completed	9 - Completed (within budget)	
Multicultural Federation Gardens – Partial Playground Shadesail Replacement	5,500	5,500	5,180	320	-	5,180	Completed	9 - Completed (within budget)	
<b>PARKS AND RESERVES</b>									
Greening program - Project locations to be determined	200,000	50,000	14,775	35,225	-	14,775	On track	7 - In progress	Timing variance. Design phase on key projects
Wayfinding Implementation Plan - Stage 1	198,000	198,000	-	198,000	-	-	On track	1 - Not started	
<b>PUBLIC OPEN SPACE STRATEGY - IMPLEMENTATION</b>									
<b>RIGHTS OF WAY</b>									
Laneway Lighting Program	40,000	40,000	-	40,000	-	-	On track	3 - In planning	
Rights of Way Rehab Program - Program based upon the most recent condition assessment survey	150,000	150,000	-	150,000	-	-	On track	2 - Scope being prepared	



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<b>ROADWORKS - REHABILITATION (MRRG PROGRAM)</b>									
Annual MRRG Program	1,091,081	1,091,081	443,590	647,491	355,075	798,665	On track	4 - In design	Delivery between November 2022 and April 2023
Fitzgerald St (1) - Bulwer to Vincent	107,387		95,074	(95,074)	21,590	116,664	On track	8 - Final stages	Works will be completed in December 2022
Fitzgerald St (2) - Newcastle to Carr	123,496		108,366	(108,366)	36,383	144,749	On track	4 - In design	Delivery between November 2022 and April 2023
Oxford St - Richmond to Vincent	150,388		760	(760)	-	760	On track	4 - In design	Delivery between November 2022 and April 2023
Green St - Merredin to London	291,161		760	(760)	-	760	On track	4 - In design	To be completed in March/April 2023
Beaufort St (1) Fore to Brisbane	57,101		760	(760)	63,032	63,792	On track	4 - In design	Delivery between November 2022 and April 2023
Beaufort St (2) - Bulwer to Lincoln	110,897		760	(760)	173,924	174,684	On track	4 - In design	Delivery between November 2022 and April 2023
Walcott St (WB) - Fitzgerald to William	250,651		237,111	(237,111)	60,146	297,256	On track	8 - Final stages	Delivery between November 2022 and April 2023
<b>ROBERTSON PARK DEVELOPMENT PLAN - STAGE 1</b>									
Refurbish Courts to accommodate multisports and LED lighting upgrade	231,700	231,700	-	231,700	-	-	On track	1 - Not started	
<b>SLAB FOOTPATH PROGRAM</b>									
Eton St - Ellesmere Street to Gill Street	0	-	-	-	-	-	On track	1 - Not started	Project completed in prior year and budget removed in First Quarter Budget Review
Eton St - Haynes Street to Hobart Street	0	-	63	(63)	-	63	On track	2 - Scope being prepared	
Footpath Upgrade and Renewal Program (Annual)	290,526	72,632	29,035	43,597	-	29,035	On track	7 - In progress	
<b>STREET FURNITURE</b>									
Replacement and Renewal of 94 Bus Shelters (50 shelters derive income from advertising)	46,651	11,662	-	11,662	-	-	On track	4 - In design	
<b>STREET LIGHTING</b>									
Beaufort St - Art Deco Median Lighting Renewal	220,000	220,000	-	220,000	-	-	On track	5 - Procurement	
Street Lighting Renewal Program - allocated annually	69,107	17,276	1,064	16,212	1,208	2,271	On track	7 - In progress	
Mount Hawthorn Street Lighting upgrade	95,679	23,920	-	23,920	-	-	On track	1 - Not started	
<b>STREETSCAPE IMPROVEMENTS</b>									
Streetscape Improvements Program - allocated annually	84,850	21,212	39,615	(18,403)	-	39,615	On track	7 - In progress	Works commenced earlier than expected
<b>TRAFFIC MANAGEMENT PROGRAM</b>									
40kph trail - finalisation report	20,000	20,000	2,221	17,779	-	2,221	Completed	9 - Completed (within budget)	
40kph zone implementation (ACS) with MRWA	50,000	50,000	-	50,000	-	-	On track	4 - In design	
Alma/Claverton Local Area Traffic Management	32,981	8,246	1,725	6,521	7,650	9,375	On track	4 - In design	
Britannia Road Improvements	40,000	40,000	-	40,000	-	-	On track	4 - In design	
Loftus and Vincent Pedestrian Improvements, design 22/23, Implement 23/24	30,000	30,000	-	30,000	-	-	On track	2 - Scope being prepared	
Minor Traffic Management Improvements - allocated annually	146,051	36,512	9,800	26,712	10,312	20,112	On track	7 - In progress	
Harold and Lord St Intersection	22,850	5,712	-	5,712	-	-	On track	7 - In progress	
<b>Infrastructure Assets Total</b>	<b>8,543,447</b>	<b>5,538,499</b>	<b>1,810,488</b>	<b>3,419,075</b>	<b>1,274,967</b>	<b>3,120,022</b>			



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<b>Plant &amp; Equipment Assets</b>									
<b>ASSETS - BP LEISURE CENTRE</b>									
Gym equipment - Strength and Group Fitness Equipment	827,879	827,879	827,519	360	-	827,519	Completed	9 - Completed (within budget)	Gym equipment installed mid October 2022.
Gym equipment - Cardio and Fans									
<b>LIGHT FLEET VEHICLE REPLACEMENT PROGRAMME</b>									
Light Fleet - Annual Allocation (Trade-in value of \$648k in FY2024. Further trade-in's for future years)	1,119,000	1,119,000	36,310	1,082,690	243,366	279,676			Most project procurement start end of October, 12 months lead time
P1265 - Toyota Corolla Hybrid	0	-	-	-	-	-	Completed	9 - Completed (within budget)	Delivered in 2022FY
P1263 - Toyota Corolla Hybrid	40,000	40,000	-	40,000	25,000	25,000	Behind	5 - Procurement	Procurement plan being developed
P1267 - Toyota Camry Hybrid SL	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1264 - Toyota Camry	28,000	28,000	-	28,000	33,936	33,936	On track	5 - Procurement	Procurement plan being developed
P2168 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P1269 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P2170 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2171 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1272 - Nissan Leaf BEV Hatch	40,000	40,000	-	40,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1273 - Nissan Leaf BEV Hatch	40,000	40,000	-	40,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1274 - Nissan Leaf BEV Hatch	25,000	25,000	-	25,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1275 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P1276 - Toyota Corolla Hybrid Hatch	40,000	40,000	-	40,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1277 - Toyota Corolla Hybrid Hatch	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P1278 - Toyota Corolla Hybrid Sedan	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P1279 - Toyota Camry Hybrid SL	28,000	28,000	-	28,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1280 - Toyota Corolla Hybrid Sedan	25,000	25,000	-	25,000	25,000	25,000	On track	5 - Procurement	Procurement plan being developed
P2182 - Toyota Hilux Workmate Ttop	25,000	25,000	-	25,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2200 - VOLKSWAGEN Caddy Maxi TDI250	45,000	45,000	-	45,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2201 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2202 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2203 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2204 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2205 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2206 - Nissan Navara King Cab Ttop	33,000	33,000	-	33,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2207 - Nissan Navara Dual Cab	29,000	29,000	-	29,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2208 - Nissan Navara	35,000	35,000	-	35,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2209 - VW Caddy Maxi TDI250	40,000	40,000	-	40,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P2210 - Nissan Navara Dual Cab	28,000	28,000	-	28,000	-	-	Behind	5 - Procurement	Procurement plan being developed
P1258 - AS6287 - Toyota Corolla Hybrid Hatch - 1GQT268	23,500	23,500	-	23,500	34,430	34,430	On track	5 - Procurement	Procurement plan being developed
P1262 - AS6297 - Toyota Corolla Hybrid - 1GRY421	23,500	23,500	23,390	111	-	23,390	Completed	9 - Completed (within budget)	Delivered
P2198 - AS6318 - 1GSL453-Nissan Navara	30,000	30,000	-	30,000	-	-	On track	5 - Procurement	Procurement plan being developed
P2199 - AS6322 - Nissan Navara dual cab 1GTK364	28,000	28,000	-	28,000	-	-	On track	5 - Procurement	Procurement plan being developed
P2179 - AS5159 - Hyundai TQ iLoad 3s - 1EYK726	40,000	40,000	12,920	27,080	-	12,920	Behind	5 - Procurement	In progress
P2190 - AS6113 - Mitsubishi Triton 4x2 GLX - 1GJL089	25,000	25,000	-	25,000	-	-	Behind	5 - Procurement	Procurement plan being developed



CITY OF VINCENT  
NOTE 4 - CAPITAL WORKS SCHEDULE 2022/23  
AS AT 31 DECEMBER 2022

Description	Revised Budget	YTD Budget	YTD Actual	YTD Variance	Commitment Balance	TOTAL (YTD Actual + Commitment)	Status	Stage	Commentary
P2194 - AS6292 - Nissan Navara 4x2 - 1GRN511	25,000	25,000	-	25,000	-	-	On track	5 - Procurement	Procurement plan being developed
P2195 - AS6293 - Nissan Navara 4x2 - Parks - 1GRN512	25,000	25,000	-	25,000	-	-	On track	5 - Procurement	Procurement plan being developed
P2196 - AS6294 - Nissan Navara 4x2 - Parks - 1GRN513	25,000	25,000	-	25,000	-	-	On track	5 - Procurement	Procurement plan being developed
<b>MAJOR PLANT REPLACEMENT PROGRAM</b>									
5 Tonne Rubbish Compactor Small Rear Loader - 1EKS994 - P3521-AS3772	340,000	340,000	-	340,000	336,040	336,040	On track	5 - Procurement	Evaluation
Heavy Fleet Replacement Program	360,000	360,000	9,715	350,285	294,725	304,440	On track	7 - In progress	
- Single Axle Truck, Bin & Infrastructure Deliveries (Hybrid)							On track	7 - In progress	Evaluation
- Single Axle Truck (Eng. Maint.)							On track	7 - In progress	Recommendation stage
- Mower/Ride On Kubota							On track	7 - In progress	Ordered, delivery aprox November 2022
- Trailer - Tilt (small)							Completed	9 - Completed (within budget)	Delivered
Road Sweeper - 1EBC003 - P3762-AS3554	380,000	380,000	-	380,000	385,000	385,000	On track	7 - In progress	Ordered expected delivery Dec 2022 waiting on DOT and sign writing
Single Axle Tipper Truck - 1BUF690 - P3261-AS2697	170,000	170,000	162,007	7,994	-	162,007	Completed	9 - Completed (within budget)	Vehicle delivered.
<b>MISCELLANEOUS - PLANT AND EQUIPMENT</b>									
Parking Infrastructure Renewal Program	120,000	30,000	26,013	3,988	26,012	52,025	On track	7 - In progress	Additional parking sensors en route for short term parking bays
<b>Plant &amp; Equipment Assets Total</b>	<b>3,316,879</b>	<b>3,226,879</b>	<b>1,061,563</b>	<b>2,165,316</b>	<b>1,285,144</b>	<b>2,346,707</b>			
<b>Grand Total</b>	<b>20,088,613</b>	<b>13,446,244</b>	<b>4,376,415</b>	<b>7,978,749</b>	<b>4,007,207</b>	<b>8,383,622</b>			

## Summary

	Revised Budget	YTD Budget	YTD Actual	Remaining Budget
	\$	\$	\$	%
Land and Buildings	7,153,187	4,313,566	1,214,990	83.0%
Infrastructure Assets	8,543,447	5,538,499	1,810,488	78.8%
Plant and Equipment	3,316,879	3,226,879	1,061,563	68.0%
Furniture and Equipment	1,075,100	367,300	289,374	73.1%
<b>Total</b>	<b>20,088,613</b>	<b>13,446,244</b>	<b>4,376,415</b>	<b>78.2%</b>

## FUNDING

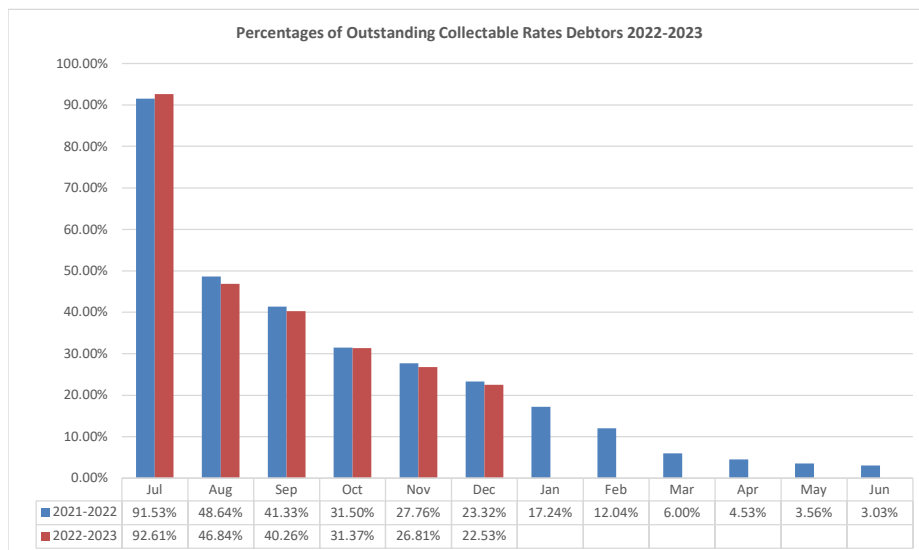
	Revised Budget	YTD Budget	YTD Actual	Remaining Budget
	\$	\$	\$	%
Own Source Funding - Municipal	8,749,888	12,573,330	2,329,252	73.4%
Cash Backed Reserves	4,912,256	35,035	618,518	87.4%
Capital Grant, Contribution and Loan	4,500,469	837,879	1,255,657	72.1%
Other (Disposals/Trade In)	1,926,000	-	172,988	91.0%
<b>Total</b>	<b>20,088,613</b>	<b>13,446,244</b>	<b>4,376,415</b>	<b>78.2%</b>



**CITY OF VINCENT**  
**NOTE 5 - CASH BACKED RESERVES**  
**AS AT 31 DECEMBER 2022**

Reserve Particulars	Budget Opening Balance 01/07/2022	Actual Opening Balance 01/07/2022	Budget Transfers to Reserve 30/06/2023	YTD Actual Transfers to Reserve 31/12/2022	Budget Interest Earned 30/06/2023	YTD Actual Interest Earned 31/12/2022	Budget Transfers from Reserve 30/06/2023	YTD Actual Transfers from Reserve 31/12/2022	Budget Closing Balance 30/06/2023	Actual Closing Balance 31/12/2022
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Beatty Park Leisure Centre Reserve	102,681	102,898	200,000	200,000	1,648	2,077	(100,000)	(100,000)	204,329	204,975
Cash In Lieu Parking Reserve	1,429,508	1,457,574	72,000	0	4,359	5,495	(772,500)	(9,681)	733,367	1,453,388
DSR Office Building Reserve	227,895	219,307	0	0	59	74	(211,475)	(5,100)	16,479	214,281
Leederville Oval Reserve	95,952	96,153	0	0	536	676	(30,000)	(25,800)	66,488	71,029
Loftus Community Centre Reserve	37,581	37,660	100,000	100,000	1,119	1,411	0	0	138,700	139,071
Loftus Recreation Centre Reserve	221,069	219,341	60,000	31,205	1,879	2,369	(50,000)	(45,690)	232,948	207,225
Parking Facility and Equipment Reserve	106,956	107,182	0	0	870	1,096	0	0	107,826	108,278
Plant and Equipment Reserve	83	131	0	0	0	0	(83)	0	0	131
State Gymnastics Centre Reserve	130,952	131,596	12,000	6,192	1,040	1,312	(15,000)	0	128,992	139,100
Waste Management Plant and Equipment Res	223,128	223,599	0	0	1,814	2,288	0	0	224,942	225,887
Tamala Park Land Sales Reserve	1,929,100	1,930,361	0	833,334	25,852	32,592	0	0	1,954,952	2,796,287
Asset Sustainability Reserve	5,572,477	5,283,774	2,200,083	2,200,083	38,469	48,500	(2,991,198)	(442,532)	4,819,832	7,089,826
Percent for Art Reserve	335,655	332,907	0	0	16	20	(186,000)	0	149,671	332,927
Land and Building Acquisition Reserve	301,005	301,642	0	0	2,448	3,086	0	0	303,453	304,728
Strategic Waste Management Reserve	45,899	29,148	0	0	373	470	0	0	46,272	29,618
Hyde Park Lake Reserve	166,906	162,525	0	0	1,357	1,712	0	0	168,263	164,237
Public Open Space Reserve - Land Sales	653,071	653,071	900,000	24,774	11,084	13,975	(190,000)	0	1,374,155	691,820
Underground Power Reserve	215,105	215,555	785,000	785,000	6,376	8,038	(216,000)	0	790,481	1,008,593
POS Reserve - Haynes Street	196,927	197,036	39,000	39,000	699	881	(150,000)	(74,834)	86,626	162,083
	<b>11,991,950</b>	<b>11,701,460</b>	<b>4,368,083</b>	<b>4,219,589</b>	<b>100,000</b>	<b>126,072</b>	<b>(4,912,256)</b>	<b>(703,636)</b>	<b>11,547,777</b>	<b>15,343,485</b>

**CITY OF VINCENT**  
**NOTE 6 - RATING INFORMATION**  
**AS AT 31 DECEMBER 2022**





**CITY OF VINCENT  
NOTE 6 - RATING INFORMATION  
FOR THE MONTH ENDED 31 DECEMBER 2022**



	Rateable Value	Rate in Dollar Cents	Budget	Actual	Rates Levied to Budget
	\$		\$	\$	%
<b>Rate Revenue</b>					
<u>General Rate</u>					
10,981 Residential	248,447,916	0.0858	21,212,405	21,314,346	100.5%
194 Vacant Residential	4,616,900	0.0819	378,170	378,170	100.0%
1626 Other	127,522,443	0.0723	9,218,597	9,218,598	100.0%
41 Vacant Commercial	2,587,150	0.1379	356,768	356,794	100.0%
<u>Minimum Rate</u>					
6098 Residential @ \$1,335.32	77,356,652	0.0858	8,145,514	8,142,781	100.0%
195 Vacant Residential @ \$1,180	2,054,440	0.0819	230,100	230,100	100.0%
162 Other @ \$1,288.73	1,973,252	0.0723	208,774	208,774	100.0%
0 Vacant Other @ \$1,631.65		0.1379	0	0	0.0%
Interim Rates	0		300,000	439,056	146.4%
Rates Waiver	0		(140,000)	(119,907)	85.6%
<b>Total Amount Made up from Rates</b>	464,558,753		39,910,329	40,168,713	
<b>Non Payment Penalties</b>					
Instalment Interest @ 5.5%			185,000	208,290	112.6%
Penalty Interest @ 8%			120,000	97,365	81.1%
Administration Charge - \$8 per instalment			140,000	132,768	94.8%
Legal Costs Recovered			10,000	4,306	43.1%
Other Reimbursements			0		0.0%
Interest Write Off			(2,000)	(226)	11.3%
			40,363,329	40,611,214	
<b>Other Revenue</b>					
Exempt Bins - Non Rated Properties			80,798	80,319	99.4%
Commercial / Residential Additional Bins			21,852	20,737	94.9%
Swimming Pools Inspection Fees			63,000	63,944	101.5%
			40,528,979	40,776,215	
<b>Opening Balance</b>				1,287,296	
<b>Total Collectable</b>			40,528,979	42,063,510	103.79%
<b>Less</b>					
Cash Received				34,789,525	
Rebates Allowed				(1,453,031)	
Rates Write Off				0	
ESL write off				0	
Rates received in advance				(404,352)	
<b>Rates Balance To Be Collected</b>			40,528,979	9,131,369	22.53%
<b>Add</b>					
ESL Debtors				309,411	
Pensioner Rebates Not Yet Claimed				413,344	
ESL Rebates Not Yet Claimed				16,268	
<b>Less</b>					
Deferred Rates Debtors				(120,753)	
<b>Current Rates Debtors Balance</b>				9,749,639	



**CITY OF VINCENT**  
**NOTE 7 - DEBTOR REPORT**  
**FOR THE MONTH ENDED 31 DECEMBER 2022**

DESCRIPTION	CURRENT	31-59 DAYS	60-89 DAYS	OVER 90 DAYS	BALANCE
	\$	\$	\$	\$	\$
DEBTOR CONTROL - HEALTH LICENCES	51,976	14,733	13,268	120,512	200,490
DEBTOR CONTROL - CASH IN LIEU CAR PARKING	(31)	0	0	201,853	201,822
DEBTOR CONTROL - PROPERTY INCOME	87,914	16,969	3,720	(53,611)	54,991
DEBTOR CONTROL - RECOVERABLE WORKS	1,252	0	0	(322)	930
DEBTOR CONTROL - OTHER	2,569	858	1,561	87,966	92,954
DEBTOR CONTROL - % ART CONTRIBUTIONS	0	0	0	0	0
DEBTOR CONTROL - PLANNING SERVICES FEES	60,051	0	0	780	60,831
DEBTOR CONTROL - GST	0	(73,298)	(249)	(104,864)	(178,411)
DEBTOR CONTROL - INFRINGEMENT	112,905	89,990	58,210	1,012,940	1,274,045
PROVISION FOR DOUBTFUL DEBT (CURRENT)	0	0	0	(219,546)	(219,546)
IMPAIRMENT OF RECEIVABLES	0	0	0	(218,023)	(218,023)
<b>TOTAL DEBTORS OUTSTANDING AS AT 31/12/2022</b>	<b>316,636</b>	<b>49,251</b>	<b>76,511</b>	<b>827,685</b>	<b>1,270,083</b>
	<b>24.9%</b>	<b>3.9%</b>	<b>6.0%</b>	<b>65.2%</b>	

ACCRUED INCOME	182,197
ACCRUED INTEREST	442,563
PREPAYMENTS	1,457,897
<b>TOTAL TRADE AND OTHER RECEIVABLES</b>	<b>3,352,740</b>

<b>PROPERTY INCOME, RECOVERABLE WORKS AND OTHER DEBTORS:</b>			<b>209,706</b>
<b>DATE</b>	<b>SUNDRY DEBTORS OVER 90 DAYS</b>	<b>AMOUNT</b>	
11/03/2019	Tennis Seniors Western Australia	5,728	
23/02/2021	Kre8 Constructions	930	
04/11/2016	C Caferelli	27,861	
21/01/2019	Matthew Slinger	15,485	
09/07/2019	R Cox	1,170	
28/11/2019	A Kindu	2,339	
28/10/2021	K Beykpour	18,800	
13/10/2020	D Bianchi	15,000	
04/08/2022	VT Ngo	7,835	
<b>BALANCE OF 90 DAY DEBTORS OVER \$500</b>		<b>95,147</b>	
<b>% AGING DEBT OVER 90 DAYS</b>		<b>45%</b>	
<b>INFRINGEMENT DEBTORS:</b>			<b>1,274,045</b>
Referred to FER		1,012,940	
<b>BALANCE OF 90 DAY DEBTORS OVER \$500</b>		<b>1,012,940</b>	
<b>% AGING DEBT OVER 90 DAYS</b>		<b>80%</b>	

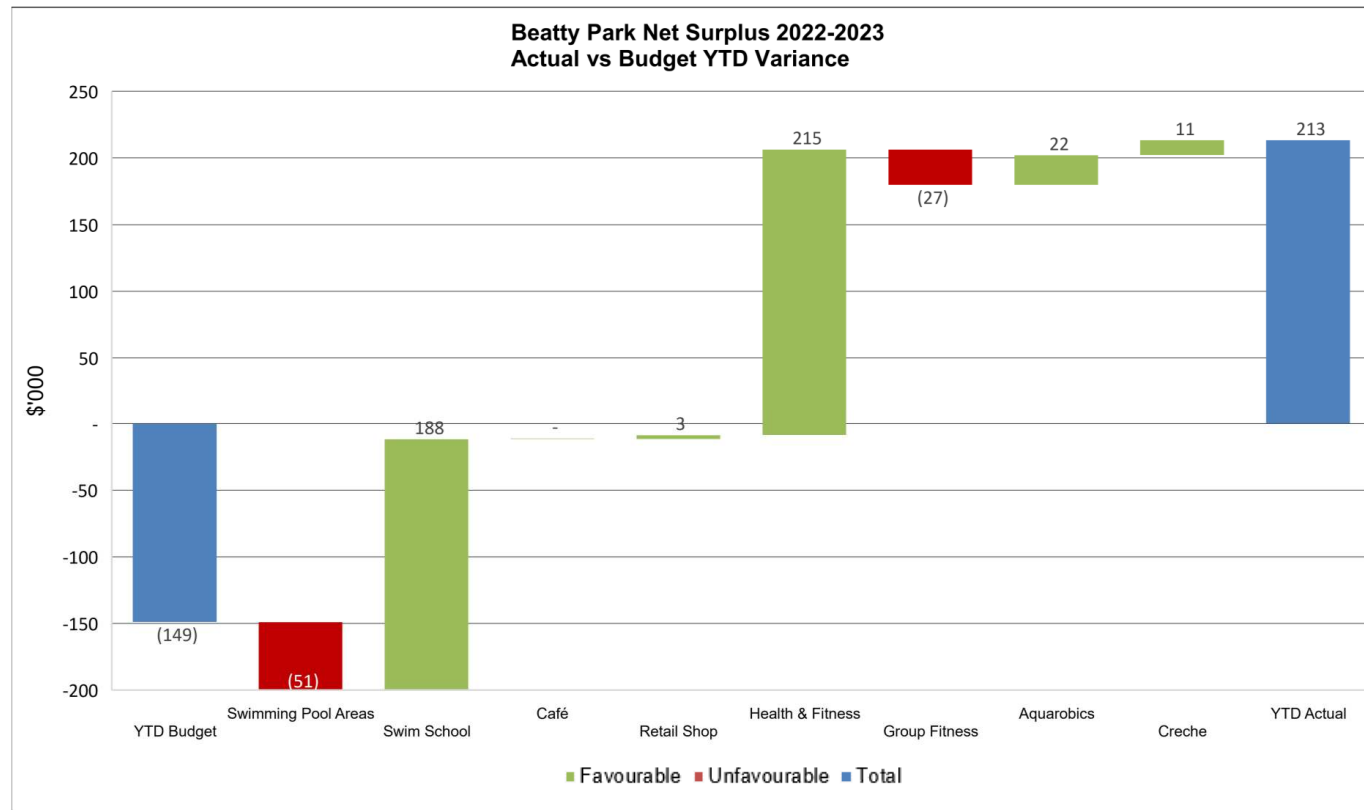
DEBT DETAILS	Comments
Building Insurance 2018/19 & 2019/20	In the process to debt collection
Damaged to ROW 47 Redfern St	Liquidation - proof of debt sent
Breaches of Planning Development Act	\$150 Monthly Repayment in progress from 8/02/22
Outstanding court costs awarded to COV	\$200 Fortnightly Repayment in progress
Breach of condition of hall hire	Sent to debt collection agency
Damage/vandalism to hired venue	Sent to debt collection agency
Court fines and costs 155 Walcott St	Have been handed over to FER
Court fines and costs re: 193-195 Scarborough	\$200 Monthly suspended by FER till further notice
Court fines and costs awarded to COV	\$200 Monthly Repayment in progress from Sep 2022

**CITY OF VINCENT**  
**NOTE 8 - BEATTY PARK LEISURE CENTRE FINANCIAL POSITION**  
**AS AT 31 DECEMBER 2022**



	Original Budget 2022/23	YTD Budget Dec-22	YTD Actuals Dec-22	YTD Actuals Dec-21	Month Actuals Dec-22	Month Actuals Dec-21
	\$	\$	\$	\$	\$	\$
<b><u>ADMINISTRATION</u></b>						
Revenue	0	0	0	(398,410)	(104,929)	(104,842)
Expenditure	0	0	0	398,410	104,757	104,843
Surplus/(Deficit)	0	0	0	0	(172)	1
<b><u>SWIMMING POOLS AREA</u></b>						
Revenue	2,485,069	1,225,247	1,354,701	1,110,609	314,879	262,529
Expenditure	(4,308,508)	(2,061,005)	(2,241,558)	(2,086,715)	(432,336)	(778,561)
Surplus/(Deficit)	(1,823,439)	(835,758)	(886,857)	(976,106)	(117,457)	(516,032)
<b><u>SWIM SCHOOL</u></b>						
Revenue	1,773,386	920,579	1,108,167	682,848	181,560	138,578
Expenditure	(1,364,861)	(643,778)	(643,048)	(508,268)	(127,362)	(124,135)
Surplus/(Deficit)	408,525	276,801	465,119	174,580	54,198	14,443
<b><u>CAFÉ</u></b>						
Revenue	0	0	0	0	0	0
Expenditure	0	0	0	0	(116)	0
Surplus/(Deficit)	0	0	0	0	(116)	0
<b><u>RETAIL SHOP</u></b>						
Revenue	654,714	369,604	330,250	324,261	76,086	81,513
Expenditure	(530,625)	(302,146)	(259,859)	(222,673)	(63,643)	(33,899)
Surplus/(Deficit)	124,089	67,458	70,391	101,588	12,443	47,614
<b><u>HEALTH &amp; FITNESS</u></b>						
Revenue	1,852,993	924,596	1,202,290	1,485,479	233,344	227,039
Expenditure	(1,253,778)	(600,670)	(663,332)	(678,092)	(127,487)	(186,485)
Surplus/(Deficit)	599,215	323,926	538,958	807,387	105,857	40,554
<b><u>GROUP FITNESS</u></b>						
Revenue	662,458	329,819	423,713	385,392	80,051	79,359
Expenditure	(486,333)	(240,496)	(360,979)	(290,344)	(65,120)	(83,986)
Surplus/(Deficit)	176,125	89,323	62,734	95,048	14,931	(4,627)
<b><u>AQUAROBICS</u></b>						
Revenue	259,411	126,558	173,083	150,537	32,292	31,824
Expenditure	(151,668)	(76,126)	(100,334)	(91,739)	(20,327)	(29,092)
Surplus/(Deficit)	107,743	50,432	72,749	58,798	11,965	2,732
<b><u>CRECHE</u></b>						
Revenue	69,719	34,743	44,062	39,167	7,875	8,744
Expenditure	(327,868)	(155,827)	(153,876)	(139,309)	(30,533)	(39,759)
Surplus/(Deficit)	(258,149)	(121,084)	(109,814)	(100,142)	(22,658)	(31,015)
<b>Net Surplus/(Deficit)</b>	<b>(665,891)</b>	<b>(148,902)</b>	<b>213,280</b>	<b>161,153</b>	<b>58,991</b>	<b>(446,330)</b>
Less: Depreciation	(1,160,239)	(580,122)	(541,836)	(575,124)	(93,756)	(575,124)
<b>Surplus/(Deficit)</b>	<b>494,348</b>	<b>431,220</b>	<b>755,116</b>	<b>736,277</b>	<b>152,747</b>	<b>128,794</b>

**CITY OF VINCENT  
NOTE 8 - STATEMENT OF FINANCIAL ACTIVITY  
BY SERVICE - GRAPH  
AS AT 31 DECEMBER 2022**



11.3	<b>AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 NOVEMBER 2022 TO 30 NOVEMBER 2022</b>
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- Attachments:**
1. Payments by EFT, BPAY and Payroll November 22 [↓](#) 
  2. Payments by Cheque November 22 [↓](#) 
  3. Payments by Direct Debit November 22 [↓](#) 

**RECOMMENDATION:**

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 November 2022 to 30 November 2022 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT and BPAY payments, including payroll	\$6,194,258.97
Cheques	\$913.76
Direct debits, including credit cards	\$132,840.23
<b>Total payments for November 2022</b>	<b>\$6,328,012.96</b>

**PURPOSE OF REPORT:**

To present to Council the list of expenditure and accounts paid for the period 1 November 2022 to 30 November 2022.

**BACKGROUND:**

Council has delegated to the Chief Executive Officer (Delegation No. 2.2.18) the power to make payments from the City's Municipal and Trust funds.

In accordance with *Regulation 13(1) of the Local Government (Financial Management) Regulations 1996* a list of accounts paid by the Chief Executive Officer is to be provided to Council, where such delegation is made.

The list of accounts paid must be recorded in the minutes of the Council Meeting.

**DETAILS:**

The Schedule of Accounts paid for the period 1 November 2022 to 30 November 2022, covers the following:

FUND	CHEQUE NUMBERS/ BATCH NUMBER	AMOUNT
<b>Municipal Account (Attachment 1, 2 and 3)</b>		
EFT and BPAY Payments	<b>2874 – 2878 and 2884-2890</b>	\$4,842,182.19
Payroll by Direct Credit	<b>November 2022</b>	\$1,352,076.78
<b>Sub Total</b>		<b>\$6,194,258.97</b>
<b>Cheques</b>		
Cheques	<b>82729-82732</b>	\$913.76
<b>Sub Total</b>		<b>\$913.76</b>

**Direct Debits (including Credit Cards)**

Lease Fees	\$395.83
Loan Repayments	\$78,434.41
Bank Charges – CBA	\$41,712.12
Credit Cards	\$12,297.87
<b>Sub Total</b>	<b>\$132,840.23</b>

**Total Payments** **\$6,328,012.96**

**CONSULTATION/ADVERTISING:**

Not applicable.

**LEGAL/POLICY:**

Regulation 12(1) and (2) of the *Local Government (Financial Management) Regulations 1996*:

*“12. Payments from municipal fund or trust fund, restrictions on making*

*(1) A payment may only be made from the municipal fund or the trust fund —*

- if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or*
- otherwise, if the payment is authorised in advance by a resolution of Council.*

*(2) Council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to Council.”*

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996*:

*“13. Lists of Accounts*

*(1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared –*

- the payee’s name;*
- the amount of the payment;*
- the date of the payment; and*
- sufficient information to identify the transaction.*

*(2) A list prepared under sub regulation (1) is to be —*

- presented to Council at the next ordinary meeting of Council after the list is prepared; and*
- recorded in the minutes of that meeting.”*

**RISK MANAGEMENT IMPLICATIONS**

Low: Management systems are in place that establish satisfactory controls, supported by the internal and external audit functions. Financial reporting to Council increases transparency and accountability.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

Expenditure covered in this report includes various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

**PUBLIC HEALTH IMPLICATIONS:**

Expenditure covered in this report includes various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

All municipal fund expenditure included in the list of payments is in accordance with Council's annual budget.

Creditors Report - Payments by EFT and Payroll 01/11/22 to 30/11/22			
<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	22 Enterprises	Venue hire - COV garden competition function	\$ 4,400.00
04/11/2022	A A McNamara	Reimbursement of taxi fare	\$ 78.50
18/11/2022	A Atur	Partial refund of dog registration	\$ 150.00
18/11/2022	A Austin	Fitness instructor fees	\$ 406.00
18/11/2022	A Duckworth	Design advisory consultancy fees	\$ 440.00
04/11/2022	A Fink	Fitness instructor fees	\$ 596.87
04/11/2022	A L Harris	Rates refund - due to overpayment	\$ 402.72
18/11/2022	A Seow	Rebate for purchase of reusable sanitary products	\$ 29.00
24/11/2022	A&E Wilmot Superfund	Superannuation	\$ 109.84
04/11/2022	A Team Printing	Printing services - BPLC	\$ 1,316.70
18/11/2022	A Team Printing	Printing services - BPLC	\$ 598.40
18/11/2022	ABC Distributors WA	Supply of toilet rolls - Depot	\$ 2,127.40
18/11/2022	Access Plus WA Deaf	Interpreter services - Pride flag raising ceremony	\$ 254.08
18/11/2022	Addstyle Constructions Pty Ltd	Refund of infrastructure bond	\$ 8,500.00
18/11/2022	Adelphi Apparel	Uniform supplies - Rangers	\$ 660.00
18/11/2022	Aha Consulting	Staff training - Advanced facilitation skills	\$ 880.00
04/11/2022	Alchemy Saunas Pty Ltd	Sauna rental - BPLC	\$ 2,860.00
04/11/2022	Alinta Energy	Gas charges - various locations	\$ 1,181.80
04/11/2022	Allerding & Associates	Professional fees - review planning framework 596-598 Newcastle Street	\$ 6,499.16
18/11/2022	Allerding & Associates	Professional fees - review planning framework 596-598 Newcastle Street	\$ 7,683.94
18/11/2022	Allstate Kerbing and Concrete	Kerbing services - various locations	\$ 1,386.00
04/11/2022	Alsco Pty Ltd	Mat supplies - BPLC	\$ 673.68
18/11/2022	Alsco Pty Ltd	Mat and air freshener supplies - various locations	\$ 904.70
04/11/2022	Amanzi Group Pty Ltd	Merchandise - BPLC	\$ 2,634.72
18/11/2022	Ampol Australia Petroleum Pty Ltd	Fuel and oils	\$ 32,588.05
04/11/2022	AMS Technology Group Pty Ltd	Air conditioner repairs and maintenance - BPLC	\$ 3,693.09
04/11/2022	Anna Cappelletta	Fitness instructor fees	\$ 2,325.00
18/11/2022	Anna Cappelletta	Fitness instructor fees	\$ 2,695.00
18/11/2022	APARC	Central management system, Ticketor enforcement, meter maintenance, sensors maintenance, software licensing, credit card test transactions and supply of ticket rolls for parking meters	\$ 62,294.90
04/11/2022	APOD Pty Ltd	Consultancy fees - BPLC change rooms refurbishment	\$ 28,670.95
04/11/2022	Aqua Lung Australia Pty Ltd	Merchandise - BPLC	\$ 3,253.67
18/11/2022	Aqueo Import & Distribution Pty Ltd	Merchandise - BPLC	\$ 1,795.20
04/11/2022	Aranmore Catholic College	Student citizenship award donation	\$ 250.00



<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Aranmore Catholic Primary School	Student citizenship award donation	\$ 250.00
18/11/2022	Arbor Consulting	Arboricultural services - Axford Park	\$ 396.00
18/11/2022	Aspect Studios Pty Ltd	Design advisory consultancy fees	\$ 440.00
04/11/2022	Asphaltech Pty Ltd	Asphalt supplies - various locations	\$ 2,659.97
04/11/2022	ATI-Mirage	Staff training - intermediate Excel course	\$ 387.00
04/11/2022	Australasian Performing Right Association Ltd	Music licence fees - various halls	\$ 1,594.58
04/11/2022	Australia Post	Postage charges	\$ 5,847.90
04/11/2022	Australia Post (Agency Commission)	Commission charges	\$ 828.10
18/11/2022	Australia Wide Taxation Training	Staff training - Payroll seminar	\$ 1,090.00
04/11/2022	Australian HVAC Services Pty Ltd	Air conditioning maintenance and repairs - Admin	\$ 753.93
18/11/2022	Australian HVAC Services Pty Ltd	Air conditioning maintenance and repairs - various locations	\$ 1,325.50
18/11/2022	Australian Institute of Management	Staff training - leadership and staff supervision	\$ 1,316.00
07/11/2022	Australian Services Union	Payroll deduction	\$ 259.00
21/11/2022	Australian Services Union	Payroll deduction	\$ 259.00
23/11/2022	Australian Services Union	Payroll deduction	\$ 207.20
18/11/2022	Australian Swim Schools Association	Conference registration and WA seminar tickets	\$ 1,945.00
07/11/2022	Australian Taxation Office	Payroll deduction	\$ 195,456.00
21/11/2022	Australian Taxation Office	Payroll deduction	\$ 210,605.00
23/11/2022	Australian Taxation Office	Payroll deduction	\$ 198,903.72
18/11/2022	Aveling	Staff training - white card online course	\$ 160.00
04/11/2022	Award Contracting	Locating services - Monger Street	\$ 418.00
18/11/2022	Award Contracting	Locating services - Admin	\$ 836.00
18/11/2022	B J Britton	Rates refund - due to overpayment	\$ 383.12
04/11/2022	B Marvelli	Refund of infrastructure bond	\$ 1,500.00
18/11/2022	Baileys Fertilisers	Supply of soil wetter and fertiliser	\$ 20,218.00
04/11/2022	Base WF Pizza	Deposit for staff Christmas party	\$ 572.00
18/11/2022	BCITF Building & Construction Industry Training	Levy collection	\$ 6,030.03
04/11/2022	BDD Australia Pty Ltd	Milk supplies - BPLC	\$ 69.46
18/11/2022	BDD Australia Pty Ltd	Milk supplies - BPLC	\$ 78.46
18/11/2022	Beatty Park Physiotherapy Pty Ltd	Fitness instructor fees	\$ 720.00
04/11/2022	Beaucott Property	Rates refund - due to overpayment	\$ 3,329.74
18/11/2022	Beaumonde Homes	Refund of infrastructure bond	\$ 5,000.00
18/11/2022	Bellmerenda Real Estate	Rates refund - due to overpayment	\$ 643.70
18/11/2022	Bicycles for Humanity (WA) Inc.	Bike market stall fees	\$ 40.00
04/11/2022	Bindi Bindi Dreaming	Cultural presentation on Noongar culture and catering for the event	\$ 990.00
04/11/2022	Blackwoods	Hardware supplies - Depot	\$ 900.26
18/11/2022	Blackwoods	Hardware supplies - Depot	\$ 672.31
04/11/2022	BOC Limited	Medical oxygen supplies - BPLC	\$ 81.43
18/11/2022	BOC Limited	Medical oxygen supplies and CO2 for beverage - BPLC	\$ 871.09

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	Boral Construction Materials Group Limited	Concrete supplies	\$ 3,146.64
18/11/2022	Boral Construction Materials Group Limited	Concrete supplies	\$ 984.03
04/11/2022	Bowden Tree Consultancy	Arboricultural services - Pier Street	\$ 902.00
04/11/2022	Boyan Electrical Services	Electrical services - various locations	\$ 10,004.97
18/11/2022	Boyan Electrical Services	Replace main building switchboard - East Perth Football Club (Leederville Oval)	\$ 80,338.50
18/11/2022	Boyan Electrical Services	Replace GPOs and outlet boxes in the gym - BPLC	\$ 7,740.04
18/11/2022	Boyan Electrical Services	Replace LED uplights to gym reception - BPLC	\$ 8,624.44
18/11/2022	Boyan Electrical Services	Installation of light poles - Hyde Park	\$ 19,826.40
18/11/2022	Boyan Electrical Services	Supply and replace metal halide lamps - Les Lilleyman Reserve	\$ 9,306.00
18/11/2022	Boyan Electrical Services	Electrical services - various locations	\$ 38,435.55
04/11/2022	Bredideca Pty Ltd	Cleaning equipment repairs - BPLC	\$ 424.90
04/11/2022	Bridgestone Australia Ltd	Tyre services	\$ 26.51
18/11/2022	Bridgestone Australia Ltd	Tyre services	\$ 1,408.19
04/11/2022	Briskleen Supplies Pty Ltd	Toiletry and cleaning products and sanipod service - BPLC	\$ 4,880.18
18/11/2022	Briskleen Supplies Pty Ltd	Toiletry and cleaning products and sanipod service - BPLC	\$ 7,700.81
18/11/2022	Bucher Municipal Pty Ltd	Plant repairs and maintenance	\$ 5,031.19
04/11/2022	Bunnings Trade	Hardware supplies - various departments	\$ 1,315.76
18/11/2022	Bunnings Trade	Hardware supplies - various departments	\$ 1,523.74
18/11/2022	C A Chapman	Partial refund of dog registration	\$ 150.00
18/11/2022	C A Fazackerley	Partial refund of dog registration	\$ 150.00
04/11/2022	C Beasley	Fitness instructor fees	\$ 186.00
18/11/2022	C Beasley	Fitness instructor fees	\$ 248.00
18/11/2022	C J Lyons	Rates refund - due to overpayment	\$ 98.32
18/11/2022	C K Aylett	Expense reimbursement - supplies for various City events	\$ 178.69
04/11/2022	C Kosick	Expense reimbursement - pool inflatables for BPLC 60th anniversary event	\$ 108.00
04/11/2022	Carriage Motors Pty Ltd	Vehicle service	\$ 160.00
04/11/2022	Chadson Engineering Pty Ltd	Pool water leveller repairs - BPLC	\$ 295.90
04/11/2022	Charmaine Amanda Magness	Fitness instructor fees	\$ 918.72
18/11/2022	Chindarsi Architects	Design advisory meeting and consultancy fees	\$ 1,650.00
04/11/2022	Chinta Cafe	Refund of payment made in error to the City	\$ 500.00
04/11/2022	Christine Coyne & Associates	Strategic employment consultant for Reconciliation Action Plan (20% claim)	\$ 4,752.00
04/11/2022	Christou Design Group Pty Ltd	Design advisory consultancy fees	\$ 1,430.00
18/11/2022	Christou Design Group Pty Ltd	Design advisory meeting fees	\$ 1,100.00
04/11/2022	City Flooring Pty Ltd	Remove existing, supply and install carpet to offices - BPLC	\$ 4,257.00
04/11/2022	City of Gosnells	Switch your thinking subscription fee 2022/23	\$ 6,600.00
18/11/2022	City Of Perth	BA archive retrievals	\$ 181.21
04/11/2022	City of Stirling	Mixed waste tipping fees - September 22	\$ 579.40
18/11/2022	City of Stirling	Meals on Wheels - August and September 22	\$ 1,180.82
18/11/2022	City of Stirling	Mixed waste tipping fees - October 22	\$ 1,045.90

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
07/11/2022	City of Vincent	Payroll deduction - staff contributions to vehicles	\$ 692.38
21/11/2022	City of Vincent	Payroll deduction - staff contributions to vehicles	\$ 798.90
23/11/2022	City of Vincent	Payroll deduction - staff contributions to vehicles	\$ 798.90
07/11/2022	City of Vincent Staff Social Club	Payroll deduction	\$ 476.00
21/11/2022	City of Vincent Staff Social Club	Payroll deduction	\$ 484.00
23/11/2022	City of Vincent Staff Social Club	Payroll deduction	\$ 484.00
09/11/2022	City Of Wanneroo	COV share of Tamala Park rates 2022/23	\$ 8,629.48
04/11/2022	Cleanaway	Customer service centre - September 22	\$ 1,832.60
04/11/2022	Cleanaway	Recycling contract - part September 22	\$ 73,580.73
04/11/2022	Cleanaway	Special event bins - various events	\$ 1,995.14
18/11/2022	Cleanaway	General waste bins for WAFL Grand Final	\$ 3,158.10
04/11/2022	Cleaver Street & Co	Room hire and catering for Team planning	\$ 288.00
04/11/2022	Club 55 Travel	Bus hire - Seniors outing	\$ 1,725.00
18/11/2022	CMJ Australia	Merchandise - BPLC	\$ 2,364.00
18/11/2022	Coates Hire Operations Pty Ltd	Plant hire - Depot	\$ 168.09
04/11/2022	Cobblestone Concrete Pty Ltd	Concrete path repairs - Egina St	\$ 16,507.92
18/11/2022	Cobblestone Concrete Pty Ltd	Concrete path repairs - Egina St	\$ 2,115.08
04/11/2022	Cockburn Party Hire	Chair hire - Citizenship ceremony	\$ 200.00
18/11/2022	Code Bloom	Supply of Remembrance Day wreath	\$ 160.00
04/11/2022	Collaborative World Consultants	Design of lighting and upgrade - DLGSCI	\$ 5,610.00
04/11/2022	Colleagues Nagels	Supply of infringement ticket rolls	\$ 6,644.22
04/11/2022	Commercial Aquatics Australia	Water treatment services - BPLC (September 22)	\$ 594.00
18/11/2022	Compu-Stor	Records digitisation and off-site storage	\$ 312.03
04/11/2022	Contraflow Pty Ltd	Traffic management services - various locations	\$ 39,220.06
18/11/2022	Contraflow Pty Ltd	Traffic management services - various locations	\$ 6,053.72
04/11/2022	Corsign WA Pty Ltd	Sign supplies - various locations	\$ 4,702.50
18/11/2022	Corsign WA Pty Ltd	Sign supplies - various locations	\$ 10,398.30
15/11/2022	Cr A Castle	Council meeting fee	\$ 1,984.25
15/11/2022	Cr Ashley Wallace	Council meeting fee	\$ 1,984.25
15/11/2022	Cr D Loden	Council meeting fee	\$ 1,984.25
15/11/2022	Cr J Hallett	Council meeting fee	\$ 1,984.25
15/11/2022	Cr Ron Alexander	Council meeting fee	\$ 1,984.25
15/11/2022	Cr Ross Ioppolo	Council meeting fee	\$ 1,984.25
15/11/2022	Cr S Gontaszewski	Council meeting fee	\$ 3,337.12
15/11/2022	Cr Suzanne Worner	Council meeting fee	\$ 1,984.25
18/11/2022	Credit Clear Pty Ltd	Debt recovery services - September and October 22	\$ 461.45
04/11/2022	CSE Crosscom Pty Ltd	Software and network access for hand held radios	\$ 6,688.00
04/11/2022	CSE Crosscom Pty Ltd	Supply of batteries for hand held radios - Rangers	\$ 3,410.00
04/11/2022	CSP Group Pty Ltd	Plant maintenance and repairs	\$ 164.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	CSP Group Pty Ltd	Supply of chainsaw oil - Depot	\$ 600.00
04/11/2022	D Dama	Fitness instructor fees	\$ 58.00
18/11/2022	D Dama	Fitness instructor fees	\$ 116.00
18/11/2022	D Lawrence	Expense reimbursement - medical fees for staff member	\$ 125.10
18/11/2022	D M Broad	Partial refund of dog registration	\$ 60.00
04/11/2022	D MacLennan	Expense reimbursement - catering for City event - workshop	\$ 127.95
04/11/2022	D Markov	Crossover subsidy	\$ 440.00
04/11/2022	D Nguyen	Expense reimbursement - catering for City event - staff	\$ 110.70
18/11/2022	D P Loschi	Partial refund of dog registration	\$ 150.00
04/11/2022	D Pope	Refund for Seniors' bus tour	\$ 45.00
04/11/2022	D Quek	Refund of parking permit	\$ 210.00
18/11/2022	D T Gaunt	Partial refund of dog registration	\$ 150.00
18/11/2022	Danica Zuks Photography	Photographic services - BPLC gym	\$ 660.00
18/11/2022	Daniel Bullen	Fitness instructor fees	\$ 1,859.00
18/11/2022	Daniela Toffali	Fitness instructor fees	\$ 1,105.00
18/11/2022	Danterr Pty Ltd	Supply of diamond blades	\$ 4,873.00
04/11/2022	David Gray & Co Pty Ltd	Supply of galvanised inground bin posts	\$ 968.00
18/11/2022	De.Mem-Capic Pty Ltd	Supply of chemical for boiler system - BPLC	\$ 171.60
18/11/2022	De.Mem-Capic Pty Ltd	Water treatment services - BPLC	\$ 211.20
18/11/2022	Department of Fire and Emergency Services (DFES)	ESL section 36L & 36M - 2022/23	\$ 106,363.80
18/11/2022	Department of Mines, Industry Regulation and Safety	Building services levy collection	\$ 8,982.42
04/11/2022	Department of Planning Lands and Heritage	Amended DAP fees	\$ 9,767.00
18/11/2022	Department of Planning Lands and Heritage	Amended DAP fees	\$ 21,553.00
07/11/2022	Department of Social Services	Payroll deduction	\$ 786.87
21/11/2022	Department of Social Services	Payroll deduction	\$ 786.87
23/11/2022	Department of Social Services	Payroll deduction	\$ 786.87
18/11/2022	Department of Transport	Vehicle ownership searches (two months)	\$ 10,916.65
18/11/2022	Design Right Pty Ltd	Design services - Admin	\$ 264.00
04/11/2022	Devco Builders	Maintenance and repairs - various locations	\$ 9,792.03
18/11/2022	Devco Builders	Maintenance and repairs - various locations	\$ 30,297.31
18/11/2022	Devco Builders	Supply and install tiling to outdoor pool seating area - BPLC	\$ 19,799.34
18/11/2022	Devco Builders	Remedial works to wedding gazebo - Hyde Park	\$ 18,596.53
18/11/2022	Devco Builders	Refurbishment works to Menzies Park Pavilion and ablutions - progress claim	\$ 140,571.20
18/11/2022	Devco Builders	Roof repairs - Belgravia Gym	\$ 50,259.00
18/11/2022	Devco Builders	Supply and install sit/stand desks - Admin	\$ 19,165.76
04/11/2022	Diabolik Books	Gift vouchers - Student citizenship awards 2022	\$ 850.00
18/11/2022	Discus Digital Print	Printing services - BPLC	\$ 446.81
04/11/2022	Diversity Cleaning Services Pty Ltd	Window cleaning services - BPLC	\$ 1,320.00
18/11/2022	Diversity Sustainable Development Consultants	Water audits - various City buildings	\$ 1,650.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	Diversus	Annual subscription - Promapp	\$ 46,163.21
04/11/2022	DNX Energy Pty Ltd	Supply and install solar photovoltaic system - Leederville Childcare (deposit)	\$ 3,472.00
18/11/2022	Dominic Snellgrove	Design advisory consultancy fees	\$ 400.00
18/11/2022	Donegan Enterprises Pty Ltd	Playground safety inspection - Braithwaite Park	\$ 143.00
18/11/2022	Downer EDI Engineering Power Pty Ltd	COV security system upgrade	\$ 61,474.34
04/11/2022	Dushong Art	Photography services - RAP launch in Hyde Park	\$ 350.00
04/11/2022	E Bentley	Expense reimbursement - shelving unit	\$ 230.00
04/11/2022	Element Advisory Pty Ltd	Economic study for Beatty Park 2062 project	\$ 550.00
18/11/2022	Elite Compliance Pty Ltd	Design services - North Perth Town Hall upgrade	\$ 5,434.00
18/11/2022	Emerald Building Solutions	Refund of infrastructure bond	\$ 2,000.00
04/11/2022	Environmental Industries Pty Ltd	Spraying of weedkiller - various locations	\$ 18,547.27
04/11/2022	Environmental Site Services (Aus) Pty Ltd	Asbestos sample and report - Dorrien Gardens Soccer Club	\$ 1,721.50
18/11/2022	EnvisionWare Pty Ltd	Install and configure printer - Library	\$ 341.00
04/11/2022	Event Health Management	Health management services - WAFL Grand Final	\$ 1,326.60
04/11/2022	ExBo Signage and Digital Pty Ltd	Printing services - Rangers	\$ 716.54
18/11/2022	ExBo Signage and Digital Pty Ltd	Printing services - Rangers	\$ 479.38
04/11/2022	FE Technologies Pty Ltd	Annual maintenance - Circulation assistant (Library)	\$ 1,197.90
04/11/2022	Flex Fitness Equipment	Supply of fitness equipment - BPLC	\$ 423.58
18/11/2022	Flex Fitness Equipment	Supply of fitness equipment - BPLC	\$ 404.25
04/11/2022	Flexi Staff Group Pty Ltd	Temporary staff - various departments	\$ 16,279.49
18/11/2022	Flexi Staff Group Pty Ltd	Temporary staff - various departments	\$ 59,718.14
04/11/2022	Flick Anticimex Pty Ltd	Pest control services - Loftus Recreation Centre	\$ 427.32
18/11/2022	Flick Anticimex Pty Ltd	Pest control services - various locations	\$ 2,970.41
18/11/2022	Floreat Athena Soccer Club Inc	Event funding - New Year's Eve on the Pitch 2022	\$ 8,800.00
04/11/2022	Focus Networks	Manage corporate WiFi, firewall and onsite managed network support	\$ 28,394.63
18/11/2022	Forestvale Trees Pty Ltd	Supply of trees	\$ 1,133.00
04/11/2022	Forpark Australia	Supply and install playground equipment - Gladstone Street Reserve	\$ 115,500.00
18/11/2022	Forpark Australia	Supply and install playground equipment - Les Lilleyman Reserve	\$ 126,500.00
04/11/2022	G Edwards	Fitness instructor fees	\$ 249.84
04/11/2022	GC Sales (WA)	Supply of bin lids	\$ 2,794.00
04/11/2022	GHD Pty Ltd	Peer review of transport impact assessment - various locations	\$ 4,528.70
18/11/2022	Giant Autos (1997) Pty Ltd	Vehicle service and repairs	\$ 733.00
04/11/2022	Global Elevator Management	Lift consultancy services - Admin	\$ 4,510.00
18/11/2022	Global Elevator Management	Lift inspection services - DLGSC	\$ 726.00
04/11/2022	Green Building Council of Australia	Staff training - Green star buildings	\$ 1,097.80
18/11/2022	Gymcare	Supply and install strength equipment - BPLC	\$ 482,185.00
18/11/2022	Gymcare	Supply and install spin bikes - BPLC	\$ 23,331.00
04/11/2022	H Ellwood	Expense reimbursement - fuel paid from own funds	\$ 65.57
04/11/2022	H Plange-Korndorfer	Rates refund - due to overpayment	\$ 624.96

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	HA HA Property Investments Pty Ltd	Rates refund - due to overpayment	\$ 206.30
07/11/2022	Health Insurance Fund of WA	Payroll deduction	\$ 185.30
21/11/2022	Health Insurance Fund of WA	Payroll deduction	\$ 185.30
23/11/2022	Health Insurance Fund of WA	Payroll deduction	\$ 185.30
04/11/2022	Helene Pty Ltd t/as LO-GO Appointments	Temp staff - HR support	\$ 2,642.08
18/11/2022	Helene Pty Ltd t/as LO-GO Appointments	Temp staff - HR support	\$ 2,082.75
18/11/2022	Highgate Primary School	Student citizenship donation - Policy 4.1.2	\$ 250.00
04/11/2022	Holcim (Australia) Pty Ltd	Concrete supplies	\$ 582.12
18/11/2022	Holcim Australia Pty Ltd (Wembley Cement)	Pit covers	\$ 3,503.00
18/11/2022	Hoseright	Plant repairs and maintenance	\$ 158.95
04/11/2022	IKEA Pty Ltd	Supply of shelving units - BPLC	\$ 847.00
18/11/2022	IKEA Pty Ltd	Supply of drawer unit - BPLC	\$ 204.00
18/11/2022	Imagesource Digital Solutions	Printing services - BPLC	\$ 1,003.20
18/11/2022	IMCO Australasia	Supply of concrete repairing product	\$ 4,406.60
04/11/2022	Industrail Pty Ltd	Upgrade and improvements - Oxford Street skate park	\$ 7,193.45
18/11/2022	Isubscribe Pty Ltd	Library magazine subscriptions	\$ 1,251.60
04/11/2022	J Chung	Fitness instructor fees	\$ 227.36
18/11/2022	J Chung	Fitness instructor fees	\$ 232.00
04/11/2022	J J Manson	Partial refund of dog registration	\$ 150.00
04/11/2022	J M Martin	Crossover subsidy	\$ 725.00
18/11/2022	J McPhee	Fitness instructor fees	\$ 248.00
18/11/2022	Jack Lockers	Locker hire - July to September 22 (BPLC)	\$ 802.00
04/11/2022	Jackson McDonald	Legal services - judicial review application	\$ 6,048.35
18/11/2022	Jackson McDonald	Legal services - local law review (animals)	\$ 1,341.45
04/11/2022	Janet Verburg	Fitness instructor fees	\$ 251.00
04/11/2022	Jansen Audio	Audio system for dance studio - Loftus Recreation Centre	\$ 4,016.00
18/11/2022	Jaram Products Pty Ltd	Vehicle fit out	\$ 14,212.44
18/11/2022	Jason Signmakers	Re-powder coating sign posts	\$ 1,161.50
18/11/2022	Jemma King Productions	Videography services - Moorditj footprints project	\$ 1,500.00
18/11/2022	JMB Coastal Pty Ltd	Refund of infrastructure bond	\$ 6,000.00
18/11/2022	John Papas Trailers (Aust) Pty Ltd	Purchase of single axle trailer	\$ 10,664.50
04/11/2022	Jomar (WA) Pty Ltd	Supply and install pedestrian fencing - Beaufort/Lincoln Street	\$ 5,335.00
18/11/2022	Jonathan Epps Arboriculturist	Arboricultural services - Monkey/Monger Street	\$ 425.00
04/11/2022	K J Warwick	Crossover subsidy	\$ 395.00
04/11/2022	K L Howell	Crossover subsidy	\$ 725.00
18/11/2022	K Lowenhoff	Expense reimbursement - medical fees for work injury	\$ 152.35
04/11/2022	K McCummiskey	Fitness instructor fees	\$ 539.98
04/11/2022	K Miller	Expense reimbursement - fuel paid from own funds	\$ 58.26
04/11/2022	K Smith	Fitness instructor fees	\$ 580.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	Kambarang Services Pty Ltd	Facilitation and attendance of Elders at RAP launch and on bus tour	\$ 6,865.00
04/11/2022	Karri Real Estate	Parking revenue distribution - July to September 22	\$ 42,131.03
04/11/2022	Keos Events Pty Ltd	Hire of novelty bikes for Bike Market	\$ 1,700.82
18/11/2022	Kevrek (Australia) Pty Ltd	Repair kit for crane	\$ 176.00
04/11/2022	Kleen West Distributors	Cleaning supplies - marking dye and vinyl gloves	\$ 2,302.08
18/11/2022	Kleen West Distributors	Cleaning supplies - graffiti remover	\$ 2,305.60
18/11/2022	Kleenheat Gas	Forklift gas supplies - Depot	\$ 258.92
04/11/2022	Kleenit Pty Ltd	High pressure cleaning - Alma Street and Forrest Park	\$ 874.50
04/11/2022	Knot Just Cords	Macrame workshop - Seniors week	\$ 400.00
18/11/2022	KS Black Pty Ltd	Bore/pump maintenance - Banks Reserve	\$ 14,732.30
18/11/2022	KS Black Pty Ltd	Static water level readings - various locations	\$ 11,797.50
04/11/2022	Kyilla Primary P&C Assoc Inc	Donation - Sausage sizzle at Young Makers Market	\$ 500.00
18/11/2022	Kyilla Primary School	Student citizenship donation - Policy 4.1.2	\$ 250.00
04/11/2022	L Koti	Partial refund of dog registration	\$ 150.00
04/11/2022	L Tate	Refund of parking permit	\$ 210.00
07/11/2022	L.G.R.C.E.U.	Payroll deduction	\$ 22.00
21/11/2022	L.G.R.C.E.U.	Payroll deduction	\$ 22.00
23/11/2022	L.G.R.C.E.U.	Payroll deduction	\$ 22.00
18/11/2022	Landgate	Gross rental valuations for interims	\$ 1,770.71
04/11/2022	Leederville Cameras	Printing services - Seniors week	\$ 62.50
18/11/2022	Leederville Cameras	Printing services - various departments	\$ 727.45
04/11/2022	Leo Heaney Pty Ltd	Street tree watering and pruning services - various locations	\$ 27,489.00
18/11/2022	Leo Heaney Pty Ltd	Street tree watering and pruning services - various locations	\$ 20,189.40
04/11/2022	Les Mills Asia Pacific	Licence fees for fitness classes -BPLC	\$ 1,668.24
04/11/2022	Line Marking Specialists	Line marking services - BPLC	\$ 550.00
18/11/2022	Line Marking Specialists	Line marking services - various locations	\$ 12,564.20
18/11/2022	LisaJoe Investments Pty Ltd	Partial refund of micro business fee	\$ 346.67
18/11/2022	Local Government Professionals Australia WA	Staff training - Advocacy workshop	\$ 380.00
04/11/2022	Luke Riley Creative	Photography services - Grosvenor Road trial	\$ 1,360.00
18/11/2022	Luke Riley Creative	Photography services - Citizenship ceremony and Jazz Festival	\$ 595.00
04/11/2022	M G Jajko	Fitness instructor fees	\$ 116.00
18/11/2022	M G Jajko	Fitness instructor fees	\$ 116.00
18/11/2022	M Leather	Partial refund of dog registration	\$ 150.00
04/11/2022	M MacLeod	Partial refund of dog registration	\$ 150.00
18/11/2022	M Phillips	Partial refund of dog registration	\$ 100.00
04/11/2022	M Slater	Fitness instructor fees	\$ 241.16
18/11/2022	M Slater	Fitness instructor fees	\$ 120.58
18/11/2022	Mackay Urban Design	Design advisory consultancy fee	\$ 440.00
04/11/2022	Majestic Plumbing Pty Ltd	Plumbing services - various locations	\$ 21,254.12

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Majestic Plumbing Pty Ltd	Plumbing services - various locations	\$ 6,531.91
18/11/2022	Major Motors Pty Ltd	Truck repairs and maintenance	\$ 2,099.59
18/11/2022	Mark Digital Print Solutions	Printing services - business cards (BPLC)	\$ 510.40
18/11/2022	Marketforce Pty Ltd	Advertising services - various departments	\$ 1,320.00
04/11/2022	Massey's Herd	Milk supplies - Depot	\$ 332.80
18/11/2022	Matt Biocich	Photography services - Bike Market	\$ 594.00
04/11/2022	Maxima Group Training	School based trainees - Apprenticeship Cert II in business	\$ 495.34
15/11/2022	Mayor E Cole	Council meeting fee	\$ 8,072.16
18/11/2022	McIntosh & Son WA	Plant repairs and maintenance	\$ 5,181.91
18/11/2022	McLeods Barristers & Solicitors	Legal services - health, compliance and planning matters	\$ 2,937.55
18/11/2022	Melville Renault / Magic Kia	Vehicle service and repairs	\$ 330.00
23/11/2022	Mercer Spectrum	Superannuation	\$ 2,445.48
18/11/2022	MessageMedia	SMS integrating for Phoenix	\$ 388.04
04/11/2022	Mindarie Regional Council	Processable and non processable waste	\$ 63,551.38
04/11/2022	Mindarie Regional Council	Reimbursement of administration expenses - October 22	\$ 32,234.12
18/11/2022	Mindarie Regional Council	Processable and non processable waste	\$ 52,936.60
04/11/2022	Mount Hawthorn Playgroup Inc	Donation for community Christmas party	\$ 125.00
18/11/2022	Mount Hawthorn Primary School	Student citizenship donation - Policy 4.1.2	\$ 250.00
04/11/2022	My Best Friend Veterinary Centre	Vet services - September 22	\$ 1,320.64
18/11/2022	My Best Friend Veterinary Centre	Vet services - October 22	\$ 2,039.87
04/11/2022	My Media Intelligence Pty Ltd	Media monitoring subscription	\$ 1,214.22
18/11/2022	N C Okpara	Refund of infrastructure bond	\$ 3,000.00
04/11/2022	N Cardoso	Part refund of Beatty Park Leisure Centre fees	\$ 33.00
04/11/2022	N Elliss	Refund of parking permit	\$ 210.00
04/11/2022	N Stokes	Expense reimbursement - catering for City events	\$ 355.80
18/11/2022	Natalie Jayne Interiors	Refund of power costs - Beaufort Street CCTV	\$ 36.00
04/11/2022	Natural Area Holdings Pty Ltd	Weed control - Gill Street car park	\$ 2,992.00
04/11/2022	Naturalis Spring Water	Bottled spring water supplies - Customer service	\$ 118.00
18/11/2022	Nature Calls Portable Toilets	Hire of portable toilets - Grosvenor Rd trial	\$ 580.00
04/11/2022	News Limited	Newspaper subscription - library	\$ 624.01
04/11/2022	Nicholas Jolly & Associates	Fitness instructor fees	\$ 63.80
18/11/2022	Nicholas Jolly & Associates	Fitness instructor fees	\$ 191.40
04/11/2022	Nightlife Music Pty Ltd	Crowd DJ - BPLC (November 22)	\$ 417.94
18/11/2022	Noma Pty Ltd	Design advisory consultancy fees	\$ 660.00
18/11/2022	North Perth Primary School	Student citizenship donation - Policy 4.1.2	\$ 250.00
04/11/2022	Northbridge Common Incorporated	Year round event funding	\$ 2,000.00
04/11/2022	Northbridge Common Incorporated	Town team grant 2022/23	\$ 10,000.00
04/11/2022	Northsands Resources	Construction waste disposal services	\$ 4,133.36
18/11/2022	Northsands Resources	Construction waste disposal services and sand supplies	\$ 5,075.17



<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Northshore Unit Inc. - SES	FESA SES contribution - 2nd quarter 2023	\$ 17,247.45
18/11/2022	Nutrien Ag Solutions Limited	Supply of weedkiller	\$ 3,591.50
18/11/2022	NVMS Pty Ltd	Tripod adaptor for microphone and accessories	\$ 210.10
04/11/2022	Officeworks Ltd	Office supplies and consumables	\$ 107.76
04/11/2022	Officeworks Ltd	Purchase of Samsung Galaxy phone	\$ 1,997.00
18/11/2022	Officeworks Ltd	Office supplies and consumables	\$ 313.06
04/11/2022	One Sky Photography	Staff training - photography course	\$ 499.00
18/11/2022	Opal Australian Paper	Supply of envelopes	\$ 780.67
04/11/2022	Open Systems Technology Pty Ltd (T/A CouncilFirst)	CRM pilot licensing - September and November 22	\$ 4,724.72
04/11/2022	Open Systems Technology Pty Ltd (T/A CouncilFirst)	Consultancy services - September 22	\$ 6,030.53
04/11/2022	Optus Billing Services Pty Ltd	Telephone and internet charges - various locations	\$ 2,828.77
18/11/2022	Osborne Park Volkswagen	Vehicle service and repairs	\$ 2,095.90
04/11/2022	P Tran	Fitness instructor fees	\$ 519.68
18/11/2022	P Tran	Fitness instructor fees	\$ 232.00
04/11/2022	Paperbark Technologies Pty Ltd	Arboricultural report - Robertson Park	\$ 3,400.00
18/11/2022	Parks and Leisure Australia	Seminar registration - WA State conference 2022	\$ 1,540.00
18/11/2022	Paul Balinski	Deliver, install and dismantle marquees - Bike Market	\$ 360.00
18/11/2022	Paxon Business & Financial Services	Internal audit - Beatty Park project and project management framework	\$ 5,544.00
04/11/2022	PeopleSense by Altius	Counselling services - September 22	\$ 2,626.80
18/11/2022	PeopleSense by Altius	Counselling services - October 22	\$ 1,313.40
18/11/2022	Perth Floorstyle	Remove and dispose of old carpet; supply and install new carpet - BPLC gym	\$ 16,445.00
18/11/2022	Pixelcase Group Pty Ltd	Licence plate parking enforcement system	\$ 2,400.12
04/11/2022	Planning Institute Australia	Staff training - Delving deeper into heritage management	\$ 225.00
18/11/2022	Plantrite	Supply of plants	\$ 1,098.90
04/11/2022	Plastic Card Printing Pty Ltd	Supply of authorisation cards	\$ 60.50
18/11/2022	Plastic Card Printing Pty Ltd	Supply of authorisation cards	\$ 27.50
04/11/2022	Play Check	Comprehensive audit of COV playgrounds	\$ 13,942.50
04/11/2022	Poppy van Oorde-Grainger	Speaker fee - Library	\$ 360.00
18/11/2022	PPG Industries Australia Pty Ltd	Paint supplies	\$ 2,567.75
18/11/2022	Precision Turf Marking	Cricket pitch marking - Britannia Reserve	\$ 997.08
04/11/2022	PriceMark Pty Ltd	Supply of bar-loks and watch around water wristbands - BPLC	\$ 503.80
18/11/2022	PriceMark Pty Ltd	Supply of bar-loks and watch around water wristbands - BPLC	\$ 1,556.50
04/11/2022	Print and Sign Co	Printing services - various departments	\$ 7,605.46
18/11/2022	Print and Sign Co	Printing services - various departments	\$ 1,130.25
18/11/2022	Print and Sign Co	Printing services - Smoke free town centre signs	\$ 15,328.28
04/11/2022	Professional Tree Surgeons	Tree pruning and removal services - various locations	\$ 23,549.61
18/11/2022	Professional Tree Surgeons	Tree pruning and removal services - various locations	\$ 17,774.83
04/11/2022	Profounder Turfmaster Pty Ltd	Turf maintenance - various locations	\$ 8,783.04
04/11/2022	Profounder Turfmaster Pty Ltd	Supply and lay turf for WAFL Grand Final - Leederville Oval	\$ 35,420.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Profounder Turfmaster Pty Ltd	Turf maintenance - various locations	\$ 9,608.04
04/11/2022	Protector Fire Services Pty Ltd	Fire equipment maintenance - BPLC	\$ 12,546.93
18/11/2022	Protector Fire Services Pty Ltd	Fire equipment maintenance - various locations	\$ 2,479.52
04/11/2022	Quality Press	Printing services - corflutes	\$ 174.90
04/11/2022	QuickMail	Printing and distribution - Seniors week flyers and Christmas lunch invites	\$ 2,920.28
18/11/2022	R Dorn	Partial refund of dog registration	\$ 60.00
04/11/2022	R Freitas	Fitness instructor fees	\$ 60.00
18/11/2022	R Freitas	Fitness instructor fees	\$ 180.00
18/11/2022	R Gudgeon	Photograph printing services	\$ 520.00
04/11/2022	R J Watts	Partial refund of dog registration	\$ 150.00
18/11/2022	R P Bellamy	Rates refund - due to overpayment	\$ 1,142.25
04/11/2022	Rada & Neso Services	Cleaning services - BPLC (Sep 22)	\$ 9,600.00
18/11/2022	Rada & Neso Services	Cleaning services - BPLC (Oct 22)	\$ 9,600.00
04/11/2022	Raeco	Library supplies - book holders	\$ 429.00
18/11/2022	Raymond Lesley Espinos	Fitness instructor fees	\$ 568.40
04/11/2022	Raz Media	Short film project - Grosvenor Road	\$ 3,498.00
04/11/2022	Rebecca Mathias	Fitness instructor fees	\$ 220.00
18/11/2022	Rebecca Mathias	Fitness instructor fees	\$ 220.00
04/11/2022	Redimed Pty Ltd	Pre employment medicals	\$ 885.50
04/11/2022	Reece Australia Pty Ltd	Reticulation supplies	\$ 4,580.49
18/11/2022	Reece Australia Pty Ltd	Reticulation supplies	\$ 977.36
04/11/2022	Regents Commercial	Rent - Barlee Street car park	\$ 7,333.34
18/11/2022	Regents Commercial	Rent and variable outgoings - Barlee Street car park	\$ 10,426.73
18/11/2022	Renew Property Maintenance	Clearing rights of way and tipping fees - various locations	\$ 20,823.00
04/11/2022	Rentokil Initial Pty Ltd	Pest control services - BPLC	\$ 2,213.85
04/11/2022	Retech Rubber	Repairs to soft fall play areas - various locations	\$ 2,189.00
04/11/2022	Revelation Perth International Film Festival Inc.	City of Vincent film project 2023 - 1st instalment	\$ 11,000.00
04/11/2022	Richard Harrison	Bee removal services - various locations	\$ 300.00
04/11/2022	Richgro Garden Products	Supply of fertiliser	\$ 937.20
04/11/2022	Roof Safety Solutions Pty Ltd	Re-certification of roof safety - various locations	\$ 2,596.00
04/11/2022	Rosemount Hotel	Parking revenue distribution - July to September 2022	\$ 23,503.63
04/11/2022	RPG Auto Electrics	Plant repairs and maintenance	\$ 3,274.82
18/11/2022	RSL WA Mt Hawthorn Sub Branch	Donation to update honours board	\$ 375.00
04/11/2022	Rubek Automatic Doors	Service automatic door - BPLC	\$ 352.00
04/11/2022	S & A Smash Repairs	Insurance excess	\$ 500.00
21/11/2022	S E Broadbent	Rates refund - due to overpayment	\$ 522.87
04/11/2022	S J Lefort	Partial refund of dog registration	\$ 150.00
04/11/2022	S Patchett	Fitness instructor fees	\$ 315.00
18/11/2022	S Patchett	Fitness instructor fees	\$ 720.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
04/11/2022	S Pearson	Fitness instructor fees	\$ 90.00
04/11/2022	S Smart	Fitness instructor fees	\$ 58.00
18/11/2022	S Smart	Fitness instructor fees	\$ 232.00
18/11/2022	Sacred Heart Primary School	Student citizenship donation - Policy 4.1.2	\$ 250.00
04/11/2022	Sage Consulting Engineers	Electrical consultancy - Leederville Oval	\$ 1,655.50
04/11/2022	Sam's Repairs & Maintenance	Sign installation and maintenance - various locations	\$ 985.60
04/11/2022	Sanax Medical & First Aid Supplies	First aid supplies - BPLC	\$ 272.52
18/11/2022	Sanderson's Outdoor Power Equipment	Plant repairs and maintenance	\$ 204.00
18/11/2022	SAS Locksmiths	Key cutting and lock maintenance service - various locations	\$ 1,045.16
18/11/2022	Scarboro Toyota	Vehicle services and repairs	\$ 811.04
18/11/2022	Sean Cappeau	Installation of stickers on signage - HBF Park	\$ 1,194.00
18/11/2022	Securus	Security services - various locations	\$ 2,161.86
04/11/2022	ServiceFM Pty Ltd	Cleaning services and cleaning materials - various locations (part October 22)	\$ 55,977.27
18/11/2022	ServiceFM Pty Ltd	Cleaning services and cleaning materials - various locations (September 22)	\$ 9,537.32
18/11/2022	Seton Australia	Wipe dispensing floor bin - BPLC	\$ 812.75
04/11/2022	Shaaron Taylor	Fitness instructor fees	\$ 140.00
18/11/2022	Shade Experience	Replace shade sail - Hobart Street Reserve	\$ 7,865.00
04/11/2022	Shop for Shops	Labels and signs for swim shop - BPLC	\$ 182.45
18/11/2022	Shop for Shops	Display fittings for swim shop - BPLC	\$ 711.80
18/11/2022	Shred-X Pty Ltd	Security bin exchange - BPLC	\$ 121.40
04/11/2022	Sigma Chemicals	Pool chemicals - BPLC	\$ 3,355.99
18/11/2022	Sigma Chemicals	Pool chemicals - BPLC	\$ 3,192.51
18/11/2022	Signs and Lines	Supply of illuminated entry sign - BPLC	\$ 15,539.60
04/11/2022	Silvia Iurato	Fitness instructor fees	\$ 585.00
18/11/2022	Silvia Iurato	Fitness instructor fees	\$ 65.00
18/11/2022	SJR Civil Consulting Pty Ltd	Consultancy services - MRRG resurfacing plan	\$ 4,180.00
04/11/2022	Solo Resource Recovery	Pressure cleaning services - various locations	\$ 8,347.90
18/11/2022	Solo Resource Recovery	Pressure cleaning services - various locations	\$ 2,500.30
04/11/2022	Soundtown	Supply and install sound system - BPLC	\$ 25,846.00
04/11/2022	Soundtown	Repairs to PA system - BPLC	\$ 132.00
04/11/2022	SpacetoCo Pty Ltd	Facilities weekly reporting and financial handling	\$ 660.00
18/11/2022	SpacetoCo Pty Ltd	Facilities weekly reporting and financial handling	\$ 660.00
04/11/2022	Spax Architecture Pty Ltd	Refund of planning application fee	\$ 2,985.00
04/11/2022	Speedo Australia Pty Ltd	Merchandise - BPLC	\$ 10,441.20
18/11/2022	Speedo Australia Pty Ltd	Merchandise - BPLC	\$ 9,046.84
04/11/2022	Sports Turf Technology Pty Ltd	Biannual groundwater testing	\$ 2,607.00
18/11/2022	Sports Turf Technology Pty Ltd	Annual groundwater monitoring report 202	\$ 3,080.00
04/11/2022	Sportsworld Of WA	Merchandise - BPLC	\$ 6,104.45
18/11/2022	Sportsworld Of WA	Merchandise - BPLC	\$ 1,630.75

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Stantec Australia Pty Ltd	Consultancy - Safe active streets (progress claim)	\$ 10,637.00
04/11/2022	Stantons International	Probity services - Leederville structure plan	\$ 1,008.15
18/11/2022	Stantons International	Probity services - Leederville structure plan	\$ 1,628.55
24/11/2022	Steeg Banham Superannuation Fund	Superannuation	\$ 194.22
04/11/2022	Stott Hoare	Supply of computer docking stations	\$ 4,504.50
04/11/2022	StrataGreen	Garden equipment supplies - various	\$ 858.88
24/11/2022	SuperChoice Services Pty Ltd	Superannuation	\$ 258,251.29
04/11/2022	Synergy	Electricity and gas charges - various locations	\$ 4,251.08
18/11/2022	Synergy	Electricity and gas charges - various locations	\$ 146,871.54
18/11/2022	T Gloster	Expense reimbursement - catering for arts advisory workshop	\$ 233.60
04/11/2022	T L Houkamau	Rates refund - due to overpayment	\$ 377.22
04/11/2022	Tamala Park Regional Council	GST for sale of land - August and September 22	\$ 33,666.57
18/11/2022	Tamala Park Regional Council	GST for sale of land - October 22	\$ 12,672.61
04/11/2022	Team Digital	Staff training - video editing course	\$ 875.00
18/11/2022	Tech Toyz	DJ services - BPLC 60th anniversary event	\$ 590.00
18/11/2022	Technology One Ltd	GIS consulting services	\$ 2,156.00
04/11/2022	Teena Smith	Fitness instructor fees	\$ 815.00
18/11/2022	Teena Smith	Fitness instructor fees	\$ 375.00
18/11/2022	Telford Industries	Pool vacuum cleaner filter bag - BPLC	\$ 409.20
18/11/2022	Temptations Catering	Catering for City event - workshop	\$ 951.83
18/11/2022	The BBQ Man	BBQ and pressure cleaning services - various locations (October 22)	\$ 4,845.22
18/11/2022	The Electric Bike Company	Replacement battery for E-bike	\$ 1,092.99
18/11/2022	The Entertainment Bank	Kids activities for WAFL Grand Final	\$ 770.00
18/11/2022	The Factory (Australia) Pty Ltd	Street Christmas decorations 2022 - second payment	\$ 10,777.25
18/11/2022	The Good Grocer Leederville IGA	Catering for City event - workshop	\$ 925.11
04/11/2022	The Royal Life Saving Society Western Australia Inc	Tank drainage and disposal - Hyde Park water playground	\$ 2,567.95
04/11/2022	The Royal Life Saving Society Western Australia Inc	Staff training - CPR course (BPLC)	\$ 472.00
04/11/2022	The Royal Life Saving Society Western Australia Inc	Servicing of AIDS memorial fountain (October 22)	\$ 1,020.53
18/11/2022	The Royal Life Saving Society Western Australia Inc	Maintenance - Hyde Park water playground (October 22)	\$ 7,554.89
24/11/2022	The Trustee for Fergco Family Super Fund	Superannuation	\$ 2,136.34
18/11/2022	Thomasz Developments Pty Ltd	Refund of planning application fee	\$ 1,927.29
18/11/2022	TJ Depiazzi & Sons	Supply of mulch	\$ 4,194.11
04/11/2022	Tom Lawton - Bobcat Hire	Bobcat hire	\$ 1,630.20
18/11/2022	Tom Lawton - Bobcat Hire	Bobcat hire	\$ 11,904.20
04/11/2022	Tools n Things Library Inc	Donation towards cost of licence fees for turnstile building	\$ 500.00
04/11/2022	Total Eden Pty Ltd	Reticulation supplies	\$ 112.77
18/11/2022	Total Eden Pty Ltd	Reticulation supplies	\$ 164.32
04/11/2022	Totally Workwear Mt Hawthorn	Uniform supplies - various departments	\$ 6,671.32
18/11/2022	Totally Workwear Mt Hawthorn	Uniform supplies - various departments	\$ 4,641.25

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Traffic Systems West (Ennis Traffic Safety Solutions Pty Ltd)	Supply of road marking materials - reflective tape	\$ 4,308.09
04/11/2022	Tree Amigos	Street trees and parks pruning/removal - various locations	\$ 31,361.00
18/11/2022	Tree Amigos	Street trees and parks pruning/removal - various locations	\$ 25,440.80
18/11/2022	Triton Water Polo Club Inc	Community support grant 2022/23	\$ 250.00
18/11/2022	Truck Centre (WA) Pty Ltd	Truck repairs and maintenance	\$ 8,685.19
04/11/2022	Universal Diggers	Plant hire - Depot	\$ 10,768.45
18/11/2022	Universal Diggers	Plant hire - Depot	\$ 4,065.60
18/11/2022	UOA Leederville F Pty Ltd	Rates refund - due to overpayment	\$ 3,127.10
04/11/2022	Upbeat Events	Entertainment and management of Footyville 2022	\$ 20,108.76
04/11/2022	V McGuire	Welcome to Country - Citizenship ceremony	\$ 650.00
04/11/2022	V Walsh	Partial refund of dog registration	\$ 150.00
04/11/2022	Veolia Recycling & Recovery Pty Ltd	Waste collection - BPLC (September 22)	\$ 1,625.98
18/11/2022	Veolia Recycling & Recovery Pty Ltd	Waste collection - BPLC (October 22)	\$ 1,763.82
04/11/2022	Vorgee Pty Ltd	Merchandise - BPLC	\$ 2,011.35
04/11/2022	W Barnard	Expense reimbursement - supplies for Council meeting	\$ 32.99
04/11/2022	W Susli	Rates refund - due to overpayment	\$ 125.11
04/11/2022	W.A. Hino Sales & Service	Purchase of tipper truck	\$ 174,721.50
04/11/2022	W.A. Hino Sales & Service	Extended warranty on tipper truck	\$ 3,410.00
04/11/2022	WA Library Supplies	Library supplies - book spine labels	\$ 162.15
04/11/2022	WALGA	Staff training - various courses	\$ 1,305.00
04/11/2022	WALGA	Councillor training - Local government convention 2022	\$ 1,200.00
18/11/2022	WALGA	Staff training - various courses	\$ 3,212.00
04/11/2022	Ward Packaging	Supply of paper cups	\$ 200.22
04/11/2022	Water Corporation	Water charges - various locations	\$ 1,068.39
18/11/2022	Water Corporation	Water charges - various locations	\$ 29,168.37
18/11/2022	Way Funky Company Pty Ltd	Merchandise - BPLC	\$ 13,545.07
18/11/2022	WC Convenience Management Pty Ltd	Maintenance of exelooos - various locations (October 22)	\$ 4,295.87
04/11/2022	West Coast Profilers Pty Ltd	Profiling services - Egina Street	\$ 6,088.50
04/11/2022	West Coast Shade	Remove existing and replace sail shades - Hyde Park water playground	\$ 8,668.00
18/11/2022	West Coast Shade	Remove existing and replace sail shades - Menzies Park playground	\$ 11,660.00
04/11/2022	Western Irrigation Pty Ltd	Reticulation repairs and maintenance	\$ 3,702.23
18/11/2022	Western Irrigation Pty Ltd	Reticulation repairs and maintenance	\$ 11,326.89
04/11/2022	Western Metropolitan Regional Council	Verge waste collection and processing -	\$ 33,330.00
18/11/2022	Western Metropolitan Regional Council	Processing FOGO waste	\$ 54,336.75
04/11/2022	West-Sure Group Pty Ltd	Cash collection services - various locations	\$ 2,906.09
18/11/2022	West-Sure Group Pty Ltd	Cash collection services - various locations	\$ 1,925.61
04/11/2022	Winc Australia Pty Ltd	Office supplies and consumables	\$ 88.70
18/11/2022	Winc Australia Pty Ltd	Office supplies and consumables	\$ 2,836.11
18/11/2022	Woodlands Distributors Pty Ltd	Supply of compostable dog waste bags	\$ 8,537.76

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
18/11/2022	Work Metrics Pty Ltd	Online inductions - HR (three months)	\$ 330.00
04/11/2022	Worldwide East Perth	Printing services - various departments	\$ 1,892.00
18/11/2022	Worldwide East Perth	Printing services - various departments	\$ 165.00
04/11/2022	YogaNut	Fitness instructor fees	\$ 62.00
18/11/2022	YogaNut	Fitness instructor fees	\$ 252.00
04/11/2022	Yolande Gomez	Fitness instructor fees	\$ 1,056.00
18/11/2022	Yolande Gomez	Fitness instructor fees	\$ 425.00
18/11/2022	Zenien	CCTV data and security installation	\$ 2,989.98
18/11/2022	Zumba Fitness Patricia Rojo	Fitness instructor fees	\$ 558.00
			<b>\$ 4,842,182.19</b>
<b>Payroll</b>			
08/11/22	Pay 10		\$ 685,665.24
22/11/22	Pay 11		\$ 666,411.54
<b>Total Payroll</b>			<b>\$ 1,352,076.78</b>
<b>Total Payments</b>			<b>\$ 6,194,258.97</b>

Creditors Report - Payments by Cheque 01/11/22 to 30/11/22				
<b>Creditor</b>	<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
00082729	09/11/2022	Commissioner of State Revenue	Refund for rates and ESL rebate	\$ 167.45
00082730	09/11/2022	Petty Cash - Beatty Park Leisure Centre	Petty cash recoup	\$ 338.65
00082731	22/11/2022	L Jurevic	Partial refund of dog registration	\$ 51.66
00082732	29/11/2022	Petty Cash - Library	Petty cash recoup	\$ 356.00
<b>Total Nett Cheque Payments</b>				<b>\$ 913.76</b>




Creditors Report - Payments by Direct Debit 01/11/22 to 30/11/22				
Credit Card Transactions for the Period 7 October 22 - 4 November 22				
Card Holder	Date	Payee	Description	Amount
CEO	09/10/2022	Adobe	Disputed transaction	\$ 58.29
	20/10/2022	Refund of disputed transaction	From previous month	-\$ 58.29
	20/10/2022	Refund of disputed transaction	From previous month	-\$ 58.29
	20/10/2022	Refund of disputed transaction	From this month	-\$ 58.29
	01/11/2022	WA News	WA newspaper subscription - digital and paper	\$ 119.20
				<b>\$ 2.62</b>
Director Infrastructure & Environment	07/10/2022	John the Fruiterer	Catering for City event - Staff	\$ 80.00
	11/10/2022	Dan Murphy's Online	Catering for City event - Council	\$ 187.78
	24/10/2022	Tsukeba	Catering for City event - Staff	\$ 86.52
	24/10/2022	Data Signs	Software renewal for message boards - Engineering	\$ 251.53
				<b>\$ 605.83</b>
Manager Marketing and Partnerships	07/10/2022	Facebook	Advertising	\$ 47.60
	08/10/2022	Facebook	Advertising	\$ 13.20
	10/10/2022	Facebook	Advertising	\$ 13.20
	10/10/2022	Mailchimp	Email campaign	\$ 1,819.26
	11/10/2022	Costumebbox	Decorations for Pride Fairday stall	\$ 73.94
	11/10/2022	Facebook	Advertising	\$ 13.20
	12/10/2022	Woolworths Online	Catering for City event - workshop	\$ 78.18
	13/10/2022	Facebook	Advertising	\$ 13.20
	16/10/2022	Facebook	Advertising	\$ 22.00
	19/10/2022	Woolworth Online	Catering for City event - workshop	\$ 68.98
	19/10/2022	Holey Moley Australia	Team building session	\$ 162.00
	20/10/2022	Facebook	Advertising	\$ 33.00
	20/10/2022	Facebook	Advertising	\$ 320.00
	23/10/2022	Asana.com	Subscription - work flow graphic design tool	\$ 980.43
	23/10/2022	International transaction fee	Subscription - work flow graphic design tool	\$ 24.51
	25/10/2022	Varsity Northbridge	Team building session	\$ 105.00
	25/10/2022	Varsity Northbridge	Team building session	\$ 19.00
	26/10/2022	Shutterstock	Image download subscription	\$ 99.00
	31/10/2022	Facebook	Advertising	\$ 417.58
	31/10/2022	Officeworks	Gifts for Seniors' week	\$ 49.54



<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
	31/10/2022	Ikea Perth	Frames for Christmas banner certificates	\$ 156.00
	02/11/2022	Good Grocer	Catering for City event - Citizenship ceremony	\$ 85.00
				<b>\$ 4,613.82</b>
Council Liaison Officer	11/10/2022	Bun Mee	Catering for City event - Council	\$ 190.00
	18/10/2022	Tsuke-Ba	Catering for City event - Council	\$ 52.80
	18/10/2022	Bun Mee	Catering for City event - Council	\$ 118.00
	25/10/2022	Tsuke-Ba	Catering for City event - Council	\$ 122.90
	25/10/2022	Bun Mee	Catering for City event - Council	\$ 180.00
	01/11/2022	Tsuke-Ba	Catering for City event - Council	\$ 34.60
	01/11/2022	Bun Mee	Catering for City event - Council	\$ 144.00
				<b>\$ 842.30</b>
Branch Librarian	11/10/2022	JB Hi-Fi	Kettle for social club use	\$ 55.99
	13/10/2022	Merchandising Libraries	Staff training - Library collection management	\$ 69.00
	13/10/2022	Merchandising Libraries	Staff training - Library collection management	\$ 179.00
	13/10/2022	Merchandising Libraries	Staff training - Library collection management	\$ 179.00
	17/10/2022	Shooting Stars	Book for library	\$ 59.99
	26/10/2022	Wisdom Activities	Memory sensory kits for library	\$ 284.48
	03/11/2022	Merchandising Libraries	Staff training - Library collection management	\$ 69.00
				<b>\$ 896.46</b>
Manager ICT	19/10/2022	Zoom	Video conferencing	\$ 445.37
	20/10/2022	DHL Global	Spare parts for gate - BPLC	\$ 254.34
	21/10/2022	High Table	Security template for supplier register	\$ 26.68
	25/10/2022	Apple.com	Mobile counter application for Health team	\$ 1.49
	01/11/2022	Safetyculture	Mobile inspection application	\$ 374.70
	02/11/2022	Assetsonar.com	Subscription - cyber security testing	\$ 360.45
	02/11/2022	International transaction fee	Subscription - cyber security testing	\$ 9.01
				<b>\$ 1,472.04</b>
Procurement and Contracts Officer	12/10/2022	Humanitix	Staff training - Designing cities symposium	\$ 154.35
	13/10/2022	Green Building Council Australia	Staff training - Green star foundations	\$ 1,097.80
	13/10/2022	Green Building Council Australia	Incorrect charge - refunded on 18/10/22	\$ 1,097.80
	13/10/2022	Humanitix	Staff training - Designing cities symposium	\$ 154.35
	18/10/2022	Green Building Council Australia	Refund of incorrect charge	-\$ 1,097.80
	19/10/2022	Humanitix	Staff training - Designing cities symposium	\$ 51.45

<b>Card Holder</b>	<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
	25/10/2022	Bunn Mee	Catering for city event - staff	\$ 192.00
	26/10/2022	Department of Mines, Industry Regulation and Safety	Building surveyor registration fee	\$ 1,071.00
	26/10/2022	The Garden	Catering for city event - staff	\$ 200.00
	26/10/2022	The Garden	Catering for city event - staff	\$ 21.00
	03/11/2022	Tee Shirt Republic	Purchase of T-shirts for 'Smoke free' launch	\$ 798.60
	03/11/2022	Standards Australia	Royalty fee for use of contract template	\$ 124.25
				<b>\$ 3,864.80</b>
<b>Total Corporate Credit Cards</b>				<b>\$ 12,297.87</b>
<b>Direct Debits</b>				
Lease Fees	22/11/2022	Pitney Bowes Leasing	Postal scales	\$ 395.83
Loan Repayments		Treasury Corporation	Department Sport and Recreation Building, Loftus Centre, Loftus Underground Car Park and Beatty Park Leisure Centre	\$ 78,434.41
Bank Fees and Charges		Commonwealth Bank	Bank fees	\$ 41,712.12
<b>Total Direct Debits including Credit Cards</b>				<b>\$ 132,840.23</b>

<b>11.4</b>	<b>AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 DECEMBER 2022 TO 31 DECEMBER 2022</b>
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- Attachments:**
1. **Payments by EFT and Payroll December 22** [↓](#) 
  2. **Payments by Cheque December 22** [↓](#) 
  3. **Payments by Direct Debit December 22** [↓](#) 

**RECOMMENDATION:**

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 December 2022 to 31 December 2022 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll	\$8,375,419.11
Cheques	\$522.20
Direct debits, including credit cards	\$189,415.73
<b>Total payments for December 2022</b>	<b>\$8,565,357.04</b>

**PURPOSE OF REPORT:**

To present to Council the list of expenditure and accounts paid for the period 1 December 2022 to 31 December 2022.

**BACKGROUND:**

Council has delegated to the Chief Executive Officer (Delegation No. 2.2.18) the power to make payments from the City's Municipal and Trust funds.

In accordance with *Regulation 13(1) of the Local Government (Financial Management) Regulations 1996* a list of accounts paid by the Chief Executive Officer is to be provided to Council, where such delegation is made.

The list of accounts paid must be recorded in the minutes of the Council Meeting.

**DETAILS:**

The Schedule of Accounts paid for the period 1 December 2022 to 31 December 2022, covers the following:

<b>FUND</b>	<b>CHEQUE NUMBERS/ BATCH NUMBER</b>	<b>AMOUNT</b>
<b>Municipal Account (Attachment 1, 2 and 3)</b>		
EFT Payments	<b>2891 – 2895 and 2897-2901</b>	\$6,918,638.02
Payroll by Direct Credit	<b>December 2022</b>	\$1,456,781.09
<b>Sub Total</b>		<b>\$8,375,419.11</b>
<b>Cheques</b>		
Cheques	<b>82733-82734</b>	\$522.20
<b>Sub Total</b>		<b>\$522.20</b>

**Direct Debits (including Credit Cards)**

Lease Fees	\$395.83
Loan Repayments	\$132,300.26
Bank Charges – CBA	\$35,676.41
Credit Cards	\$21,043.23
<b>Sub Total</b>	<b>\$189,415.73</b>

**Total Payments** **\$8,565,357.04**

**CONSULTATION/ADVERTISING:**

Not applicable.

**LEGAL/POLICY:**

Regulation 12(1) and (2) of the *Local Government (Financial Management) Regulations 1996*:

*“12. Payments from municipal fund or trust fund, restrictions on making*

*(1) A payment may only be made from the municipal fund or the trust fund —*

- if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or*
- otherwise, if the payment is authorised in advance by a resolution of Council.*

*(2) Council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to Council.”*

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996*:

*“13. Lists of Accounts*

*(1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared –*

- the payee’s name;*
- the amount of the payment;*
- the date of the payment; and*
- sufficient information to identify the transaction.*

*(2) A list prepared under sub regulation (1) is to be —*

- presented to Council at the next ordinary meeting of Council after the list is prepared; and*
- recorded in the minutes of that meeting.”*

**RISK MANAGEMENT IMPLICATIONS**

Low: Management systems are in place that establish satisfactory controls, supported by the internal and external audit functions. Financial reporting to Council increases transparency and accountability.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

Expenditure covered in this report includes various projects, programs, services and initiatives that contribute to protecting/enhancing the City's built and natural environment and to improving resource efficiency.

**PUBLIC HEALTH IMPLICATIONS:**

Expenditure covered in this report includes various projects, programs and services that contribute to the priority health outcomes within the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

All municipal fund expenditure included in the list of payments is in accordance with Council's annual budget.

Creditors Report - Payments by EFT and Payroll 01/12/22 to 31/12/22			
<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	A Austin	Fitness instructor fees	\$ 406.00
02/12/2022	A Beetham	Part refund of Beatty Park Leisure Centre fees	\$ 142.52
16/12/2022	A Duckworth	Design advisory consultancy fee	\$ 440.00
16/12/2022	A Fink	Fitness instructor fees	\$ 530.55
16/12/2022	A Parker	Expense reimbursement - parking fee for external meeting	\$ 25.31
02/12/2022	A Team Printing	Printing services - BPLC	\$ 853.60
16/12/2022	A Team Printing	Printing services - BPLC	\$ 1,480.60
20/12/2022	A&E Wilmot Superfund	Superannuation	\$ 106.90
16/12/2022	a_space Australia Pty Ltd	Supply and install new exercise equipment - Forrest Park (balance)	\$ 45,328.80
16/12/2022	a_space Australia Pty Ltd	Supply and install new exercise equipment - Menzies Park (balance)	\$ 44,880.00
16/12/2022	Acclaim Building & Renovations	Refund of infrastructure bond	\$ 1,000.00
02/12/2022	Acurix Networks Pty Ltd	Public Wi Fi service - various locations (Nov 22)	\$ 1,419.00
16/12/2022	Acurix Networks Pty Ltd	Public Wi Fi service - various locations (Dec 22)	\$ 1,419.00
16/12/2022	Add A Splash Pools	Refund of infrastructure bond	\$ 3,000.00
16/12/2022	Addstyle Constructions Pty Ltd	Refund of infrastructure bond	\$ 5,000.00
16/12/2022	Advanced Spatial Technologies Pty Ltd	Annual subscription - AutoCAD including specialised toolsets	\$ 33,385.00
16/12/2022	A-Flex Technology	Supply of pool toys - BPLC	\$ 7,025.70
16/12/2022	Alchemy Saunas Pty Ltd	Sauna rental - BPLC	\$ 2,860.00
16/12/2022	Alinta Energy	Gas charges - Banks Reserve	\$ 37.15
02/12/2022	All Good Grub	Catering for City event - Elders bus tour workshop	\$ 812.50
16/12/2022	Allpipe Technologies	CCTV inspection works - Lynton Street	\$ 16,033.60
02/12/2022	Allstate Kerbing and Concrete	Kerbing services - various locations	\$ 4,260.08
16/12/2022	Allstate Kerbing and Concrete	Kerbing services - various locations	\$ 4,753.10
16/12/2022	Alsco Pty Ltd	Mat supplies - BPLC	\$ 673.68
16/12/2022	Ampol Australia Petroleum Pty Ltd	Fuel and oils	\$ 32,265.14
16/12/2022	AMS Technology Group Pty Ltd	Air conditioning preventative maintenance programme - BPLC	\$ 20,060.66
16/12/2022	Anna Cappelletta	Fitness instructor fees	\$ 2,926.00
02/12/2022	APARC	Ticketor enforcement and credit card transactions for parking terminals	\$ 17,423.47
16/12/2022	APARC	Central management system, Ticketor enforcement, meter maintenance, sensors maintenance, software licensing, credit card test transactions and credit card transactions for parking terminals	\$ 64,399.27
16/12/2022	APOD Pty Ltd T/As Donovan Payne Architects	Consultancy fees - Litis Stadium change rooms construction	\$ 29,672.26
16/12/2022	APOD Pty Ltd T/As Donovan Payne Architects	Consultancy fees - BPLC change rooms refurbishment	\$ 13,473.35
02/12/2022	Aquawellbeing.com	Fitness instructor fees	\$ 420.00
02/12/2022	Aqueo Import & Distribution Pty Ltd	Merchandise - BPLC	\$ 179.52

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Aqueo Import & Distribution Pty Ltd	Merchandise - BPLC	\$ 2,391.84
02/12/2022	ASB Branded Merchandise	Merchandise - BPLC	\$ 10,868.00
02/12/2022	Asphaltech Pty Ltd	Asphalt supplies - various locations	\$ 38,468.58
02/12/2022	ATI-Mirage	Staff training - Microsoft 365 for business	\$ 422.10
16/12/2022	Atom Supply	Supply of shovels - Depot	\$ 1,096.00
16/12/2022	Audhu Pty Ltd t/a Nu Change Building	Refund of overcharge of works permit application fee	\$ 80.00
16/12/2022	Auslan Interpreter WA	Interpreting service - International day of people with disability	\$ 550.00
16/12/2022	Australia Post (Agency Commission)	Commission charges	\$ 204.36
02/12/2022	Australian HVAC Services Pty Ltd	Air conditioning maintenance and repairs - various locations	\$ 1,688.50
13/12/2022	Australian Services Union	Payroll deduction	\$ 259.00
20/12/2022	Australian Services Union	Payroll deduction	\$ 207.20
13/12/2022	Australian Taxation Office	Payroll deduction	\$ 249,299.32
20/12/2022	Australian Taxation Office	Payroll deduction	\$ 211,040.00
02/12/2022	Aveling	Staff training - white card construction safety course	\$ 80.00
16/12/2022	Award Contracting	Locating services - various locations	\$ 2,821.50
02/12/2022	B J Young	Crossover subsidy	\$ 395.00
02/12/2022	B S Dobbie	Crossover subsidy	\$ 535.00
16/12/2022	Balcatta Mowers & Chainsaws Pty Ltd	Supply of gardening equipment - Depot	\$ 769.00
16/12/2022	Base WF Pizza	Staff Christmas party - balance of payment	\$ 2,508.00
16/12/2022	BCITF Building & Construction Industry Training Fund	Levy collection	\$ 4,286.35
02/12/2022	BDD Australia Pty Ltd	Milk supplies - BPLC	\$ 55.27
16/12/2022	BDD Australia Pty Ltd	Milk supplies - BPLC	\$ 83.55
16/12/2022	Beacon Equipment Canning Vale	Supply of cordless backpack blowers	\$ 7,934.00
16/12/2022	Beatty Park Physiotherapy Pty Ltd	Fitness instructor fees	\$ 630.00
02/12/2022	Benara Nurseries	Supply of plants	\$ 1,312.19
02/12/2022	Bent Logic	Supply of membership cards and wristbands - BPLC	\$ 12,485.00
16/12/2022	BikeWise	Bike maintenance session - Kyilla Market	\$ 550.00
02/12/2022	Bing Technologies Pty Ltd	Printing, mailing and photocopying services - various departments	\$ 4,624.03
16/12/2022	Bing Technologies Pty Ltd	Printing, mailing and photocopying services - various departments	\$ 5,788.78
16/12/2022	Blackwoods	Hardware supplies - Depot	\$ 612.48
16/12/2022	BOC Limited	Medical oxygen supplies and CO2 for beverage - BPLC	\$ 606.05
02/12/2022	Boral Construction Materials Group Limited	Concrete supplies	\$ 1,030.26
16/12/2022	Bourkes	Rates refund - due to overpayment	\$ 406.94
16/12/2022	Boya Equipment	Plant repairs and maintenance	\$ 646.00
02/12/2022	Boyan Electrical Services	3 phase supply for existing reticulation cubicle switchboard - Litis Stadium	\$ 14,058.00
02/12/2022	Boyan Electrical Services	Engineering, design and application fee for power upgrade; conduit for future bore replacement - Litis Stadium	\$ 8,650.57
02/12/2022	Boyan Electrical Services	Supply score board building sub board - Litis Stadium	\$ 14,575.00
02/12/2022	Boyan Electrical Services	Supply floodlighting sub board - Litis Stadium	\$ 14,905.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
02/12/2022	Boyan Electrical Services	Supply and install consumer pole and cabling - Leederville Tennis Club	\$ 12,476.57
02/12/2022	Boyan Electrical Services	Electrical services - various locations	\$ 15,599.09
16/12/2022	Boyan Electrical Services	Electrical services - various locations	\$ 6,729.58
02/12/2022	Bridgestone Australia Ltd	Tyre services	\$ 898.56
16/12/2022	Bridgestone Australia Ltd	Tyre services	\$ 1,182.68
16/12/2022	Briskleen Supplies Pty Ltd	Toiletry and cleaning products and sanipod service - BPLC	\$ 8,108.12
16/12/2022	Bucher Municipal Pty Ltd	Plant repairs and maintenance	\$ 2,492.28
02/12/2022	Buildmark Pty Ltd	Refund of archive search fee	\$ 75.00
16/12/2022	Bunnings Trade	Hardware supplies - various departments	\$ 1,347.41
02/12/2022	Buss Group	Repairs to water ingress at the southern side of the grandstand - BPLC (progress claim two)	\$ 70,152.32
16/12/2022	Buss Group	Repairs to water ingress at the southern side of the grandstand - BPLC (progress claim three)	\$ 96,132.64
16/12/2022	C Beasley	Fitness instructor fees	\$ 124.00
16/12/2022	C Chong	Refund of planning application fee	\$ 74.00
02/12/2022	C Finch	Expense reimbursement - catering for training session	\$ 169.45
16/12/2022	C Kosick	Expense reimbursement - BPLC Sixties sundowner	\$ 1,337.97
02/12/2022	C Miller	Expense reimbursement - supplies for BPLC 60th anniversary event	\$ 170.00
16/12/2022	Canningvale Flooring Xtra	Supply and install carpet tiles - Subiaco Football Club ground floor offices	\$ 28,380.00
16/12/2022	Capital Recycling	Demolition - 31 Sydney Street, North Perth	\$ 70,744.17
16/12/2022	CCA Productions	Stage and PA hire - COV garden competition	\$ 1,291.40
16/12/2022	CDM Australia Pty Ltd	Rates refund - due to overpayment	\$ 1,079.78
16/12/2022	Choiceone Pty Ltd	Temporary staff - Parks	\$ 2,395.07
16/12/2022	City Flooring Pty Ltd	Install rubber floor tiles in yoga room - BPLC	\$ 1,540.00
16/12/2022	City Of Perth	BA archive retrievals	\$ 217.03
13/12/2022	City of Vincent	Payroll deduction - staff contributions to vehicles	\$ 745.64
20/12/2022	City of Vincent	Payroll deduction - staff contributions to vehicles	\$ 639.12
13/12/2022	City of Vincent Staff Social Club	Payroll deduction	\$ 522.00
20/12/2022	City of Vincent Staff Social Club	Payroll deduction	\$ 494.00
02/12/2022	Civica Pty Limited	Payroll on demand subscription and support	\$ 7,405.75
02/12/2022	Civica Pty Limited	Rates on demand subscription	\$ 5,500.00
02/12/2022	Cleanaway	Recycling contract - October 22	\$ 135,950.09
02/12/2022	Cleanaway	Customer service centre - October 22	\$ 1,832.60
16/12/2022	Cleanaway	Customer service centre - November 22	\$ 1,832.60
02/12/2022	Cleansweep WA	Hire of road sweepers - various locations	\$ 1,581.25
02/12/2022	Cleaver Street & Co	Room hire for team planning workshop	\$ 300.00
16/12/2022	Coates Hire Operations Pty Ltd	Plant hire - Depot	\$ 53.91
02/12/2022	Cobblestone Concrete Pty Ltd	Concrete path repairs - various locations	\$ 50,914.71



<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Cobblestone Concrete Pty Ltd	Concrete path repairs - Egina/Berryman roundabout	\$ 16,609.12
16/12/2022	Cockburn Cement Limited	Cement and pallets	\$ 1,020.36
16/12/2022	Code Bloom	Mayoral Christmas flower arrangements	\$ 650.00
02/12/2022	Coffee Plus Chill	Coffee van - Pride flag raising event	\$ 480.00
16/12/2022	Colleagues Nagels	Integrated transferable parking permits	\$ 3,575.09
16/12/2022	Commercial Aquatics Australia	Water treatment services - BPLC (October and November 22)	\$ 1,188.00
16/12/2022	Compu-Stor	Records digitisation and off-site storage	\$ 237.67
02/12/2022	Connect Call Centre Services	After hours calls service - one month	\$ 1,632.51
16/12/2022	Connect Call Centre Services	After hours calls service - three months	\$ 4,159.17
02/12/2022	Contraflow Pty Ltd	Traffic management services - various locations	\$ 49,886.96
16/12/2022	Contraflow Pty Ltd	Traffic management services - various locations	\$ 21,629.86
15/12/2022	Cr A Castle	Council meeting fee	\$ 1,984.25
15/12/2022	Cr Ashley Wallace	Council meeting fee	\$ 1,984.25
15/12/2022	Cr D Loden	Council meeting fee	\$ 1,984.25
15/12/2022	Cr J Hallett	Council meeting fee	\$ 1,984.25
15/12/2022	Cr Ron Alexander	Council meeting fee	\$ 1,984.25
15/12/2022	Cr Ross Ioppolo	Council meeting fee	\$ 1,984.25
16/12/2022	Cr Ross Ioppolo	Expense reimbursement - child care, travel/mileage & stationery/consumables	\$ 647.11
15/12/2022	Cr S Gontaszewski	Council meeting fee	\$ 3,337.12
15/12/2022	Cr Suzanne Worner	Council meeting fee	\$ 1,984.25
16/12/2022	Credit Clear Pty Ltd	Debt recovery services	\$ 161.27
16/12/2022	D K Dankbaar	Rates refund - due to overpayment	\$ 652.30
02/12/2022	D M Gordon	Event speaker - Library	\$ 365.00
02/12/2022	D Markov	Refund of infrastructure bond	\$ 275.00
16/12/2022	D O'Meara	Refund of Seniors lunch ticket	\$ 35.00
16/12/2022	D Tabet	Part refund of Beatty Park Leisure Centre fees	\$ 35.96
16/12/2022	Daly & Shaw Building Pty Ltd	Refund of infrastructure bond	\$ 5,000.00
16/12/2022	Department of Fire and Emergency Services (DFES)	Emergency services levy - 2nd quarter 2022/23	\$ 2,281,576.19
16/12/2022	Department of Mines, Industry Regulation and Safety	Building services levy collection	\$ 18,752.06
13/12/2022	Department of Social Services	Payroll deduction	\$ 818.42
20/12/2022	Department of Social Services	Payroll deduction	\$ 818.42
16/12/2022	Design Right Pty Ltd	Design services - Hyde Park West ablutions	\$ 825.00
02/12/2022	Devco Builders	Maintenance and repairs - various locations	\$ 34,563.88
02/12/2022	Devco Builders	Remove/dispose of existing floor coverings - North Perth Community Centre	\$ 11,000.00
02/12/2022	Devco Builders	Supply and install vinyl flooring - North Perth Community Centre	\$ 20,680.00
02/12/2022	Devco Builders	Repairs in preparation for 2022 WAFL Grand Final - Leederville Oval	\$ 18,731.69
02/12/2022	Devco Builders	Roof sheet renewal - Loftus Recreation Centre	\$ 24,035.00
02/12/2022	Devco Builders	Supply and install limestone wall - Beatty Park Reserve	\$ 17,985.00
02/12/2022	Devco Builders	Disconnect 20 fixed desks and replace with sit/stand desks - Admin	\$ 11,897.05

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Discus Digital Print	Supply of signage - BPLC	\$ 532.34
02/12/2022	DNX Energy Pty Ltd	Supply and install solar photovoltaic system - DLGSC (deposit)	\$ 26,312.00
16/12/2022	DNX Energy Pty Ltd	Supply and install solar photovoltaic system - Leederville Childcare (balance)	\$ 15,714.00
16/12/2022	DNX Energy Pty Ltd	Investigate and repair middle inverter - BPLC	\$ 385.00
02/12/2022	E Bentley	Expense reimbursement - Les Mills workshop and digital kits	\$ 119.84
02/12/2022	E L Jones	Crossover subsidy	\$ 630.00
16/12/2022	E M Lawrance	Rates refund - due to overpayment	\$ 331.28
16/12/2022	E Ryan-Reid	Refund of infrastructure bond	\$ 275.00
16/12/2022	EcoAcoustics Pty Ltd	Noise modelling for BPLC 60th anniversary event	\$ 1,540.00
02/12/2022	Ed Art Supplies	Library supplies	\$ 103.51
02/12/2022	Elite Compliance Pty Ltd	Structural specifications - North Perth town hall	\$ 814.00
16/12/2022	Ellenby Tree Farm Pty Ltd	Supply of plants and trees	\$ 84.70
02/12/2022	Enigin Partners Pty Ltd	Energy management consultancy - BPLC (final claim)	\$ 5,885.00
02/12/2022	Enviroblast Cannington	Pressure cleaning services	\$ 3,267.00
02/12/2022	Environmental Industries Pty Ltd	Spraying of weedkiller - various locations	\$ 775.50
16/12/2022	Evolution Bikes	Bicycle helmet - Rangers	\$ 100.00
16/12/2022	F Broderick	Expense reimbursement - building surveyor registration fee	\$ 1,071.00
16/12/2022	F M Kalaf	Rates refund - due to overpayment	\$ 2,965.04
02/12/2022	Fairplace Pty Ltd	Presentation at Council workshop	\$ 3,168.00
02/12/2022	FCT Surface Cleaning	Bore stain removal - Weld Square	\$ 3,574.56
02/12/2022	FE Technologies Pty Ltd	Annual maintenance - live scanning wand and secure chute	\$ 672.10
16/12/2022	FE Technologies Pty Ltd	Supply of RFID tags	\$ 308.00
16/12/2022	FE Technologies Pty Ltd	Annual maintenance - self loan station (library)	\$ 2,706.00
16/12/2022	Fitness Australia	Annual registration renewal	\$ 650.00
02/12/2022	Flexi Staff Group Pty Ltd	Temporary staff - various departments	\$ 30,715.53
16/12/2022	Flexi Staff Group Pty Ltd	Temporary staff - various departments	\$ 66,826.71
16/12/2022	Flick Anticimex Pty Ltd	Pest control services - various locations	\$ 5,609.90
16/12/2022	Flyt Pty Ltd	COV cycling plan 2023-28	\$ 14,960.00
02/12/2022	Focus Networks	Manage corporate WiFi, firewall and onsite managed network support	\$ 48,290.37
16/12/2022	Focus Networks	Manage corporate WiFi, firewall and onsite managed network support	\$ 12,553.20
02/12/2022	Fothergill Enterprises Pty Ltd (T/As Kubarz Beverage Catering)	Catering and furniture hire - BPLC 60th anniversary event	\$ 9,783.75
16/12/2022	Friends of ANZAC Cottage Inc	Donation - bus stop restoration project	\$ 375.00
16/12/2022	G Pollastri	Part refund of Beatty Park Leisure Centre fees	\$ 20.08
16/12/2022	G Van der Meulen	Part refund of Beatty Park Leisure Centre fees	\$ 390.64
16/12/2022	Gay and Lesbian Singers of Western Australia	Vocal performance - Citizenship ceremony	\$ 400.00
16/12/2022	GHD Pty Ltd	Drainage design for stormwater upgrade	\$ 3,367.10
16/12/2022	GHD Pty Ltd	Peer review of transport impact assessment - Newcastle Street	\$ 5,497.80
16/12/2022	Giant Autos (1997) Pty Ltd	Vehicle services and repairs	\$ 7,865.20
16/12/2022	Governance Institute of Australia	Staff training - governance and risk management	\$ 3,220.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Greenwood Party Hire	Hire of marquees, tables and umbrellas - Young makers Christmas market	\$ 2,455.00
02/12/2022	Grillex Pty Ltd	Supply of drinking fountain with dog bowl	\$ 4,552.90
16/12/2022	GVS Construction & Shop Fitting Pty Ltd	Refund of infrastructure bond	\$ 3,000.00
02/12/2022	Gymcare	Gym equipment repairs and maintenance - BPLC	\$ 702.00
16/12/2022	Gymcare	Supply of gym equipment - BPLC	\$ 10,514.90
02/12/2022	H Ellwood	Expense reimbursement - parking for external meetings	\$ 58.59
16/12/2022	H Mason	Expense reimbursement - stationery and consumables for workshop	\$ 224.87
16/12/2022	H S Arnott	Refund of building services levy	\$ 61.65
02/12/2022	Harbour Software Pty Ltd	Annual subscription - Docs on Tap	\$ 5,616.60
13/12/2022	Health Insurance Fund of WA	Payroll deduction	\$ 185.30
20/12/2022	Health Insurance Fund of WA	Payroll deduction	\$ 185.30
02/12/2022	Helene Pty Ltd t/as LO-GO Appointments	Temporary staff - HR support	\$ 1,203.85
16/12/2022	Helene Pty Ltd t/as LO-GO Appointments	Temporary staff - HR support	\$ 2,146.69
02/12/2022	Hire King	Hire of glow stools - BPLC 60th anniversary event	\$ 600.00
02/12/2022	Holcim (Australia) Pty Ltd	Concrete supplies	\$ 892.21
16/12/2022	Holcim (Australia) Pty Ltd	Concrete supplies	\$ 3,157.06
16/12/2022	Holcim Australia Pty Ltd (Wembley Cement)	Pit covers	\$ 1,028.39
02/12/2022	I B Woods	Project coordinator - Moorditj Footprints project	\$ 5,005.00
02/12/2022	I J Putt	Partial refund of planning application fee	\$ 321.70
02/12/2022	I Penny	Management - Moorditj Footprints project	\$ 6,000.00
16/12/2022	IKEA Pty Ltd	Supply of lamps - BPLC	\$ 285.00
02/12/2022	Industrail Pty Ltd	Upgrade and improvements - Leederville Skate park	\$ 5,885.55
16/12/2022	Insight Enterprises Aust Pty Ltd	Annual subscription - Nitro Pro	\$ 20,582.10
16/12/2022	Insight Enterprises Aust Pty Ltd	Annual subscription - Microsoft licensing	\$ 262,336.13
16/12/2022	Insight Enterprises Aust Pty Ltd	Annual subscription - Adobe suite	\$ 32,477.25
16/12/2022	Insight Enterprises Aust Pty Ltd	Annual subscription - Microsoft licensing reconciliation from Nov 21 to Nov 22	\$ 45,271.75
02/12/2022	Ip Khalsa Pty Ltd	Mail delivery and pick up service	\$ 1,089.00
16/12/2022	Isubscribe Pty Ltd	Library magazine subscriptions	\$ 1,602.36
02/12/2022	J Baughan	Expense reimbursement - caddy/bin liners for 'FOGO pop up at the shops'	\$ 91.10
02/12/2022	J Briggs-Bradford	Expense reimbursement - morning tea for building team	\$ 61.80
16/12/2022	J Chung	Fitness instructor fees	\$ 290.00
16/12/2022	J Fondacaro	Expense reimbursement - supplies for BPLC 60th anniversary event	\$ 180.24
02/12/2022	J McPhee	Fitness instructor fees	\$ 124.00
02/12/2022	J P Marsland	Fitness instructor fees	\$ 58.00
02/12/2022	Jackson McDonald	Legal services - judicial review application	\$ 1,698.40
02/12/2022	Jackson McDonald	Legal services - local law review (animals)	\$ 7,396.95
16/12/2022	Jackson McDonald	Legal services - EOI advice	\$ 3,103.65
16/12/2022	Jackson McDonald	Legal services - retail lease Hyde Park kiosk	\$ 2,013.40
16/12/2022	Janet Verburg	Fitness instructor fees	\$ 288.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
02/12/2022	Jemma King Productions	Videography services - Moorditj Footprints project	\$ 500.00
16/12/2022	JET Charge	EV charging station maintenance - Avenue car park	\$ 302.50
16/12/2022	Julie's Kitchen	Ceremonial cake for BPLC 60th anniversary event	\$ 539.00
02/12/2022	K A Balm	Expense reimbursement - community development rewards & recognition lunch	\$ 145.70
16/12/2022	K F Donohue	Rates refund - due to overpayment	\$ 439.91
02/12/2022	K Goodson	Refund of parking permit	\$ 180.00
16/12/2022	K J Warwick	Refund of infrastructure bond	\$ 275.00
16/12/2022	K M Allen	Expense reimbursement - supplies for International Day of people with disability	\$ 372.88
16/12/2022	K M Milne	Rebate for purchase of reusable sanitary products	\$ 50.00
16/12/2022	K McCummiskey	Fitness instructor fees	\$ 284.20
02/12/2022	K Paizes	Refund of parking permit	\$ 180.00
16/12/2022	Kambarang Services Pty Ltd	Facilitation of Boordiyas meeting for Elders	\$ 2,250.00
16/12/2022	Kelyn Training Services	Traffic management training - Engineering	\$ 4,875.00
16/12/2022	Kennards Hire	Equipment hire - breaker and generator	\$ 218.00
16/12/2022	Kingman Visual	Privacy frosting for gym windows - BPLC	\$ 3,245.00
16/12/2022	Kleen West Distributors	Cleaning supplies	\$ 1,009.80
16/12/2022	Kone Elevators Pty Ltd	Lift service fee - BPLC	\$ 2,179.81
16/12/2022	Konica Minolta Business Solutions Australia Pty Ltd	Copy costs - various locations	\$ 4,541.05
16/12/2022	Koori Kids Pty Limited	Contribution - NAIDOC week school initiative 2023	\$ 450.00
02/12/2022	L C Chruscinski	Rebate for purchase of reusable sanitary products	\$ 50.00
02/12/2022	L Formentin	Expense reimbursement - classroom hire for Arts Advisory workshop	\$ 165.00
16/12/2022	L J Goodwill	Rates refund - due to overpayment	\$ 224.66
13/12/2022	L.G.R.C.E.U.	Payroll deduction	\$ 22.00
20/12/2022	L.G.R.C.E.U.	Payroll deduction	\$ 22.00
02/12/2022	Landgate	Extraction of light detection and ranging data	\$ 1,221.00
02/12/2022	Landgate	Land enquiries	\$ 28.20
16/12/2022	Landgate	Gross rental valuations for interims and land enquiries	\$ 905.57
16/12/2022	Leederville Cameras	Printing services - various departments	\$ 503.75
16/12/2022	Leederville Hotel	Mayor's sundowner event - final payment	\$ 4,000.00
02/12/2022	Leo Heaney Pty Ltd	Street tree watering and pruning services - various locations	\$ 119,922.00
16/12/2022	Leo Heaney Pty Ltd	Street tree watering and pruning services - various locations	\$ 16,632.00
16/12/2022	Les Mills Asia Pacific	Licence fees for fitness classes	\$ 1,670.71
02/12/2022	LGISWA	Staff flu vaccinations	\$ 2,785.78
16/12/2022	LGISWA	Staff health assessments	\$ 276.00
16/12/2022	Light Application Pty Ltd	Programming - North Perth common lights	\$ 341.00
02/12/2022	Line Marking Specialists	Line marking services - various locations	\$ 255.75
16/12/2022	Line Marking Specialists	Line marking services - various locations	\$ 6,437.86
16/12/2022	Linfilcon Pty Ltd t/as Premier One Constructions	Refund of building services levy	\$ 61.65
02/12/2022	Lucy Luu Mount Hawthorn Pty Ltd	Refund of infrastructure bond	\$ 5,000.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
02/12/2022	Luke Riley Creative	Photography services - Young Makers market	\$ 297.50
16/12/2022	Luke Riley Creative	Photography services - Mayor's sundowner	\$ 340.00
02/12/2022	M G Jajko	Fitness instructor fees	\$ 116.00
16/12/2022	M G Jajko	Fitness instructor fees	\$ 58.00
16/12/2022	M I Aspinall	Part refund of Beatty Park Leisure Centre fees	\$ 239.71
02/12/2022	M J Rowe	Refund of infrastructure bond	\$ 3,000.00
16/12/2022	M L Humich	Fitness instructor fees	\$ 966.28
02/12/2022	M Slater	Fitness instructor fees	\$ 180.87
16/12/2022	M Slater	Fitness instructor fees	\$ 241.16
02/12/2022	Majestic Plumbing Pty Ltd	Plumbing services - various locations	\$ 7,304.20
16/12/2022	Majestic Plumbing Pty Ltd	Plumbing services - various locations	\$ 13,841.32
02/12/2022	Major Motors Pty Ltd	Truck repairs and maintenance	\$ 101.79
16/12/2022	Major Motors Pty Ltd	Truck repairs and maintenance	\$ 2,418.02
02/12/2022	Marcelita's	Refund of duplicate payment for food licence	\$ 200.00
02/12/2022	Mark Digital Print Solutions	Printing services - fridge magnets for creche bookings (BPLC)	\$ 182.60
02/12/2022	Market Sisters Perth	Refund of bond for event bin hire	\$ 294.00
16/12/2022	Marketforce Pty Ltd	Advertising services - various departments	\$ 2,312.99
02/12/2022	Mary Street Bakery	Catering for City event - Smoke free town centre launch	\$ 200.00
02/12/2022	Massey's Herd	Milk supplies - Depot	\$ 332.80
16/12/2022	Mastec Australia Pty Ltd	Supply of bin lids	\$ 56.49
16/12/2022	Matt Biocich	Photography services - Seniors Christmas lunch	\$ 594.00
02/12/2022	Maxima Group Training	School based trainees - Apprenticeship Cert II in business	\$ 495.34
15/12/2022	Mayor E Cole	Council meeting fee	\$ 8,072.16
16/12/2022	McGees Property	Rental valuation - Robertson Park Tennis Centre	\$ 3,025.00
02/12/2022	McLeods Barristers & Solicitors	Legal services - health matter	\$ 1,438.80
16/12/2022	McLeods Barristers & Solicitors	Legal services - health and compliance matters	\$ 8,837.58
16/12/2022	Melville Renault	Vehicle service and repairs	\$ 330.00
20/12/2022	Mercer Spectrum	Superannuation	\$ 2,926.72
16/12/2022	MessageMedia	SMS integrating for Phoenix	\$ 208.56
16/12/2022	Metal Artwork Creations	Supply of staff name badges - various locations	\$ 588.01
02/12/2022	Mindarie Regional Council	Processable and non processable waste	\$ 30,136.02
02/12/2022	Mindarie Regional Council	Reimbursement of administration expenses - November 22	\$ 32,234.12
16/12/2022	Mindarie Regional Council	Processable and non processable waste	\$ 30,359.32
16/12/2022	Miracle Recreation Equipment	Playground equipment repairs	\$ 1,270.50
16/12/2022	MLC Roof Services Pty Ltd	Refund of infrastructure bond	\$ 1,000.00
16/12/2022	Mobile Mouse	Development and implementation of staff certification register - BPLC	\$ 2,585.00
02/12/2022	Mojo Digital Studio	Photography services - COV garden competition	\$ 484.00
16/12/2022	Mount Hawthorn Education Support Centre	Student citizenship donation - Policy 4.1.2	\$ 250.00
16/12/2022	MRKVI Trust	Master of ceremonies for 60th anniversary events - BPLC	\$ 1,650.00

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	My Best Friend Veterinary Centre	Vet services - November 22	\$ 1,292.50
02/12/2022	N Kumar	Distribution services - Young Makers market flyers	\$ 120.00
16/12/2022	N Wilson Rozas	Partial refund of dog registration	\$ 30.00
16/12/2022	Nao Williams	Fitness instructor fees	\$ 195.00
16/12/2022	Natale Group Australia Pty Ltd	Security services - BPLC 60th anniversary event	\$ 2,681.53
02/12/2022	Natural Area Holdings Pty Ltd	Weed control - Gill Street car park	\$ 1,496.00
16/12/2022	Nearmap Australia Pty Ltd	Annual licence subscription	\$ 3,498.00
02/12/2022	Nicholas Jolly & Associates	Fitness instructor fees	\$ 191.40
16/12/2022	Nicholas Jolly & Associates	Fitness instructor fees	\$ 127.60
02/12/2022	Nightlife Music Pty Ltd	Crowd DJ - BPLC (December 22)	\$ 417.94
16/12/2022	Node1 Internet	Fixed wireless internet charges	\$ 119.00
16/12/2022	Northsands Resources	Construction waste disposal services	\$ 2,894.32
16/12/2022	Nosh Catering	Catering for City event - Seniors Christmas lunch	\$ 6,594.50
02/12/2022	NVMS Pty Ltd	Calibration of sound level meters	\$ 1,017.50
02/12/2022	Officeworks Ltd	Office supplies and consumables	\$ 735.93
16/12/2022	Officeworks Ltd	Office supplies and consumables	\$ 286.34
02/12/2022	Open Systems Technology Pty Ltd (T/A CouncilFirst)	CRM pilot licensing - December 22	\$ 2,653.20
02/12/2022	Open Systems Technology Pty Ltd (T/A CouncilFirst)	Consultancy services - October 22	\$ 22,700.15
02/12/2022	Optus Billing Services Pty Ltd	Telephone and internet charges - various locations	\$ 9,252.98
16/12/2022	Optus Billing Services Pty Ltd	Telephone and internet charges - various locations	\$ 6,382.12
16/12/2022	Orbit Health & Fitness Solutions Pty Ltd	Gym equipment repairs - BPLC	\$ 607.09
02/12/2022	Oswald Homes	Refund of infrastructure bond	\$ 500.00
16/12/2022	Otis Elevator Company Pty Ltd	Quarterly lift maintenance - Admin	\$ 2,568.69
16/12/2022	Oxford Noodles Pty Ltd	Refund of infrastructure bond	\$ 1,000.00
16/12/2022	P Toia-Johnston	Drag queen story time entertainer for Pride week - Library	\$ 500.00
02/12/2022	P Tran	Fitness instructor fees	\$ 290.00
16/12/2022	P Tran	Fitness instructor fees	\$ 290.00
16/12/2022	P Truscott	Expense reimbursement - Dropbox subscription	\$ 184.67
02/12/2022	Perth Garden Games	Lawn game hire - BPLC 60th anniversary event	\$ 310.00
02/12/2022	Perth Harmony Chorus	Performance - Seniors Christmas lunch	\$ 400.00
16/12/2022	Perth Office Equipment Repairs	Office equipment repairs - binding machine	\$ 397.31
02/12/2022	Perth Tai Chi Academy	Tai chi classes - Loftus Community Centre	\$ 1,500.00
02/12/2022	Pirtek Malaga	Plant repairs and maintenance	\$ 696.26
16/12/2022	Pirtek Malaga	Plant repairs and maintenance	\$ 219.02
16/12/2022	PJA Holdings (Australia) Pty Ltd	Vincent safer speeds evaluation report	\$ 1,444.30
16/12/2022	Plastic Card Printing Pty Ltd	Supply of authorisation cards	\$ 22.00
02/12/2022	Premiere Events Perth	Sponsorship - Little People Festival	\$ 1,500.00
02/12/2022	Primavera Quality Meats	Catering for City event - staff	\$ 250.00
02/12/2022	Print and Sign Co	Printing services - various departments	\$ 7,919.21

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Print and Sign Co	Printing services - various departments	\$ 16,406.16
02/12/2022	Pro Turf Services	Plant repairs and maintenance	\$ 3,036.88
02/12/2022	Professional Tree Surgeons	Tree pruning and removal services - various locations	\$ 4,130.78
16/12/2022	Professional Tree Surgeons	Tree pruning and removal services - various locations	\$ 3,472.70
02/12/2022	Profounder Turfmaster Pty Ltd	Turf maintenance - Litis Park	\$ 2,420.00
16/12/2022	Profounder Turfmaster Pty Ltd	Turf maintenance - various locations	\$ 22,597.83
16/12/2022	Protector Fire Services Pty Ltd	Fire equipment maintenance - various locations	\$ 7,137.09
02/12/2022	R Freitas	Fitness instructor fees	\$ 180.00
16/12/2022	R Freitas	Fitness instructor fees	\$ 360.00
16/12/2022	R J and S Orsi	Refund of infrastructure bond	\$ 2,500.00
16/12/2022	R Vaccari	Refund of Seniors lunch ticket	\$ 35.00
16/12/2022	Rada & Neso Services	Cleaning services - BPLC (November 22)	\$ 9,600.00
16/12/2022	Raeco	Library supplies - spine labels	\$ 63.25
16/12/2022	Raymond Lesley Espinos	Fitness instructor fees	\$ 625.24
16/12/2022	REALMstudios Pty Ltd	Design advisory meeting fees	\$ 440.00
02/12/2022	Rebecca Mathias	Fitness instructor fees	\$ 220.00
16/12/2022	Rebecca Mathias	Fitness instructor fees	\$ 220.00
02/12/2022	Redimed Pty Ltd	Pre employment medicals	\$ 676.50
16/12/2022	Redimed Pty Ltd	Pre employment medical	\$ 341.00
02/12/2022	Regents Commercial	Variable outgoings - Barlee Street car park	\$ 887.61
16/12/2022	Regents Commercial	Rent and variable outgoings - Barlee Street car park	\$ 10,652.16
16/12/2022	Repeat Plastics (WA)	Supply of bollards	\$ 13,484.81
02/12/2022	Revelation Perth International Film Festival Inc.	Sponsorship - WA screen culture 2022 awards	\$ 5,500.00
16/12/2022	Revo Fitness Unit Trust	Refund of infrastructure bond	\$ 3,000.00
16/12/2022	Richard Harrison	Bee removal services - various locations	\$ 750.00
02/12/2022	Roberts on Oxford	Rates refund - due to overpayment	\$ 1,989.00
16/12/2022	Rowe Group	Refund of planning application fee	\$ 240.00
02/12/2022	RPG Auto Electrics	Plant repairs and maintenance	\$ 2,662.18
16/12/2022	RPG Auto Electrics	Plant repairs and maintenance	\$ 420.75
16/12/2022	Rubek Automatic Doors	Service automatic door - BPLC	\$ 253.00
16/12/2022	S A Chadwick	Partial refund of dog registration	\$ 150.00
02/12/2022	S Dowden	Expense reimbursement - fuel for City vehicle	\$ 109.81
02/12/2022	S E Hill	Expense reimbursement- supplies for COV garden competition event	\$ 519.84
16/12/2022	S L Maiden	Partial refund of dog registration	\$ 77.50
02/12/2022	S Patchett	Fitness instructor fees	\$ 315.00
02/12/2022	S Smart	Fitness instructor fees	\$ 116.00
16/12/2022	S Smart	Fitness instructor fees	\$ 116.00
16/12/2022	Sage Consulting Engineers	Electrical consultancy - Robertson Park tennis club	\$ 12,837.00
16/12/2022	SAI Global Pty Limited	Annual online standards subscription renewal	\$ 2,841.64

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
02/12/2022	Sam's Repairs & Maintenance	Sign installation and maintenance - various locations	\$ 2,733.50
16/12/2022	Sanax Medical & First Aid Supplies	First aid supplies - BPLC	\$ 596.66
02/12/2022	Sanderson's Outdoor Power Equipment	Plant repairs and maintenance	\$ 585.00
16/12/2022	Sanderson's Outdoor Power Equipment	Plant repairs and maintenance	\$ 500.00
16/12/2022	SAS Locksmiths	Key cutting and lock maintenance service - various locations	\$ 35.99
02/12/2022	Scapes Unlimited	Refund of development application fee	\$ 49.30
16/12/2022	Scarboro Toyota	Vehicle service and repair	\$ 221.97
02/12/2022	Secure-A-Lid	Supply of wheely bin latches	\$ 99.75
16/12/2022	Securus	Security services - various locations	\$ 602.10
16/12/2022	Seek Limited	Job advertisements	\$ 3,133.01
16/12/2022	ServiceFM Pty Ltd	Cleaning services and cleaning materials - various locations (part Nov 22)	\$ 45,490.52
16/12/2022	Seton Australia	Wipe dispenser floor bin - BPLC	\$ 1,192.17
02/12/2022	Sigma Chemicals	Pool chemicals - BPLC	\$ 99.00
16/12/2022	Sigma Chemicals	Pool chemicals and equipment repairs - BPLC	\$ 6,868.93
02/12/2022	Silvia Iurato	Fitness instructor fees	\$ 325.00
16/12/2022	Silvia Iurato	Fitness instructor fees	\$ 195.00
02/12/2022	Smart Office Systems	Professional services - to support Authority database reporting integration	\$ 5,209.88
02/12/2022	Smoke and Mirrors AV	Supply of PA system - Citizenship ceremony	\$ 200.00
16/12/2022	SoCo Studios	Videography services - Smoke free town centres	\$ 1,078.00
16/12/2022	SpacetoCo Pty Ltd	Facilities weekly reporting and financial handling	\$ 660.00
16/12/2022	Speedo Australia Pty Ltd	Merchandise - BPLC	\$ 698.50
02/12/2022	Sportsworld Of WA	Merchandise - BPLC	\$ 198.00
16/12/2022	St John Ambulance Western Australia Ltd	First aid kit servicing - various locations	\$ 343.03
02/12/2022	Stamford Grand Adelaide	Accommodation for ASSA National Conference - BPLC staff	\$ 1,110.00
16/12/2022	Stantons International	Probity services - Leederville structure plan	\$ 1,835.35
20/12/2022	Steeg Banham Superannuation Fund	Superannuation	\$ 362.59
16/12/2022	Stephen Carrick Architects Pty Ltd	Heritage advice	\$ 3,080.00
02/12/2022	Stott Hoare	Implement, set up and configure Intune standard operating environment	\$ 37,961.00
16/12/2022	StrataGreen	Garden equipment supplies	\$ 3,248.92
16/12/2022	Supafit Seat Covers	Supply of vehicle seat covers	\$ 314.60
20/12/2022	SuperChoice Services Pty Ltd	Superannuation	\$ 280,171.40
21/12/2022	SuperChoice Services Pty Ltd	Superannuation	\$ 382.05
02/12/2022	Synergy	Electricity and gas charges - various locations	\$ 4,523.83
16/12/2022	Synergy	Electricity and gas charges - various locations	\$ 126,012.67
02/12/2022	T Bui	Refund of parking permit	\$ 180.00
16/12/2022	T L and A W Pollock	Rates refund - due to overpayment	\$ 141.27
16/12/2022	T M Nisbet	Part refund of Beatty Park Leisure Centre fees	\$ 544.66
02/12/2022	T T Ly	Refund of infrastructure bond	\$ 3,000.00
02/12/2022	T&H Wilkes Pty Ltd	Gravel supplies	\$ 1,963.50



<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
16/12/2022	Tamala Park Regional Council	GST for sale of land - November 22	\$ 17,330.30
02/12/2022	TCM Enterprises Pty Ltd	Refund of archive search fee	\$ 140.00
16/12/2022	Technogym Australia Pty Ltd	Supply and install cardio equipment - BPLC	\$ 428,085.96
16/12/2022	Technology One Ltd	GIS consulting services	\$ 2,156.00
02/12/2022	Teena Smith	Fitness instructor fees	\$ 300.00
16/12/2022	Teena Smith	Fitness instructor fees	\$ 375.00
16/12/2022	The Australian Santana Experience	Band performance - BPLC 60th anniversary event	\$ 1,500.00
16/12/2022	The BBQ Man	BBQ and pressure cleaning services - various locations (November 22)	\$ 5,015.22
16/12/2022	The Good Grocer Leederville IGA	Catering for various City events	\$ 1,029.98
16/12/2022	The Perth Mint	Coins for citizenship ceremony	\$ 814.00
02/12/2022	The Posy Factory	Table centre pieces - Seniors Christmas lunch	\$ 1,190.00
16/12/2022	The Royal Life Saving Society Western Australia Inc	Servicing of AIDS memorial fountain (November 22)	\$ 1,683.01
16/12/2022	The Royal Life Saving Society Western Australia Inc	Maintenance - Hyde Park water playground (October 22)	\$ 8,933.07
16/12/2022	The Royal Life Saving Society Western Australia Inc	Staff training - requalification for pool lifeguards (BPLC)	\$ 1,719.00
16/12/2022	The Royal Life Saving Society Western Australia Inc	Uniform supplies - BPLC	\$ 360.00
20/12/2022	The Trustee for Fergco Family Super Fund	Superannuation	\$ 2,328.71
02/12/2022	Theatre 180 Inc (Agelink)	Performance fee - Christmas greetings for the young at heart	\$ 770.00
02/12/2022	TJ Depiazzi & Sons	Supply of mulch	\$ 4,187.80
02/12/2022	Tom Lawton - Bobcat Hire	Bobcat hire	\$ 13,956.80
16/12/2022	Tom Lawton - Bobcat Hire	Bobcat hire	\$ 7,537.20
02/12/2022	Total Eden Pty Ltd	Reticulation supplies	\$ 492.95
16/12/2022	Total Packaging WA Pty Ltd	Supply of bin liners	\$ 4,259.20
02/12/2022	Totally Workwear Mt Hawthorn	Uniform supplies - various departments	\$ 199.95
16/12/2022	Totally Workwear Mt Hawthorn	Uniform supplies - various departments	\$ 423.45
16/12/2022	T-Quip	Plant repairs and maintenance	\$ 602.75
02/12/2022	Traffic Logistics Australia	Traffic survey services - North Perth 40kmh trial	\$ 3,640.00
02/12/2022	Tree Amigos	Street trees and parks pruning/removal - various locations	\$ 80,813.15
16/12/2022	Tree Amigos	Street trees and parks pruning/removal - various locations	\$ 77,435.06
16/12/2022	Truck Centre (WA) Pty Ltd	Truck repairs and maintenance	\$ 8,972.42
16/12/2022	Unicare Health	Disability hoist repairs - BPLC	\$ 123.75
02/12/2022	Universal Diggers	Plant hire - Depot	\$ 6,048.90
16/12/2022	Universal Diggers	Plant hire - Depot	\$ 4,206.40
02/12/2022	Upbeat Events	Entertainment and management of Footyville 2022	\$ 1,768.80
02/12/2022	Urbaqua	Consultancy - Hyde Park stormwater monitoring	\$ 6,890.40
02/12/2022	V M Boyadjian	Rebate for reusable sanitary product purchases	\$ 48.00
02/12/2022	V McGuire	Welcome to Country - Pride flag raising ceremony	\$ 650.00
16/12/2022	VendorPanel Pty Ltd	Procurement tool annual licence	\$ 5,130.40
16/12/2022	Veolia Recycling & Recovery Pty Ltd	Waste collection - BPLC (November 22)	\$ 1,567.84
16/12/2022	Vet24 Balcatta	Animal cremation services	\$ 353.25

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
02/12/2022	Vision Surveys Consulting	Feature survey - Leederville Oval	\$ 1,980.00
16/12/2022	Visual Inspirations Australia Pty Ltd	Installation/decoration of Street Christmas trees	\$ 39,497.70
02/12/2022	Vorgee Pty Ltd	Merchandise - BPLC	\$ 587.40
16/12/2022	W N Briggs	Partial refund of dog registration	\$ 150.00
16/12/2022	WA Library Supplies	Library supplies - book tape	\$ 167.70
16/12/2022	WA Rangers Association	Staff training - dangerous dogs management workshop	\$ 1,050.00
16/12/2022	WA Safety Tape & Mesh	Supply of traffic cones and bollards	\$ 1,721.00
02/12/2022	WALGA	Staff training - Effective supervision	\$ 1,089.00
02/12/2022	Water Corporation	Water charges - various locations	\$ 376.97
16/12/2022	Water Corporation	Water charges - various locations	\$ 34,074.08
16/12/2022	WATS Management Pty Ltd t/a Austraffic WA	Traffic data collection - Grosvenor Road trial	\$ 23,839.20
16/12/2022	Way Funky Company Pty Ltd	Merchandise - BPLC	\$ 698.06
02/12/2022	Welshpool Fiat Professional	Vehicle service and repairs	\$ 839.65
02/12/2022	West Australian Football Commission	Hire of video screens - WAFL Grand Final 2022	\$ 4,950.00
16/12/2022	West Coast Profilers Pty Ltd	Profiling services - Walcott Road	\$ 30,770.34
02/12/2022	Western Irrigation Pty Ltd	Reticulation repairs and maintenance	\$ 3,357.08
16/12/2022	Western Irrigation Pty Ltd	Reticulation repairs and maintenance	\$ 2,868.96
16/12/2022	Western Metropolitan Regional Council	Processing FOGO waste - November 22	\$ 54,497.19
16/12/2022	Western Metropolitan Regional Council	Verge waste collection and processing - October 22	\$ 25,734.91
16/12/2022	Western Resource Recovery Pty Ltd	Grease trap maintenance - various locations	\$ 766.70
02/12/2022	West-Sure Group Pty Ltd	Cash collection services - various locations	\$ 258.28
16/12/2022	West-Sure Group Pty Ltd	Cash collection services - various locations	\$ 2,200.23
16/12/2022	Winc Australia Pty Ltd	Office supplies and consumables	\$ 4,145.19
16/12/2022	Wolfcom Australia Pty Ltd	Uniform supplies - Rangers	\$ 643.92
02/12/2022	Work Health Professionals Pty Ltd	Immunisation program - staff	\$ 1,962.40
16/12/2022	Work Metrics Pty Ltd	Online inductions - HR	\$ 110.00
16/12/2022	Workwear Group Pty Ltd	Uniform supplies - Library	\$ 109.37
16/12/2022	Worldwide East Perth	Printing services - various departments	\$ 291.50
16/12/2022	Wow Wipes	Supply of anti bacterial wipes - BPLC	\$ 1,331.00
02/12/2022	YMCA of Perth Youth & Community Services Inc	Community budget grant 2022/23	\$ 55,000.00
02/12/2022	YogaNut	Fitness instructor fees	\$ 126.00
16/12/2022	YogaNut	Fitness instructor fees	\$ 252.00
02/12/2022	Yolande Gomez	Fitness instructor fees	\$ 566.00
16/12/2022	Yolande Gomez	Fitness instructor fees	\$ 412.00
16/12/2022	Youth Disability Advocacy Network	International day of people with disability youth event	\$ 400.00
02/12/2022	Zenien	CCTV upgrade, maintenance and support - Beaufort Street	\$ 34,400.92
16/12/2022	Zipform	Rates notices 2022/23 -3rd instalment	\$ 6,166.25
			<b>\$ 6,918,638.02</b>

<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
<b>Payroll</b>			
06/12/22	Pay 12		\$ 759,895.24
09/12/22	Ad hoc		\$ 4,383.93
21/12/22	Ad hoc		\$ 2,687.34
22/12/22	Pay 13		\$ 689,814.58
<b>Total Payroll</b>			<b>\$ 1,456,781.09</b>
<b>Total Payments</b>			<b>\$ 8,375,419.11</b>

<b>Creditors Report - Payments by Cheque</b>				
<b>01/12/22 to 31/12/22</b>				
<b><i>Creditor</i></b>	<b><i>Date</i></b>	<b><i>Payee</i></b>	<b><i>Description</i></b>	<b><i>Amount</i></b>
00082733	13/12/2022	Petty Cash - Beatty Park Leisure Centre	Petty cash recoup	\$ 325.55
00082734	13/12/2022	Petty Cash - Depot	Petty cash recoup	\$ 196.65
<b>Total Nett Cheque Payments</b>				<b>\$ 522.20</b>

Creditors Report - Payments by Direct Debit				
01/12/22 to 31/12/22				
Credit Card Transactions for the Period 5 November 22 - 6 December 22				
Card Holder	Date	Payee	Description	Amount
CEO	02/12/2022	WA News	WA newspaper subscription - digital and paper	\$ 83.60
Director Strategy & Development	23/11/2022	Department of Justice	Prosecution proceedings	\$ 166.30
Director Infrastructure & Environment	10/11/2022	Institute of Public Works	Staff training - Engineering	\$ 456.75
	10/11/2022	Institute of Public Works	Staff training - Engineering	\$ 1,827.00
	14/11/2022	Mia Flora Garden Centre	Prizes - COV garden competition	\$ 350.00
	14/11/2022	Zanthorrea Pty Ltd	Prizes - COV garden competition	\$ 500.00
	14/11/2022	Duende Tapas Bar	Prizes - COV garden competition	\$ 254.97
	14/11/2022	Kitsch	Prizes - COV garden competition	\$ 254.97
	14/11/2022	The Beaufort	Prizes - COV garden competition	\$ 259.35
	14/11/2022	The Cabin	Prizes - COV garden competition	\$ 254.00
	14/11/2022	LnJ Garden	Prizes - COV garden competition	\$ 100.00
	14/11/2022	LnJ Garden	Prizes - COV garden competition	\$ 100.00
	15/11/2022	Bar Botanik	Prizes - COV garden competition	\$ 350.00
	17/11/2022	Woolworths	Catering for City event - staff	\$ 84.85
	17/11/2022	Rashan Pty Ltd	Prizes - bin tagging competition	\$ 150.00
	28/11/2022	Tsukeba	Catering for City event - Council	\$ 227.20
				\$ 5,169.09
Manager Marketing and Partnerships	06/11/2022	Facebook	Advertising	\$ 2.20
	07/11/2022	Facebook	Advertising	\$ 269.23
	08/11/2022	Woolworths Online	Catering for City event - Seniors morning tea	\$ 75.15
	10/11/2022	Mailchimp	Email campaign	\$ 1,880.60
	15/11/2022	Kmart	Raffle prizes for Seniors Christmas lunch	\$ 186.00
	15/11/2022	CPP Citiplace	Parking fee - external meeting	\$ 10.10
	15/11/2022	ASIC	Company search	\$ 9.00
	16/11/2022	KMart	Refund	-\$ 9.00
	16/11/2022	KMart	Raffle prizes for Seniors Christmas lunch	\$ 120.00
	17/11/2022	Coles Online	Raffle prizes for Seniors Christmas lunch	\$ 149.50
	18/11/2022	The Good Guys	Purchase of microwave - Customer service	\$ 119.00
	23/11/2022	Asana.com	Subscription - work flow graphic design tool	\$ 926.20
	23/11/2022	International transaction fee	Subscription - work flow graphic design tool	\$ 23.16

<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
	25/11/2022	Shutterstock	Image download subscription	\$ 99.00
	01/12/2022	Kmart	Raffle prizes for Seniors Christmas lunch	\$ 50.00
	01/12/2022	UWA	Parking fee - external meeting	\$ 6.00
	01/12/2022	UWA	Parking fee - external meeting	\$ 2.50
	01/12/2022	Officeworks	Art supplies - activity at IDPWD event	\$ 101.35
				<b>\$ 4,019.99</b>
Council Liaison Officer	08/11/2022	Bun Mee	Catering for City event - Council	\$ 43.60
	08/11/2022	Tsuke-Ba	Catering for City event - Council	\$ 252.00
	15/11/2022	Bun Mee	Catering for City event - Council	\$ 52.10
	15/11/2022	Tsuke-Ba	Catering for City event - Council	\$ 226.00
	22/11/2022	Bun Mee	Catering for City event - Council	\$ 59.10
	22/11/2022	Tsuke-Ba	Catering for City event - Council	\$ 148.00
				<b>\$ 780.80</b>
Branch Librarian	08/11/2022	State Library of WA	Films from for Beatty Park Video project	\$ 110.00
	14/11/2022	Spotto WA	Taxi charge - after taking COV van for service	\$ 39.48
	15/11/2022	Live Taxi Australia	Taxi charge - after taking COV van for service	\$ 41.68
	17/11/2022	The Good Grocer	Catering for City event - workshop	\$ 26.69
	21/11/2022	Shiftingpar	Supplies for Alzheimers sensory packs	\$ 202.50
	24/11/2022	Jigsaw Store	Supplies for young people services	\$ 222.05
	01/12/2022	Elite Office Furniture	Purchase of bookshelves - processing room	\$ 681.00
	02/12/2022	Alia	Promotional materials - National simultaneous story time	\$ 75.00
				<b>\$ 1,398.40</b>
Manager ICT	05/11/2022	Landis Technologies	Software licence - call centre for Customer Service	\$ 1,394.79
	05/11/2022	International transaction fee	Software licence - call centre for Customer Service	\$ 34.87
	05/11/2022	Sendgrid	Application programming interface software	\$ 142.55
	05/11/2022	International transaction fee	Application programming interface software	\$ 3.56
	05/11/2022	Deputy	Online timesheet software	\$ 1,179.75
	05/11/2022	Intruder Systems Ltd	Subscription - cyber security testing	\$ 397.45
	05/11/2022	International transaction fee	Subscription - cyber security testing	\$ 9.94
	05/11/2022	Electionbuddy.com	EBA voting software	\$ 156.89
	05/11/2022	International transaction fee	EBA voting software	\$ 3.92
	05/11/2022	Electionbuddy.com	EBA voting software	\$ 91.91
	05/11/2022	International transaction fee	EBA voting software	\$ 2.30
	15/11/2022	ACMA	CCTV radio link communications licence	\$ 71.00

<b>Card Holder</b>	<b>Date</b>	<b>Payee</b>	<b>Description</b>	<b>Amount</b>
	19/11/2022	Zoom	Video conferencing	\$ 445.37
	22/11/2022	M2M One Pty Ltd	Mobile SIMs for parks reticulation devices	\$ 411.31
	23/11/2022	SimplyBook.Me	Beatty Park creche booking software	\$ 800.00
	28/11/2022	Node 1 Internet	Fixed wireless internet	\$ 119.00
	29/11/2022	RHPS	Parking fee - external meeting	\$ 10.00
	29/11/2022	Netregistry	Domain renewal - beattypark.com.au	\$ 27.15
	29/11/2022	BuildingPoint Australia	Sketchup software annual subscription	\$ 440.00
	29/11/2022	Holey Moley Australia	ICT team rewards and recognition	\$ 304.00
	01/12/2022	Safetyculture	Mobile inspection application	\$ 396.00
	02/12/2022	Assetsonar.com	Subscription - cyber security testing	\$ 343.25
	02/12/2022	International transaction fee	Subscription - cyber security testing	\$ 8.58
	03/12/2022	Intruder Systems Ltd	Subscription - cyber security testing	\$ 371.93
	03/12/2022	International transaction fee	Subscription - cyber security testing	\$ 9.30
	05/12/2022	Landis Technologies	Software licence - call centre for Customer Service	\$ 1,305.02
	05/12/2022	International transaction fee	Software licence - call centre for Customer Service	\$ 32.63
				<b>\$ 8,512.47</b>
Procurement and Contracts Officer	05/11/2022	Chu	Catering for City event - staff	\$ 252.83
	17/11/2022	Harvard Business Review	Purchase of project management handbook toolkit	\$ 178.34
	17/11/2022	International transaction fee	Purchase of project management handbook toolkit	\$ 4.46
	18/11/2022	Claisebrook Design Community	Hire of space - policy and place team workshop	\$ 407.00
	30/11/2022	Kogan.com	Supply of iPad cover - Council	\$ 69.95
				<b>\$ 912.58</b>
<b>Total Corporate Credit Cards</b>				<b>\$ 21,043.23</b>
<b>Direct Debits</b>				
Lease Fees	21/12/2022	Pitney Bowes Leasing	Postal scales	\$ 395.83
Loan Repayments		Treasury Corporation	Department Sport and Recreation Building, Loftus Centre, Loftus Underground Car Park and Beatty Park Leisure Centre	\$ 132,300.26
Bank Fees and Charges		Commonwealth Bank	Bank fees	\$ 35,676.41
<b>Total Direct Debits including Credit Cards</b>				<b>\$ 189,415.73</b>

**11.5 INVESTMENT REPORT AS AT 30 NOVEMBER 2022**

**Attachments:** 1. **Investment Statistics as at 30 November 2022**  

**RECOMMENDATION:**

**That Council NOTES the Investment Statistics for the month ended 30 November 2022 as detailed in Attachment 1.**

**PURPOSE OF REPORT:**

To advise Council of the nature and value of the City's Investments as at 30 November 2022 and the interest amounts earned YTD.

**BACKGROUND:**

The City's surplus funds are invested in bank term deposits for various terms to facilitate maximum investment returns in accordance with the City's Investment Policy (No. 1.2.4).

Details of the investments are included in **Attachment 1** and outline the following information:

- Investment performance and policy compliance charts;
- Investment portfolio data;
- Investment interest earnings; and
- Current investment holdings.

**DETAILS:****Summary of key investment decisions in this reporting period**

The City has invested a total of \$4.4m in the month of November 2022 to a non-fossil fuel funding bank.

**Investment Status**

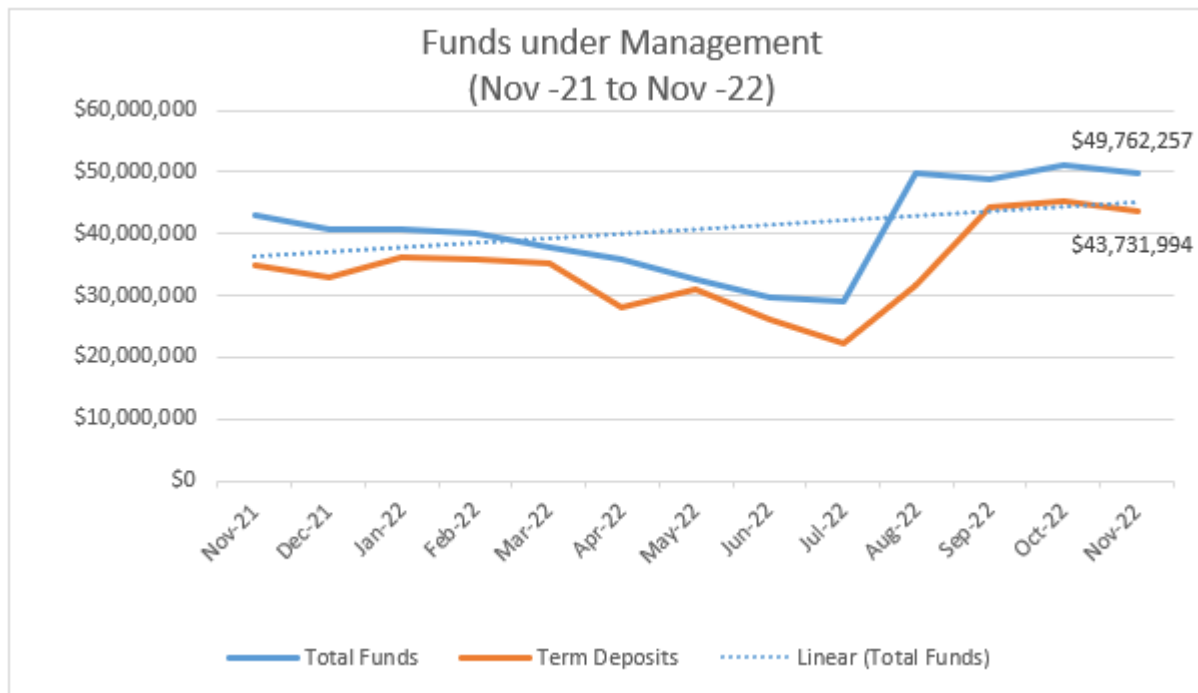
The City's investment portfolio is diversified across several accredited financial institutions.

As at 30 November 2022, the total funds held in the City's operating accounts (including on call) was \$49,762,256 compared to \$43,126,708 for the period ended 30 November 2021. All funds are interest bearing as at 30 November 2022.

The total term deposit investments for the period ended 30 November 2022 were \$43,731,994 compared to \$35,022,223 for the period ended 30 November 2021.



The following chart shows funds under management from November 2021 to November 2022:



### Interest Status

Total accrued interest earned on investments as at 30 November 2022 is:

Total Accrued Interest Earned on Investment	Budget Adopted	Budget YTD	Actual YTD	% of YTD Budget
Municipal	\$120,000	\$50,000	\$253,400	211.2%
Reserve	\$80,000	\$33,335	\$171,230	214.0%
<b>Subtotal</b>	<b>\$200,000</b>	<b>\$83,335</b>	<b>\$424,630</b>	<b>212.3%</b>
Leederville Gardens Inc Surplus Trust*	\$0	\$0	\$41,859	N/A
<b>Total</b>	<b>\$200,000</b>	<b>\$83,335</b>	<b>\$466,489</b>	<b>233.2%</b>

\*Interest estimates for Leederville Gardens Inc. Surplus Trust were not included in the 2022/22 Budget as actual interest earned is restricted.

The City has a weighted average interest rate of 3.13% for current investments compared to the Reserve Bank 90 day accepted bill rate for November 2022 of 3.06%.

### Sustainable Investments

The City's investment policy requires that in the first instance, the City considers rate of return of the fund. All things being equal, the City then prioritises funds with no current record of funding fossil fuels. The City can increase the number of non-fossil fuel lenders but will potentially result in a lower rate of return.

Administration utilises a platform called 'Yield Hub' to ascertain the level of exposure banks have in fossil fuel activities and to determine daily interest rates published by banks.

The investment guidelines which is the supplementary document to the Council Investment Policy has been updated to increase the maximum exposure limits to divested institutions, this has now been increased to 90% as reflected in the below table. The majority of divested institutions lie within A-2 and A-1+ categories.

Short Term Rating (Standard & Poor's) or Equivalent	Direct Investments Maximum %with any one institution		Maximum % of Total Portfolio	
	Guideline	Current position	Guideline	Current position
A1+	30%	12.0%	90%	13.9%
A-1	25%	14.1%	90%	14.1%
A-2	20%	19.1%	90%	72.0%

Administration will continuously explore options to ascertain if a balanced investment strategy can be developed where investments in divested banks can be increased with a minimal opportunity cost of loss in interest rate returns for instances when banks not divested in fossil fuel activities offer a higher rate of return.

### RISK MANAGEMENT IMPLICATIONS

Low: Administration has developed effective controls to ensure funds are invested in accordance with the City's Investment Policy. This report enhances transparency and accountability for the City's investments.

### STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

#### Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

### SUSTAINABILITY IMPLICATIONS:

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*, however focussing on non-fossil fuel investments contributes to a Sustainable Environment.

### PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes of the City's Public Health Plan 2020-2025.

### FINANCIAL/BUDGET IMPLICATIONS:

The financial implications of this report are as noted in the details section of the report. Administration is satisfied that appropriate and responsible measures are in place to protect the City's financial assets.



**CITY OF VINCENT  
CURRENT INVESTMENT HOLDING  
AS AT 30 NOVEMBER 2022**

Funds	Institution	Investment Date	Maturity Date	Interest Rate	Principal \$
<b><u>OPERATING ACCOUNTS</u></b>					
Municipal	Commonwealth Bank of Australia	Ongoing		2.60%	4,975,776
Municipal	Commonwealth Bank of Australia			2.95%	1,054,487
<b>Total Operating Funds</b>					<b>6,030,263</b>
<b><u>TERM DEPOSITS</u></b>					
Leederville Gardens Inc Surplus Trust	National Australia Bank	12/01/2022	13/01/2023	0.70%	902,360
Leederville Gardens Inc Surplus Trust	Members Equity Bank	19/05/2022	19/05/2023	3.15%	19,060
Leederville Gardens Inc Surplus Trust	MyState Bank	30/06/2022	30/06/2023	4.00%	1,960,457
Municipal	AMP Bank	10/08/2022	08/02/2023	3.80%	3,000,000
Municipal	Members Equity Bank	29/03/2022	04/01/2023	1.20%	2,000,000
Municipal	Macquarie Bank	22/03/2022	22/03/2023	1.25%	4,500,000
Reserve	Defence Bank	19/05/2022	15/12/2022	2.55%	4,500,000
Reserve	Macquarie Bank	29/03/2022	29/03/2023	1.60%	2,500,000
Reserve	Members Equity Bank	19/05/2022	19/05/2023	3.15%	4,000,000
Municipal	AMP Bank	28/09/2022	16/01/2023	3.95%	2,500,000
Municipal	MyState Bank	29/09/2022	15/02/2023	3.90%	3,000,000
Municipal	MyState Bank	29/09/2022	12/04/2023	4.20%	4,500,000
Reserve	AMP Bank	04/08/2022	04/08/2023	4.20%	4,000,000
Municipal	Police and Nurses	27/10/2022	23/02/2023	3.64%	2,000,000
Leederville Gardens Inc Surplus Trust	Beyond Bank	04/11/2022	03/11/2023	4.55%	850,117
Municipal	Beyond Bank	04/11/2022	03/06/2023	4.40%	3,500,000
<b>Total Term Deposits</b>					<b>43,731,994</b>
<b>Total Investment Including At Call</b>					<b>49,762,257</b>



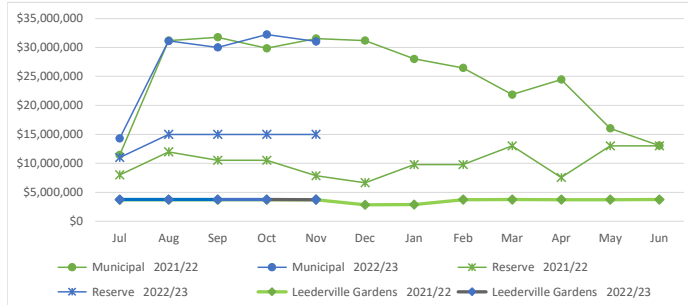
**CITY OF VINCENT  
INVESTMENT PORTFOLIO  
AS AT 30 NOVEMBER 2022**

	Municipal	Reserve	Leederville Gardens Inc Surplus Trust	Total	Total
	\$	\$	\$	\$	%
<b>BY INVESTMENT HOLDINGS</b>					
Municipal Account	4,975,776	0	0	4,975,776	10.0%
Online Saver	1,054,487	0	0	1,054,487	2.1%
Term Deposits	25,000,000	15,000,000	3,731,994	43,731,994	87.9%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.0%</b>
<b>BY INSTITUTION</b>					
Commonwealth Bank of Australia	6,030,263	0	0	6,030,263	12.00%
Members Equity Bank	2,000,000	4,000,000	19,060	6,019,060	11.92%
National Australia Bank	0	0	902,360	902,360	1.78%
AMP Bank	5,500,000	4,000,000	0	9,500,000	19.10%
Beyond Bank	3,500,000	0	850,117	4,350,117	8.80%
Macquarie Bank	4,500,000	2,500,000	0	7,000,000	14.10%
Defence Bank	0	4,500,000	0	4,500,000	9.1%
Police and Nurses	2,000,000	0	0	2,000,000	4.1%
MyState Bank	7,500,000	0	1,960,457	9,460,457	19.1%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.00%</b>
<b>BY CREDIT RATINGS (SHORT-TERM ISSUE)</b>					
A-1+	6,030,263	0	902,360	6,932,623	13.9%
A-1	4,500,000	2,500,000	0	7,000,000	14.1%
A-2	20,500,000	12,500,000	2,829,634	35,829,634	72.0%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.0%</b>
<b>BY TERMS</b>					
0-30 days	6,030,263	0	0	6,030,263	12.1%
91-180 days	7,500,000	0	0	7,500,000	15.1%
181-270 days	11,000,000	4,500,000	0	15,500,000	31.1%
271-365 days	6,500,000	10,500,000	3,731,994	20,731,994	41.7%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.0%</b>
<b>BY MATURITY</b>					
0-30 days	6,030,263	4,500,000	0	10,530,263	21.2%
31-90 days	12,500,000	0	902,360	13,402,360	26.9%
91-180 days	9,000,000	6,500,000	19,060	15,519,060	31.2%
181-270 days	3,500,000	4,000,000	1,960,457	9,460,457	19.0%
271-365 days	0	0	850,117	850,117	1.7%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.0%</b>
<b>BY FOSSIL FUEL EXPOSURE</b>					
Fossil Fuel Investments	16,030,263	6,500,000	902,360	23,432,623	47.1%
Non Fossil Fuel Investments	15,000,000	8,500,000	2,829,634	26,329,634	52.9%
	<b>31,030,263</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>49,762,257</b>	<b>100.0%</b>

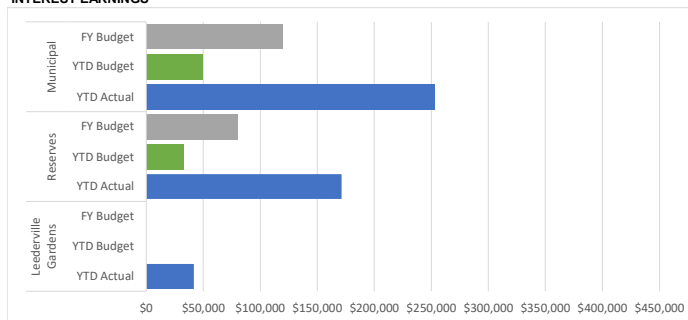


**CITY OF VINCENT  
INVESTMENT PERFORMANCE  
AS AT 30 NOVEMBER 2022**

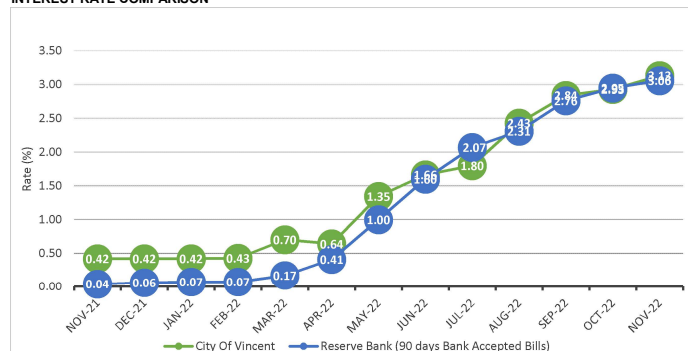
**FUNDS INVESTED**



**INTEREST EARNINGS**



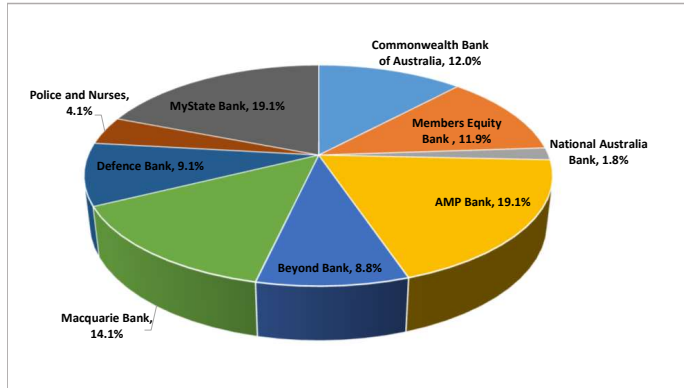
**INTEREST RATE COMPARISON**



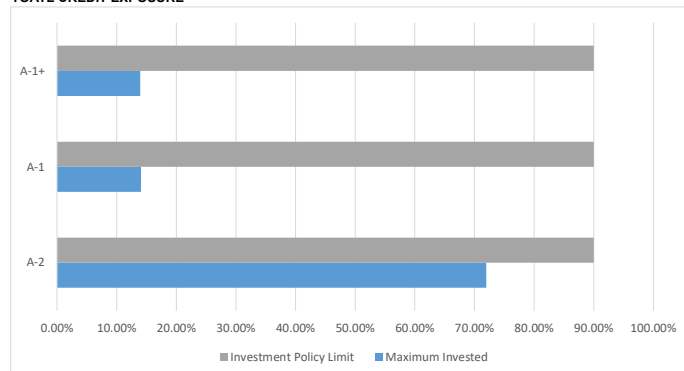


**CITY OF VINCENT  
INVESTMENT POLICY COMPLIANCE  
AS AT 30 NOVEMBER 2022**

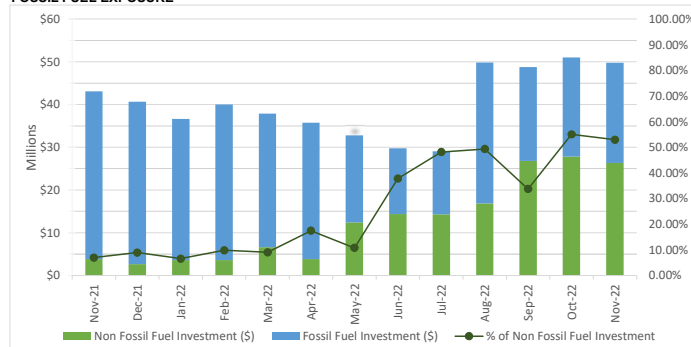
**TOTAL PORTFOLIO EXPOSURE**



**TOATL CREDIT EXPOSURE**



**FOSSIL FUEL EXPOSURE**





**CITY OF VINCENT  
INVESTMENT INTEREST EARNINGS  
AS AT 30 NOVEMBER 2022**

	YTD 30/11/2022 \$	PY YTD 30/11/2021 \$	FY 2022/23 \$	PY FY 2021/22 \$
<b>MUNICIPAL FUNDS</b>				
Budget	50,000	18,109	120,000	100,000
Interest Earnings	253,400	30,080	253,400	98,791
% Income to Budget	506.8%	166.1%	211.2%	98.6%
<b>RESERVE FUNDS</b>				
Budget	33,335	34,567	80,000	100,000
Interest Earnings	171,230	19,073	171,230	80,469
% Income to Budget	513.7%	55.2%	214.0%	80.5%
<b>LEEDERVILLE GARDENS INC SURPLUS TRUST</b>				
Budget	0	0	0	0
Interest Earnings	41,859	31,128	41,859	58,921
% Income to Budget	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>				
Budget	83,335	52,676	200,000	200,000
Interest Earnings	466,489	80,281	466,489	238,180
% Income to Budget	559.8%	152.4%	233.2%	119.1%
Variance	383,154	27,605	266,489	38,180
% Variance to Budget	459.8%	52.4%	133.2%	19.1%
<b>TOTAL (EXCL. LEEDERVILLE GARDENS INC SURPLUS TRUST)</b>				
Budget	83,335	52,676	200,000	200,000
Interest Earnings	424,630	49,153	424,630	179,259
% Income to Budget	509.6%	93.3%	212.3%	89.6%
Variance	341,295	(3,523)	224,630	(20,741)
% Variance to Budget	409.6%	(6.7%)	112.3%	(10.4%)

**11.6 INVESTMENT REPORT AS AT 31 DECEMBER 2022**

**Attachments:** 1. Investment Statistics as at 31 December 2022  

**RECOMMENDATION:**

That Council **NOTES** the Investment Statistics for the month ended 31 December 2022 as detailed in Attachment 1.

**PURPOSE OF REPORT:**

To advise Council of the nature and value of the City's Investments as at 31 December 2022 and the interest amounts earned YTD.

**BACKGROUND:**

The City's surplus funds are invested in bank term deposits for various terms to facilitate maximum investment returns in accordance with the City's Investment Policy (No. 1.2.4).

Details of the investments are included in **Attachment 1** and outline the following information:

- Investment performance and policy compliance charts;
- Investment portfolio data;
- Investment interest earnings; and
- Current investment holdings.

**DETAILS:****Summary of key investment decisions in this reporting period**

No funds were invested in term deposits during December to manage at call cash levels and due to the timing of maturities around the Christmas shutdown period.

**Investment Status**

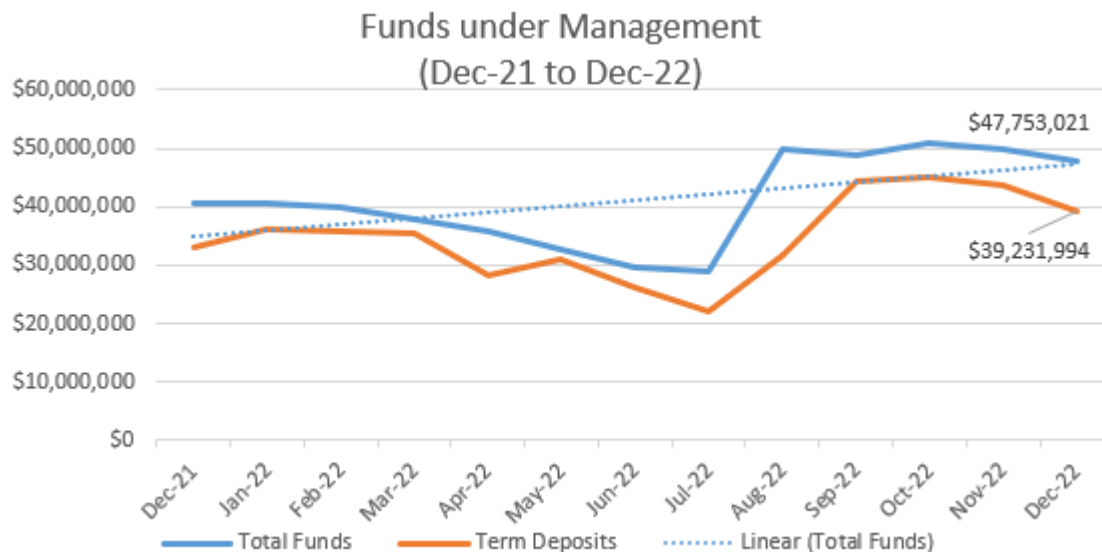
The City's investment portfolio is diversified across several accredited financial institutions.

As at 31 December 2022, the total funds held in the City's operating accounts (including on call) was \$47,753,022 compared to \$40,661,218 for the period ended 31 December 2021. All funds are interest bearing as at 31 December 2022.

The total term deposit investments for the period ended 31 December 2022 were \$39,231,994 compared to \$32,931,264 for the period ended 31 December 2021.



The following chart shows funds under management from December 2021 to December 2022:



### Interest Status

Total accrued interest earned on investments as at 31 December 2022 is:

Total Accrued Interest Earned on Investment	Budget Adopted	Budget YTD	Actual YTD	% of YTD Budget
Municipal	\$120,000	\$60,000	\$273,377	455.6%
Reserve	\$80,000	\$40,002	\$247,920	619.8%
<b>Subtotal</b>	<b>\$200,000</b>	<b>\$100,002</b>	<b>\$521,297</b>	<b>521.3%</b>
Leederville Gardens Inc Surplus Trust*	\$0	\$0	\$52,392	N/A
<b>Total</b>	<b>\$200,000</b>	<b>\$100,002</b>	<b>\$573,689</b>	<b>573.7%</b>

\*Interest estimates for Leederville Gardens Inc. Surplus Trust were not included in the 2022/22 Budget as actual interest earned is restricted.

The City has a weighted average interest rate of 3.20% for current investments compared to the Reserve Bank 90 day accepted bill rate for December 2022 of 3.17%.

### Sustainable Investments

The City's investment policy requires that in the first instance, the City considers rate of return of the fund. All things being equal, the City then prioritises funds with no current record of funding fossil fuels. The City can increase the number of non-fossil fuel investments but will potentially result in a lower rate of return.

Administration utilises a platform called 'Yield Hub' to ascertain the level of exposure banks have in fossil fuel activities and to determine daily interest rates published by banks.

The investment guidelines which is the supplementary document to the Council Investment Policy has been updated to increase the maximum exposure limits to divested institutions, this has now been increased to 90% as reflected in the below table. The majority of divested institutions lie within A-2 and A-1+ categories.

Short Term Rating (Standard & Poor's) or Equivalent	Direct Investments Maximum %with any one institution		Maximum % of Total Portfolio	
	Guideline	Current position	Guideline	Current position
A1+	30%	17.8%	90%	24.0%
A-1	25%	14.7%	90%	14.7%
A-2	20%	19.9%	90%	61.3%

Administration will continuously explore options to ascertain if a balanced investment strategy can be developed where investments in divested banks can be increased with a minimal opportunity cost of loss in interest rate returns for instances when banks not divested in fossil fuel activities offer a higher rate of return.

### RISK MANAGEMENT IMPLICATIONS

Low: Administration has developed effective controls to ensure funds are invested in accordance with the City's Investment Policy. This report enhances transparency and accountability for the City's investments.

### STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

#### Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

*Our community is aware of what we are doing and how we are meeting our goals.*

*Our community is satisfied with the service we provide.*

*We are open and accountable to an engaged community.*

### SUSTAINABILITY IMPLICATIONS:

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*, however focussing on non-fossil fuel investments contributes to a Sustainable Environment.

### PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes of the City's Public Health Plan 2020-2025.

### FINANCIAL/BUDGET IMPLICATIONS:

The financial implications of this report are as noted in the details section of the report. Administration is satisfied that appropriate and responsible measures are in place to protect the City's financial assets.

**CITY OF VINCENT  
CURRENT INVESTMENT HOLDING  
AS AT 31 DECEMBER 2022**

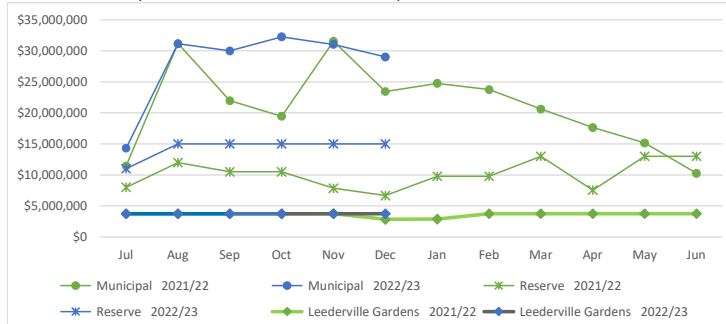
Funds	Institution	Investment Date	Maturity Date	Interest Rate	Principal \$
<b><u>OPERATING ACCOUNTS</u></b>					
Municipal	Commonwealth Bank of Australia	Ongoing		2.85%	4,958,605
Municipal	Commonwealth Bank of Australia			3.20%	3,562,422
<b>Total Operating Funds</b>					<b>8,521,028</b>
<b><u>TERM DEPOSITS</u></b>					
Leederville Gardens Inc Surplus Trust	Beyond Bank	04/11/2022	03/11/2023	4.55%	850,117
Leederville Gardens Inc Surplus Trust	Members Equity Bank	19/05/2022	19/05/2023	3.15%	19,060
Leederville Gardens Inc Surplus Trust	MyState Bank	30/06/2022	30/06/2023	4.00%	1,960,457
Leederville Gardens Inc Surplus Trust	National Australia Bank	12/01/2022	13/01/2023	0.70%	902,360
Municipal	AMP Bank	10/08/2022	08/02/2023	3.80%	3,000,000
Municipal	AMP Bank	28/09/2022	16/01/2023	3.95%	2,500,000
Municipal	Beyond Bank	04/11/2022	03/06/2023	4.40%	3,500,000
Municipal	Members Equity Bank	29/03/2022	04/01/2023	1.20%	2,000,000
Municipal	MyState Bank	29/09/2022	15/02/2023	3.90%	3,000,000
Municipal	MyState Bank	29/09/2022	12/04/2023	4.20%	4,500,000
Municipal	National Australia Bank	27/10/2022	23/02/2023	3.15%	2,000,000
Reserve	AMP Bank	04/08/2022	04/08/2023	4.20%	4,000,000
Reserve	Macquarie Bank	29/03/2022	29/03/2023	1.60%	2,500,000
Reserve	Members Equity Bank	19/05/2022	19/05/2023	3.15%	4,000,000
Reserve	Macquarie Bank	22/03/2022	22/03/2023	1.25%	4,500,000
<b>Total Term Deposits</b>					<b>39,231,994</b>
<b>Total Investment Including At Call</b>					<b>47,753,022</b>

**CITY OF VINCENT  
INVESTMENT PORTFOLIO  
AS AT 31 DECEMBER 2022**

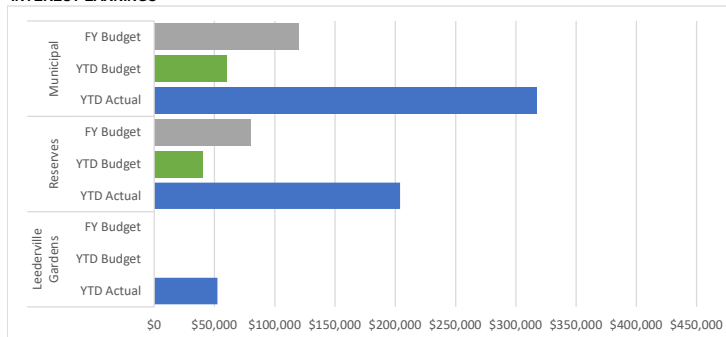
	Municipal	Reserve	Leederville Gardens Inc Surplus Trust	Total	Total
	\$	\$	\$	\$	%
<b>BY INVESTMENT HOLDINGS</b>					
Municipal Account	4,958,605	0	0	4,958,605	10.4%
Online Saver	3,562,422	0	0	3,562,422	7.5%
Term Deposits	20,500,000	15,000,000	3,731,994	39,231,994	82.2%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>
<b>BY INSTITUTION</b>					
Beyond Bank	3,500,000	0	850,117	4,350,117	9.1%
Commonwealth Bank of Australia	8,521,028	0	0	8,521,028	17.8%
Members Equity Bank	2,000,000	4,000,000	19,060	6,019,060	12.6%
National Australia Bank	2,000,000	0	902,360	2,902,360	6.1%
AMP Bank	5,500,000	4,000,000	0	9,500,000	19.9%
Macquarie Bank	0	7,000,000	0	7,000,000	14.7%
MyState Bank	7,500,000	0	1,960,457	9,460,457	19.8%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>
<b>BY CREDIT RATINGS (SHORT-TERM ISSUE)</b>					
A-1+	10,521,028	0	902,360	11,423,388	24.0%
A-1	0	7,000,000	0	7,000,000	14.7%
A-2	18,500,000	8,000,000	2,829,634	29,329,634	61.3%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>
<b>BY TERMS</b>					
0-30 days	8,521,028	0	0	8,521,028	17.8%
91-180 days	7,500,000	0	0	7,500,000	15.7%
181-270 days	11,000,000	0	0	11,000,000	23.0%
271-365 days	2,000,000	15,000,000	3,731,994	20,731,994	43.4%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>
<b>BY MATURITY</b>					
0-30 days	13,021,028	0	902,360	13,923,388	29.2%
31-90 days	8,000,000	7,000,000	0	15,000,000	31.4%
91-180 days	8,000,000	4,000,000	19,060	12,019,060	25.2%
181-270 days	0	4,000,000	1,960,457	5,960,457	12.5%
271-365 days	0	0	850,117	850,117	1.8%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>
<b>BY FOSSIL FUEL EXPOSURE (as determined by <a href="http://www.marketforces.org.au">www.marketforces.org.au</a>)</b>					
Fossil Fuel Investments	16,021,028	11,000,000	902,360	27,923,388	58.5%
Non Fossil Fuel Investments	13,000,000	4,000,000	2,829,634	19,829,634	41.5%
	<b>29,021,028</b>	<b>15,000,000</b>	<b>3,731,994</b>	<b>47,753,022</b>	<b>100.0%</b>

**CITY OF VINCENT  
INVESTMENT PERFORMANCE  
AS AT 31 DECEMBER 2022**

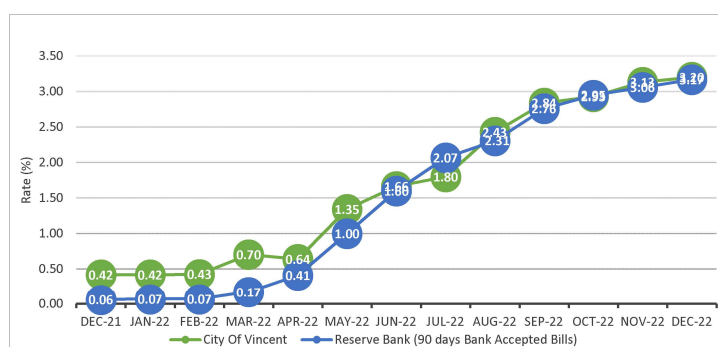
**FUNDS INVESTED (ONLINE SAVER AND TERM DEPOSITS)**



**INTEREST EARNINGS**

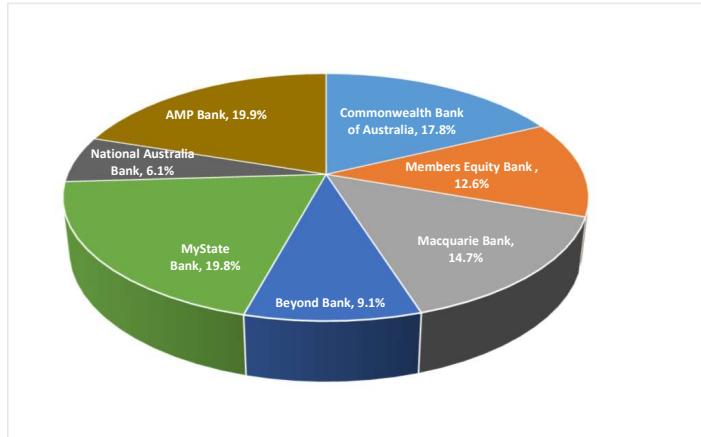


**INTEREST RATE COMPARISON**

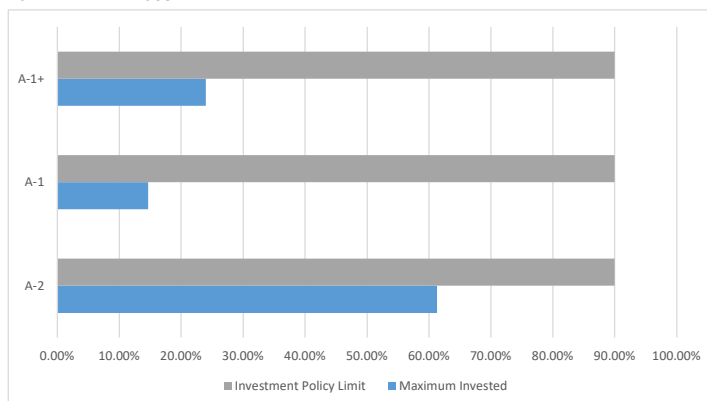


**CITY OF VINCENT  
INVESTMENT POLICY COMPLIANCE  
AS AT 31 DECEMBER 2022**

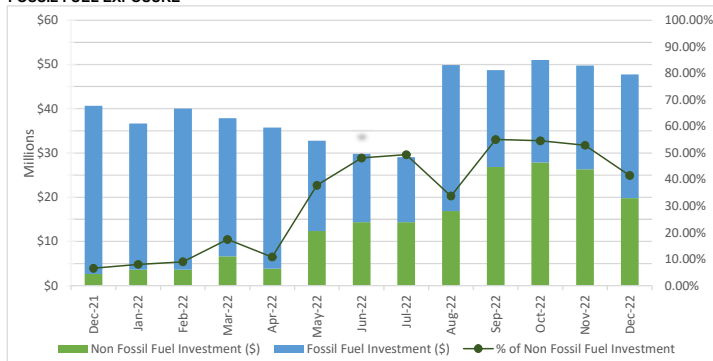
**TOTAL PORTFOLIO EXPOSURE**



**TOATL CREDIT EXPOSURE**



**FOSSIL FUEL EXPOSURE**



\* Selection of non fossil fuel investments is based on information provided by [www.marketforces.org.au](http://www.marketforces.org.au).

**CITY OF VINCENT  
INVESTMENT INTEREST EARNINGS  
AS AT 31 DECEMBER 2022**

	YTD 31/12/2022	PY YTD 31/12/2021	FY 2022/23	PY FY 2021/22
	\$	\$	\$	\$
<b>MUNICIPAL FUNDS</b>				
Budget	60,000	29,646	120,000	100,000
Interest Earnings	273,377	39,879	273,377	98,791
% Income to Budget	455.6%	134.5%	227.8%	98.6%
<b>RESERVE FUNDS</b>				
Budget	40,002	39,246	80,000	100,000
Interest Earnings	247,920	22,902	247,920	80,469
% Income to Budget	619.8%	58.4%	309.9%	80.5%
<b>LEEDERVILLE GARDENS INC SURPLUS TRUST</b>				
Budget	0	0	0	0
Interest Earnings	52,392	34,913	52,392	58,921
% Income to Budget	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>				
Budget	100,002	68,892	200,000	200,000
Interest Earnings	573,689	97,694	573,689	238,180
% Income to Budget	573.7%	141.8%	286.8%	119.1%
Variance	473,687	28,802	373,689	38,180
% Variance to Budget	473.7%	41.8%	186.8%	19.1%
<b>TOTAL (EXCL. LEEDERVILLE GARDENS INC SURPLUS TRUST)</b>				
Budget	100,002	68,892	200,000	200,000
Interest Earnings	521,297	62,781	521,297	179,259
% Income to Budget	521.3%	91.1%	260.7%	89.6%
Variance	421,295	(6,111)	321,297	(20,741)
% Variance to Budget	421.3%	(8.9%)	160.7%	(10.4%)

**11.7 OUTCOME OF ADVERTISING - SPONSORSHIP TO THE CITY POLICY**

- Attachments:**
1. **Sponsorship to the City Policy**  
  2. **Original Sponsorship to the City Policy 2010**  

**RECOMMENDATION:**

That Council **ADOPTS** the Sponsorship to the City Policy at Attachment 1.

**PURPOSE OF REPORT:**

To present the outcome of community consultation and seek approval to adopt the Sponsorship to the City Policy at **Attachment 1**.

**BACKGROUND:**

The Sponsorship to the City Policy (Policy) was adopted in November 2010 to establish guidelines for City staff when sponsorship is sought or obtained for City programs, facilities, and events.

At its 15 November 2022 Meeting, Council approved community consultation for its intention to amend the Policy.

Significant changes were made to the original Policy, included at **Attachment 2**.

In accordance with the City's [Community and Stakeholder Engagement Policy](#), community consultation was undertaken for 22 days between 24 November and 16 December 2022.

The Policy was advertised on the City of Vincent website, social media and by public notice as follows:

- Perth Now (Central) – Thursday 24 November 2022; and
- Notice displayed on the notice board at the City's Administration and Library and Local History Centre.

No public submissions were received during the community consultation period.

**DETAILS:**

The Policy has been simplified to provide high level guidance on:

- acceptable and unacceptable sponsor partners (clause 2);
- conflicts of interest (clause 3);
- personal benefits (clause 4); and
- the role of Council Members (clause 5).

Procedural guidance for staff has been removed but the intent of the Policy remains.

The objective of the Policy is to provide guidelines for City officers on seeking financial and in-kind sponsorships for the City.

**CONSULTATION/ADVERTISING:**

No further consultation is required.

**LEGAL/POLICY:**

Section 2.7(2)(b) of the Act provides Council with the power to determine policies.

The City's [Policy Development and Review Policy](#) sets out the process for repealing and adopting policies.

There is no legislative requirement for the Policy.



**RISK MANAGEMENT IMPLICATIONS**

Low: Adopting the Policy is low risk.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Connected Community

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.*

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.*

**SUSTAINABILITY IMPLICATIONS:**

This does not contribute to any environmental sustainability outcomes. This activity is environmentally neutral.

**PUBLIC HEALTH IMPLICATIONS:**

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

Nil

# SPONSORSHIP TO THE CITY POLICY



Legislation / local law requirements	N/A
Relevant delegations	Nil
Related policies, procedures and supporting documentation	<a href="#">Code of Conduct for City of Vincent Employees and Contractors;</a> <a href="#">Nominated Members Code;</a> and <a href="#">Attendance at Events Policy</a>

## PRELIMINARY

### INTRODUCTION

This document outlines appropriate ways to seek and receive financial and in-kind sponsorship and support for City projects, facilities and events.

### PURPOSE

This document establishes the principles for sponsorship agreements between the City of Vincent and other parties when the City is seeking sponsorship. The Policy has been developed to provide a transparent process in the interest of public accountability.

### OBJECTIVE

To provide guidelines for City officers on seeking financial and in-kind sponsorships for the City.

### SCOPE

This policy relates to sponsorships sought by the City of Vincent for City managed facilities, projects, programs or events.

Sponsorship does not include the selling of advertising space, joint ventures, partnerships, grant programs, consultancies, grants (received sponsorship), donations with a value of less than \$1,000 and unconditional gifts, donations, bequests or endowments.

The provision of donations and gifts to or from Council are covered by the City's Code of Conduct.

# SPONSORSHIP TO THE CITY POLICY



## POLICY PROVISIONS

### DEFINITIONS

Sponsorship is a commercial arrangement in which a sponsor provides a financial contribution or 'in-kind' support in return for certain specified and definable benefits.

### POLICY

#### 1. Principles

- (i) The City of Vincent, from time to time, invites and seeks sponsorship for selected City facilities, projects, events, services or activities to maximise financial and 'in-kind' assistance for the benefit of the City of Vincent community.
- (ii) When City officers seek and obtain sponsorship, they will do so in a professional and co-ordinated manner that will withstand scrutiny and comply with the City's Code of Conduct.
- (iii) The City will consider engaging in sponsorship agreements where:
  - (a) connection with a reputable sponsor could enhance the City's image and reputation;
  - (b) sponsorship could make it possible for the City to undertake beneficial non-core activities that could not otherwise be funded or undertaken to the same extent;
  - (c) sponsorship could either reduce the cost of a particular event or activity or enable it, in the public interest, to be expanded or enhanced;
  - (d) sponsorship could achieve greater community awareness or public profile for the City, a particular service, program or activity, than may otherwise have been possible.

#### 2. Suitable sponsorship partners

- (i) Suitable sponsorship partners include reputable companies/organisations/individuals whose objectives and products do not conflict with the City's values and objectives and/or provide goods and services which are required by and benefit the City and the Vincent community.
- (ii) Sponsorship should not be sought from political parties or organisations/individuals for an identifiable party political purpose. Sponsors should not be sought or obtained from organisations whose business conflicts with the City's public health or divestment objectives including the sale or promotion of gambling, alcohol or tobacco.

#### 3. Conflict of interest

- (i) There should be no real or perceived conflict between the objectives and mission of the City and those of the sponsor or the company/organisation/individual seeking sponsorship.
- (ii) Sponsorship arrangements that impose or imply conditions that limit the City's ability to carry out its functions fully and impartially will not be agreed to.

# SPONSORSHIP TO THE CITY POLICY



- (iii) any attempted influence of the City's functions will result in an automatic review and/or termination of the sponsorship arrangement.
- (iv) A sponsorship agreement may be reviewed in any case where, during the life of the sponsorship, the sponsor has a current application or matter before the City, or the City is aware of the possibility of an application or matter coming before the City in the near future.
- (v) Sponsor benefits or sponsorships do not include implied endorsement by the City of the sponsor's goods or services. Sponsorship agreements do not permit the use of the City's logo to promote their products/services.

## 4. Personal benefits

No City officer or Council Member should seek or receive a personal benefit or be perceived to receive a personal benefit from a sponsorship agreement.

## 5. The role of Council Members

Council Members interested in assisting with sponsorship arrangements should liaise with the City's Chief Executive Officer and not seek to negotiate sponsorship independently on behalf of the Council.

OFFICE USE ONLY	
Responsible Officer	Manager Marketing and Partnerships
Initial Council Adoption	DD/11/2010
Previous Title	Applicable if the policy has been renamed
Reviewed / Amended	OCTOBER 2022
Next Review Date	MM/YYYY

CITY OF VINCENT POLICY MANUAL  
CHIEF EXECUTIVE OFFICER  
POLICY NO: 4.1.32  
SPONSORSHIP TO THE CITY

**POLICY NO: 4.1.32****SPONSORSHIP TO THE CITY****OBJECTIVES**

The objective of this Policy is to provide guidelines in relation to sponsorship provided to the City of Vincent.

**POLICY STATEMENT****1. INTRODUCTION**

This document establishes the principles for sponsorship agreements between the City of Vincent and other parties. It provides guidelines for seeking sponsorship and outlines the procedures to be met by the City and the sponsorship partner. The Policy has been developed to provide a transparent process in the interests of public accountability.

**2. DEFINITIONS**

*"Sponsorship"* is a commercial arrangement in which a sponsor provides a financial contribution or *"in-kind"* to support for a programme or project in return for certain specified and definable benefits. Sponsorship can be provided by the:

- corporate sector or private individuals, in support of a public sector activity; or
- public sector in support of related and worthwhile private or public activities.

Sponsorship does not include the selling of advertising space, joint ventures, partnerships, grant programmes, consultancies, grants (in regard to received sponsorship) and unconditional gifts, donations, bequests or endowments. The provision of donations and gifts to or from Council are covered by the City's Code of Conduct.

**3. PRINCIPLES**

- (i) The City of Vincent, from time to time, invites and seeks sponsorship for selected City projects, events, services or activities to maximise financial and 'in-kind' assistance for the benefit of the City of Vincent community. The City is also committed to supporting, through partnership agreements, various projects, events, services and activities which provide benefit to the City of Vincent community.
- (ii) All sponsorships will be undertaken in accordance with the City's policies and legislative requirements and to the mutual benefit of both parties.
- (iii) When the City and its Officers seek and obtain sponsorship, it will do so in a professional and co-ordinated manner that will withstand scrutiny and complies with the City's Code of Conduct standards. When the City agrees to sponsor a project, event, service or activity it will do so in a professional and co-ordinated manner and which will withstand scrutiny and complies with the City's Code of Conduct standards.

- (iv) The City will consider engaging in sponsorship agreements where:
  - (a) connection with a reputable sponsor could enhance that the City's image and reputation;
  - (b) sponsorship could make it possible for the City or a company/organisation (which includes individuals who may wish to sponsor a City initiative) to undertake beneficial non-core activities that could not otherwise be funded or undertaken to the same extent;
  - (c) sponsorship could either reduce the cost of a particular event or activity or enable it, in the public interest, to be expanded or enhanced; and
  - (d) sponsorship could achieve greater community awareness or public profile for the City, a particular service, programme or activity, than may otherwise have been possible.

#### **4. RISK MANAGEMENT**

A risk assessment of each potential sponsorship arrangement will be undertaken to determine if any risks are posed by the arrangement and assess whether these risks are acceptable or can be managed. When companies/organisations express an interest in sponsoring a City initiative or invite the City to sponsor a project or undertaking they will be required to complete a checklist to enable the City to proceed with a risk assessment of the sponsorship arrangement prior to confirming the sponsorship agreement.

#### **5. ROLES, RESPONSIBILITIES AND RESOURCES**

- (i) Any City Officer wishing to engage in a sponsorship arrangement with an external company/organisation should do so in liaison with the Public Relations Officer to ensure consistency, good administration and recording of sponsorships and to ensure that the City's Sponsorship Policy and Guidelines are followed.
- (ii) The final approval for all sponsorship agreements rests with the Chief Executive Officer of the City of Vincent.

#### **6. SUITABLE ACTIVITIES FOR SPONSORSHIP**

Sponsors are, from time to time, sought for a range of City activities including community events and festivals, community facilities, educational facilities and equipment.

#### **7. ACCEPTABLE SPONSORSHIP PARTNERS**

Attributes of suitable sponsorship partners include:

- (a) reputable companies/organisations/individuals whose objectives and products do not conflict with the City's values and objectives;
- (b) companies/organisations whose parent companies' and subsidiaries' objectives and products do not conflict with those of the City;
- (c) companies/organisations/individuals who have an acceptable sponsorship record with the City and with other government bodies; and
- (d) companies/organisations/individuals who provide goods and services which are required by and benefit the City and the Vincent community.

## **8. UNACCEPTABLE SPONSORSHIP PARTNERS**

Given the nature of local government, sponsorship should not be sought from political parties or organisations/individuals with an identifiable political purpose/agenda (e.g. trade unions, political candidates). Sponsors should not be sought from organisations involved in the business of gambling, pornography, brothels or tobacco. The City Officers assessing, administering or approving the proposed sponsorships should declare any personal relationships or financial arrangements pertaining to the agreement.

## **9. GUIDELINES FOR SEEKING SPONSORSHIP**

- (i) When the City is seeking sponsorship support, a sponsorship proposal should be developed which clearly outlines the nature of the project, why it is being proposed, the benefits to potential sponsors and the City of Vincent, and the type or value of sponsorship sought.
- (ii) The public interest is best served by the City making sponsorship opportunities widely known and using broad-based, open processes that are not limited solely to invited sponsors. When sponsorship opportunities arise, the City will seek expressions of interest through the appropriate communications channels.
- (iii) In some instances, letters may be distributed to suitable potential sponsors inviting them to respond to sponsorship proposals. The City will ensure all information provided is consistent for all organisations and there is no advantage or disadvantage for one organisation over another.
- (iv) The Public Relations Officer may assist City Officers with preparation of promotional material, and the development of sponsorship proposals and agreements.
- (v) The department seeking sponsorship should ensure that sufficient resources are available to enable the promised sponsor benefits to be delivered and the project implemented.
- (vi) When companies/organisations/individuals seek sponsorship support from the City, they will be required to provide a sponsorship proposal which clearly outlines the nature of the project, why it is being proposed, the benefits to the City and the local community, and the type or value of sponsorship sought.

## **10. ASSESSMENT OF SPONSORSHIP PROPOSALS**

- (i) Potential sponsors of the City's initiatives will be assessed against criteria which are made available to all interested parties. Each potential sponsor's past and current commercial connection to the City should be considered.
- (ii) Invitations to the City to sponsor external initiatives will be assessed against criteria which includes any past or present business conducted with the City, the company or organisation's statement of principal activities, as well as parent or subsidiary company information. Consideration must also be given to budget available to undertake the agreement, the resources required to service the agreement and an assessment of these against the benefits provided to the City or the community.
- (iii) When a risk assessment of a potential sponsorship agreement is undertaken and no risk is identified, the sponsorship agreement can be established and arrangements commence. When the risk assessment identifies a potential risk to the City, the matter will be referred to the City's Chief Executive Officer who will determine whether the sponsorship agreement should proceed.

## 11. CONFLICTS OF INTEREST

- (i) There should be no real or perceived conflict between the objectives and mission of the City and those of the sponsor or the company/organisation/individual seeking sponsorship. When assessing potential sponsorship arrangements, the City should review the values and objectives of the potential sponsor or recipient company/organisation (or its parent company) ensuring they do not conflict with the City's values and objectives.
- (ii) The proposed project/sponsorship arrangement must not interfere with the City's ability to carry out its functions fully, impartially and ethically. Sponsorship arrangements that impose or imply conditions that limit the City's ability to carry out its functions fully and impartially will not be agreed to.
- (iii) If any such conflict is declared and the City decides to proceed with the sponsorship agreement, the decision-making process and strategies to manage the conflict should be documented.
- (iv) The City will not implement a sponsorship agreement with any party engaged in current or pending legal proceedings involving the City or where the proposed agreement would contravene any section of the *Local Government Act 1995* or where the proposed arrangement may expose Councillors, the City or its Officers to conflicts of interest.
- (v) A sponsorship agreement may be reviewed in any case where, during the life of the sponsorship, the sponsor has a current application or matter before the City, or the City is aware of the possibility of an application or matter coming before the City in the near future. Similarly, any attempted influence of the City's functions will result in an automatic review and/or termination of the sponsorship arrangement.
- (vi) Sponsor benefits or sponsorships do not include implied endorsement by the City of the sponsor's goods or services. Sponsorship agreements do not permit the use of the City's logo to promote their products/services.

## 12. PERSONAL BENEFITS

No City Officer or Councillor or their relatives or partners should seek or receive a personal benefit or be perceived to receive a personal benefit from a sponsorship agreement. Any benefits arising as a result of a sponsorship agreement must be seen to be to the advantage of the City rather than an individual.

## 13. BENEFITS TO SPONSORS FROM SPONSORSHIP AGREEMENTS

- (i) The City may offer a range of benefits to sponsors which include naming rights, branding on signage, complimentary tickets, corporate profile raising, or increased brand recognition.
- (ii) If the sponsorship agreement involves the support of a product, that product should be evaluated for its fitness for purpose against objective criteria relevant to the City's needs.
- (iii) The sponsorship agreement should not involve explicit endorsement of the sponsor or the sponsor's products/services.
- (iv) The City will acknowledge sponsor or supporter status in publicity regarding the project as negotiated in the sponsorship agreement. These benefits will be detailed in a sponsorship agreement prior to commencement of the sponsorship relationship.



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#### 14. GRANTING SPONSORSHIP

- (i) A sponsorship agreement outlining the full terms and conditions of the agreement will be recorded in writing and signed by both parties. The City's Chief Executive Officer will sign on behalf of the City of Vincent.
- (ii) The final sponsorship agreement must be recorded in writing and signed by both parties. This should include:
  - (a) the term or purpose of the sponsorship and any conditions regarding renewal;
  - (b) specific services, products or funds to be provided by the sponsor and the reciprocal benefits;
  - (c) the form or forms of sponsorship acknowledgement, which will be available;
  - (d) the City's request for information on any association or parent company directly or indirectly involved in the sponsorship;
  - (e) any limitations to the sponsorship such as restrictions on seeking additional sponsors;
  - (f) the responsibilities and expectations of each party for the budget;
  - (g) any guidelines for the use of corporate logos or conditions for advertising, media and other publicity;
  - (h) a statement to the effect that any attempted influence of the City's regulatory functions will result in an automatic review and/or termination of the sponsorship agreement;
  - (i) cancellation and termination conditions; and
  - (j) any special conditions which may apply.

#### 15. ADMINISTERING SPONSORSHIP AGREEMENTS

- (i) All information including incoming sponsorship expressions of interest, evaluation documents and agreements should be kept in an official City file. Details should be included in a database of all sponsorships and copies of the proposal, agreements and other documents should be forwarded to the City's Executive Assistant to facilitate consistency and co-ordination of sponsorship throughout the organisation. The Chief Executive Officer's Executive Assistant will maintain a file of this documentation for reference.
- (ii) All sponsorship agreements will be recorded in the City's Sponsorship Register which will be held in the Chief Executive Officer's Office and will be available for viewing by the public.

#### 16. THE ROLE OF COUNCIL MEMBERS

Council Members interested in assisting with sponsorship arrangements should liaise with the City's Chief Executive Officer and not seek to negotiate sponsorship independently on behalf of the Council.

<b>Date Adopted:</b>	<b>November 2010</b>
<b>Date Amended:</b>	-
<b>Date Reviewed:</b>	-
<b>Date of Next Review:</b>	<b>November 2015</b>

**12 CHIEF EXECUTIVE OFFICER****12.1 INFORMATION BULLETIN**

- Attachments:**
1. Minutes of the Tamala Park Regional Council Meeting held on 8 December 2022 [↓](#) 
  2. Minutes of the Tamala Park Regional Council - Special Meeting held on 15 December 2022 [↓](#) 
  3. Unconfirmed Minutes of the Mindarie Regional Council meeting held on 15 December 2022 [↓](#) 
  4. Public Open Space Update [↓](#) 
  5. Statistics for Development Services Applications as at the end of December 2022 [↓](#) 
  6. Register of Legal Action and Prosecutions Monthly - Confidential
  7. Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 25 January 2023 [↓](#) 
  8. Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current [↓](#) 
  9. Register of Applications Referred to the Design Review Panel - Current [↓](#) 
  10. Register of Petitions - Progress Report - January 2023 [↓](#) 
  11. Register of Notices of Motion - Progress Report - January 2023 [↓](#) 
  12. Register of Reports to be Actioned - Progress Report - January 2023 [↓](#) 
  13. Strategic Projects Update - January 2023 [↓](#) 
  14. Council Workshop Items since 30 November 2022 [↓](#) 
  15. Council Meeting Statistics [↓](#) 
  16. Council Briefing Notes - 6 December 2022 [↓](#) 
  17. Council Recess Period 2022-2023 - Receiving Of Items Dealt With Under Delegated Authority Between 14 December 2022 And 6 February 2023 [↓](#) 

**RECOMMENDATION:**

That Council RECEIVES the Information Bulletin dated February 2023.



## Ordinary Meeting of Council

Thursday 8 December 2022

# MINUTES

### Online Zoom Meeting

*Constituent Members:  
Cities of Perth, Joondalup, Stirling, Vincent, and Wanneroo  
Towns of Cambridge and Victoria Park*

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**MEMBERSHIP**

OWNER COUNCIL	MEMBER	ALTERNATE MEMBER
Town of Cambridge	Cr Alaine Haddon-Casey	
City of Joondalup	Cr John Chester Cr Nige Jones	Cr Russ Fishwick Cr John Raftis
City of Perth	Cr Brent Fleeton	Cr Clyde Bevan
City of Stirling	Cr Tony Krsticevic Cr Suzanne Migdale (DEPUTY CHAIR) Cr Bianca Sandri (CHAIR) Cr Karlo Perkovic	Cr David Lagan
Town of Victoria Park	Cr Bronwyn Ife	Cr Claire Anderson
City of Vincent	Cr Ashley Wallace	Cr Jonathan Hallett
City of Wanneroo	Cr Brett Treby Cr Glynis Parker	Cr Linda Aitken Cr Vinh Nguyen

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**PRESENT**

<b>Chair</b>	Cr Bianca Sandri
<b>Deputy Chair</b>	Cr Suzanne Migdale
<b>Councillors</b>	Cr John Chester Cr Brent Fleeton Cr Elaine Haddon-Casey Cr Bronwyn Ife Cr Nige Jones Cr Tony Krsticevic Cr Glynis Parker Cr Karlo Perkovic (until 7:11pm) Cr Brett Treby Cr Ashley Wallace
<b>Alternate Members</b>	Nil
<b>Staff</b>	Mr Chris Adams (Chief Executive Officer) Mr Simon O'Sullivan (Manager Project Coordination) Ms Sonia Starr (Project Support Officer) Ms Vickie Wesolowski (Executive Assistant/Office Manager) Mr Daniel Govus (Senior Governance Officer – City of Stirling)
<b>Apologies Councillors</b>	Nil
<b>Leave of Absence</b>	Nil
<b>Absent</b>	Nil
<b>Consultants</b>	Mr Noel Ryan (Satterley Property Group) Mr Drew Tomkins (Satterley Property Group)
<b>Apologies Participant Councils' Advisers</b>	Mr David MacLennan (City of Vincent) Mr Daniel Simms (City of Wanneroo) Ms Michelle Reynolds (City of Perth) Mr Anthony Vuleta (Town of Victoria Park) Mr Stuart Jardine (City of Stirling) Mr James Pearson (City of Joondalup)
<b>In Attendance Participant Councils' Advisers</b>	Mr Kelton Hincks (Town of Cambridge) Mr Mat Humfrey (City of Joondalup) Mr Stevan Rodic (City of Stirling)
<b>Members of the Public</b>	Nil
<b>Press</b>	Nil

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**1. OFFICIAL OPENING**

The Chair declared the meeting open at 6:04pm.

The Chair informed the Council that Cr Alaine Haddon-Casey had been elected the representative of the Town of Cambridge on Tamala Park Regional Council.

A formal declaration was verbally made by Cr Alaine Haddon-Casey, and a declaration form was signed to indicate that she agreed to abide by the *Local Government (Model Code of Conduct) Regulations (2021)*.

**2. APOLOGIES AND LEAVE OF ABSENCE**

Nil

**3. DISCLOSURE OF INTERESTS**

Nil

**4. PUBLIC STATEMENT/QUESTION TIME**

Nil

**5. ANNOUNCEMENTS BY CHAIR (WITHOUT DISCUSSION)**

The Chair provided Councillors with an overview of TPRC's major milestones and achievements over the 2022 calendar year.

**6. PETITIONS**

Nil

**7. CONFIRMATION OF MINUTES**

Moved Cr Treby, Seconded Cr Jones.

**That the minutes of the Ordinary Meeting of Council of 20 October 2022 be CONFIRMED as a true and accurate record of proceedings.**

The Motion was put and declared CARRIED (12/0).

**7A BUSINESS ARISING FROM MINUTES**

Nil



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Minutes TPRC Ordinary Meeting of Council – 8 December 2022

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## **8. ADMINISTRATION REPORTS AS PRESENTED**

### **8.1 BUSINESS REPORT – FOR MONTH ENDING 30 NOVEMBER 2022**

Moved Cr Chester, Seconded Cr Ife.

[The recommendation in the agenda]

**That the Council RECEIVES the Business Report for the month ending 30 November 2022.**

The Motion was put and declared CARRIED (12/0).

### **8.2 PROJECT FINANCIAL REPORT – OCTOBER 2022**

Moved Cr Parker, Seconded Cr Treby.

[The recommendation in the agenda]

**That the Council RECEIVES the Project Financial Report (October 2022) submitted by the Satterley Property Group.**

The Motion was put and declared CARRIED (12/0).

### **8.3 STATEMENT OF FINANCIAL ACTIVITY FOR OCTOBER 2022**

Moved Cr Migdale, Seconded Cr Treby.

[The recommendation in the agenda]

**That the Council RECEIVES and NOTES the Statement of Financial Activity for the month ending 31 October 2022.**

The Motion was put and declared CARRIED (12/0) by exception resolution.

### **8.4 LIST OF MONTHLY ACCOUNTS SUBMITTED FOR OCTOBER 2022**

Moved Cr Migdale, Seconded Cr Treby.

[The recommendation in the agenda]

**That the Council:**

- 1. RECEIVES and NOTES the list of accounts paid under Delegated Authority to the CEO for October 2022:**

**October 2022 - \$1,755,187.67**

- 2. APPROVES the CEO Credit Card Statement for October 2022.**

The Motion was put and declared CARRIED (12/0) by exception resolution.

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**8.5 SALES AND SETTLEMENT REPORT – FOR MONTH ENDING 30 NOVEMBER 2022**

Moved Cr Migdale, Seconded Cr Treby.  
[The recommendation in the agenda]

**That the Council RECEIVES the Sales and Settlement Report for the month ending 30 November 2022.**

The Motion was put and declared CARRIED (12/0) by exception resolution.

**8.6 ANNUAL REPORT FOR YEAR ENDING 30 JUNE 2022**

Moved Cr Migdale, Seconded Cr Treby.

[The recommendation in the agenda]

**That the Council ADOPTS the Annual Report of the Tamala Park Regional Council for the FYE 2022.**

The Motion was put and declared CARRIED (12/0) by ABSOLUTE MAJORITY.

**8.7 APPOINTMENT OF ACTING AND TEMPORARY CHIEF EXECUTIVE OFFICER POLICY**

Moved Cr Parker, Seconded Cr Krsticevic.

[The recommendation in the agenda]

**That the Council APPROVES the Appointment of Acting or Temporary Chief Executive Officer Policy (November 2022).**

The Motion was put and declared CARRIED (12/0) by ABSOLUTE MAJORITY.

**8.8 MANAGEMENT COMMITTEE AND REVISED COUNCIL MEETING SCHEDULE 2023**

Moved Cr Migdale, Seconded Cr Krsticevic.

**That Council:**

**1. Modify the details of the 2023 TPRC Ordinary Council meetings to the following:**

- |                    |                  |           |
|--------------------|------------------|-----------|
| • 16 February 2023 | City of Stirling | 6pm start |
| • 20 April 2023    | Zoom meeting     | 6pm start |
| • 15 June 2023     | City of Stirling | 6pm start |
| • 17 August 2023   | Zoom meeting     | 6pm start |
| • 19 October 2023  | City of Stirling | 6pm start |
| • 7 December 2023  | Zoom meeting     | 6pm start |

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**2. Modify the details of the 2023 TPRC Management Committee Meetings to the following:**

- |                     |                  |           |
|---------------------|------------------|-----------|
| • 16 March 2023     | City of Stirling | 6pm start |
| • 18 May 2023       | Zoom meeting     | 6pm start |
| • 20 July 2023      | City of Stirling | 6pm start |
| • 21 September 2023 | Zoom meeting     | 6pm start |
| • 16 November 2023  | City of Stirling | 6pm start |

**3. Hold Strategic Project meetings / workshops during 2023 to discuss key opportunities, risks and project options for the TPRC. These meeting are to be held on the following dates/times:**

- |                    |                  |                                     |
|--------------------|------------------|-------------------------------------|
| • 16 February 2023 | City of Stirling | After completion of Council Meeting |
| • 15 June 2023     | City of Stirling | After completion of Council Meeting |
| • 19 October 2023  | City of Stirling | After completion of Council Meeting |

The Motion was put and declared CARRIED (12/0) by ABSOLUTE MAJORITY.

**Reason for alternative resolution:**

To retain Management Committee meetings as they provide a purposeful utility for Councillors to be able to review agenda items prior to Council Meetings and request additional information for the benefit of Council at those Council Meetings. To add Strategic Project Meetings / Workshops to Council's 2023 schedule to provide strategic direction to the CEO on project related matters, and a forum for ideas and feedback.

[The recommendation in the agenda]

That the Council:

**1. MODIFY the location details of the TPRC Ordinary Meetings for 2023 to the following:**

- |                    |                  |           |
|--------------------|------------------|-----------|
| • 16 February 2023 | City of Stirling | 6pm start |
| • 20 April 2023    | Zoom meeting     | 6pm start |
| • 15 June 2023     | City of Stirling | 6pm start |
| • 17 August 2023   | Zoom meeting     | 6pm start |
| • 19 October 2023  | City of Stirling | 6pm start |
| • 7 December 2023  | Zoom meeting     | 6pm start |

**2. DISBAND the Management Committee of TPRC.**
**3. HOST TPRC Strategy and Project Advisory Meeting in-lieu of Management Committee noting that:**

- The Advisory Meetings are not formal meetings of the TPRC under the provisions of S5.8 of the *Local Government Act 1995*.
- The intent/purpose of the Advisory Meetings is to:
  - Receive updates on key project matters including the development of special sites, land access and approval matters, land and housing market conditions and/or other matters of relevance to the strategic direction of the TPRC.
  - Workshop strategies/options related to land release, staging and development of the TPRC land estate.

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- Review opportunities for innovation and best practice in line with the TPRC's Strategic Community Plan Objectives of Built Environment, Natural Environment, Social Development, Economic Development and Governance and Corporate Accountability.
  - All TPRC Councillors are invited to attend Advisory Meetings.
  - The TPRC Strategy and Project Advisory meetings will have no Delegated Authority to make any decision/s on behalf of the TPRC Council.
  - The TPRC Strategy and Project Advisory meetings will be internal meetings of the organisation and, as such, generally not advertised or open to the public.
4. Hold TPRC Strategy and Project Advisory Meetings on the following dates:
- |                     |              |           |
|---------------------|--------------|-----------|
| • 16 March 2023     | Zoom meeting | 6pm start |
| • 18 May 2023       | Zoom meeting | 6pm start |
| • 20 July 2023      | Zoom meeting | 6pm start |
| • 21 September 2023 | Zoom meeting | 6pm start |
| • 16 November 2023  | Zoom meeting | 6pm start |
5. REQUEST that the TPRC Delegated Authority Register be updated and re-presented to Council with references to the TPRC Management Committee removed from the register.

**9. COMMITTEE REPORTS****MANAGEMENT COMMITTEE (17 NOVEMBER 2022)****9.1 PROJECT BUDGET FYE 2023 – MID YEAR REVIEW**

Moved Cr Migdale, Seconded Cr Parker.

[The recommendation in the agenda]

**That the Council RECEIVES the Mid-Year Project Budget FYE 2023 Review, submitted by the Satterley Property Group (November 2022), and that it be used as the basis for financial planning, including for the Mid-Year TPRC Budget FYE 2023 Review.**

The Motion was put and declared CARRIED (12/0).

**9.2 PROPOSED ACQUISITION OF WAPC LAND**

Moved Cr Parker, Seconded Cr Wallace.

[The recommendation in the agenda]

**That the Council:**

- 1. NOTE the delays in the TPRC's proposed acquisition of 10.2209 ha of land (Part Lot 711) from the State Government in Catalina Green.**
- 2. NOT actively pursue the acquisition of Part Lot 711 from the State Government in the short/medium term.**

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Minutes TPRC Ordinary Meeting of Council – 8 December 2022

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3. **REQUEST that alternative staging plans for Catalina Green be presented to the TPRC Council whereby Part Lot 711 is potentially developed as the final component of Catalina Green.**

The Motion was put and declared CARRIED (12/0).

**AUDIT AND RISK COMMITTEE (17 NOVEMBER 2022)**

**9.3 REVIEW OF PROCUREMENT POLICY**

Moved Cr Migdale, Seconded Cr Jones.

**That the Council APPROVES the Procurement Policy (November 2022).**

The Motion was put and declared CARRIED (12/0) by exception resolution.

**9.4 REVIEW OF ELECTED MEMBER TRAINING POLICY**

Moved Cr Treby, Seconded Cr Migdale.

**That Council APPROVES the Elected Member Training Policy (November 2022) and NOTES that the TPRC's website provides a link to each member local government's website where the policy, training, and reporting requirements in respect of each of the TPRC's Councillors is provided.**

The Motion was put and declared CARRIED (12/0) by ABSOLUTE MAJORITY.

**9.5 REVIEW OF SPONSORSHIP POLICY**

Moved Cr Migdale, Seconded Cr Jones.

**That the Council APPROVES the Sponsorship Policy (November 2022).**

The Motion was put and declared CARRIED (12/0) by exception resolution.

**9.6 REVIEW OF RECORDKEEPING POLICY**

Moved Cr Migdale, Seconded Cr Jones.

**That the Council APPROVES the Recordkeeping Policy (November 2022).**

The Motion was put and declared CARRIED (12/0) by exception resolution.

**9.7 REVIEW OF ELECTED MEMBER CONFERENCE ATTENDANCE POLICY**

Moved Cr Chester, Seconded Cr Migdale.

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Minutes TPRC Ordinary Meeting of Council – 8 December 2022

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That the Council **APPROVES** the Elected Member Conference Attendance Policy (November 2022).

The Motion was put and declared CARRIED (12/0) by ABSOLUTE MAJORITY.

**10. ELECTED MEMBERS MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

Nil

**11. QUESTIONS BY ELECTED MEMBERS OF WHICH DUE NOTICE HAVE BEEN GIVEN**

Nil

**12. URGENT BUSINESS APPROVED BY THE CHAIR**

Nil

**13. GENERAL BUSINESS**

Nil

**14. DECISION TO MOVE TO CONFIDENTIAL SESSION**

Moved Cr Jones, Seconded Cr Ife.

That:

1. Item 14.1 – TPRC LANDHOLDING AND OWNERSHIP be **CONSIDERED** Behind Closed Doors in accordance with Sections 5.23(2)(d) and (e) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:
  - d) *legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting; and*
  - e) *A matter that if disclosed would reveal –*
    - i) *information that has commercial value to a person; or*
    - ii) *information about the business, professional, commercial or financial affairs of a person.*

*Where the information is held by, or is about, a person other than the TPRC (section 5.23(2)(e)).*
2. Item 14.2 – MINDARIE REGIONAL COUNCIL GROUNDWATER MONITORING UPDATE be **CONSIDERED** Behind Closed Doors in accordance with Sections 5.23(2)(c) and (e) *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:
  - (c) *A contract entered into, or which may be entered into, by the TPRC and which relates to a matter to be discussed at a meeting (section 5.23(2)(c)); and*

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- (e) *A matter that if disclosed would reveal –*
    - i) *information that has commercial value to a person; or*
    - ii) *information about the business, professional, commercial or financial affairs of a person.*
- 3. Item 14.3 – REVIEW OF TPRC RISK MANAGEMENT FRAMEWORK be CONSIDERED Behind Closed Doors in accordance with Sections 5.23(2)(c) and (e) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:
  - (c) *A contract entered into, or which may be entered into, by the TPRC and which relates to a matter to be discussed at a meeting (section 5.23(2)(c)); and*
  - (e) *A matter that if disclosed would reveal –*
    - i) *information that has commercial value to a person; or*
    - ii) *information about the business, professional, commercial or financial affairs of a person.*
- 4. Item 14.4 – CEO PERFORMANCE REVIEW PROCESS AND KEY PERFORMANCE INDICATORS be CONSIDERED Behind Closed Doors in accordance with Sections 5.23(2)(c) and (e) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:
  - (c) *A contract entered into, or which may be entered into, by the TPRC and which relates to a matter to be discussed at a meeting (section 5.23(2)(c)); and*
  - (e) *A matter that if disclosed would reveal –*
    - i) *information that has commercial value to a person; or*
    - ii) *information about the business, professional, commercial or financial affairs of a person.*

The Motion was put and declared CARRIED (12/0).

At 6:42pm the meeting was closed to the public, and all attendees who were not required left the meeting prior to consideration of Item 14.1.

Representatives from Satterley Property Group left the room.

#### 14.1 TPRC LANDHOLDING AND OWNERSHIP UPDATE

Moved Cr Fleeton, Seconded Cr Parker.

That the Council:

1. **PROCEEDS** with the confidential recommendation as outlined in the Confidential Agenda.
2. **RESOLVES** that this report, attachments and resolution remain confidential in accordance with section 5.23(2)(d) and (e) of the *Local Government Act 1995*.

The Motion was put and declared CARRIED (12/0).

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Minutes TPRC Ordinary Meeting of Council – 8 December 2022

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**14.2 MINDARIE REGIONAL COUNCIL GROUNDWATER MONITORING UPDATE**

Moved Cr Chester, Seconded Cr Wallace.

**That the Council:**

1. **PROCEEDS** with the confidential recommendation as outlined in the Confidential Agenda.
2. **RESOLVES** that this report, attachments and resolution remain confidential in accordance with section 5.23(2)(c) and (e) of the *Local Government Act 1995*.

The Motion was put and declared CARRIED (12/0).

Councillor Perkovic left the room at 7:11pm.

**14.3 REVIEW OF TPRC RISK MANAGEMENT FRAMEWORK**

Moved Cr Treby, Seconded Cr Parker.

**That the Council:**

1. **PROCEEDS** with the confidential recommendation as outlined in the Confidential Agenda.
2. **RESOLVES** that this report, attachments and resolution remain confidential in accordance with section 5.23(2)(c) and (e) of the *Local Government Act 1995*.

The Motion was put and declared CARRIED (11/0).

**14.4 CEO PERFORMANCE REVIEW PROCESS AND KEY PERFORMANCE INDICATORS**

Moved Cr Migdale, Seconded Cr Treby.

**That the Council:**

1. **PROCEEDS** with the confidential recommendation as outlined in the Confidential Agenda.
2. **RESOLVES** that this report, attachments and resolution remain confidential in accordance with section 5.23(2)(c) and (e) of the *Local Government Act 1995*.

The Motion was put and declared CARRIED (10/1).

**For:** Councillors Fleeton, Haddon-Casey, Ife, Jones, Krsticevic, Migdale, Parker, Sandri, Treby, and Wallace.

**Against:** Councillor Chester.



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Moved Cr Fleeton, Seconded Cr Treby.

**That the meeting be REOPENED to the public.**

The Motion was put and declared CARRIED (11/0).

At 7:17pm the meeting was reopened to the public.

**15. FORMAL CLOSURE OF MEETING**

The Chair declared the meeting closed at 7:17pm.



## Special Meeting of Council

Thursday 15 December 2022

# MINUTES

### Online Zoom Meeting

*Constituent Members:  
Cities of Perth, Joondalup, Stirling, Vincent, and Wanneroo  
Towns of Cambridge and Victoria Park*

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## Minutes TPRC Special Meeting of Council – 15 December 2022

**MEMBERSHIP**

OWNER COUNCIL	MEMBER	ALTERNATE MEMBER
Town of Cambridge	Cr Jane Cutler	
City of Joondalup	Cr John Chester Cr Nige Jones	Cr Russ Fishwick Cr John Raftis
City of Perth	Cr Brent Fleeton	Cr Clyde Bevan
City of Stirling	Cr Tony Krsticevic Cr Suzanne Migdale (DEPUTY CHAIR) Cr Bianca Sandri (CHAIR) Cr Karlo Perkovic	Cr David Lagan
Town of Victoria Park	Cr Bronwyn Ife	Cr Claire Anderson
City of Vincent	Cr Ashley Wallace	Cr Jonathan Hallett
City of Wanneroo	Cr Brett Treby Cr Glynis Parker	Cr Linda Aitken Cr Vinh Nguyen

## Minutes TPRC Special Meeting of Council – 15 December 2022

**PRESENT**

<b>Deputy Chair</b>	Cr Suzanne Migdale
<b>Councillors</b>	Cr John Chester Cr Bronwyn Ife Cr Nige Jones Cr Tony Krsticevic Cr Brett Treby
<b>Alternate Members</b>	Nil
<b>Staff</b>	Mr Simon O'Sullivan (Acting Chief Executive Officer) Ms Vickie Wesolowski (Executive Assistant/Office Manager) Ms Sonia Starr (Project Support Officer) Mr Daniel Govus (Senior Governance Advisor – City of Stirling)
<b>Apologies Councillors</b>	Cr Bianca Sandri (Chair) Cr Brent Fleeton Cr Elaine Haddon-Casey (unable to join meeting due to technical difficulties) Cr Glynis Parker Cr Karlo Perkovic Cr Ashley Wallace
<b>Leave of Absence</b>	Nil
<b>Absent</b>	Nil
<b>Consultants</b>	Nil
<b>Apologies Participant Councils' Advisers</b>	Mr David MacLennan (City of Vincent) Mr James Pearson (City of Joondalup) Mr Kelton Hincks (Town of Cambridge) Ms Michelle Reynolds (City of Perth) Mr Daniel Simms (City of Wanneroo) Mr Anthony Vuleta (Town of Victoria Park) Mr Stuart Jardine (City of Stirling)
<b>In Attendance Participant Councils' Advisers</b>	Mr Stevan Rodic (City of Stirling)
<b>Members of the Public</b>	Nil
<b>Press</b>	Nil

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Minutes TPRC Special Meeting of Council – 15 December 2022

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**1. OFFICIAL OPENING**

The Deputy Chair declared the meeting open at 12:07pm.

**2. APOLOGIES AND LEAVE OF ABSENCE**

**Apologies:** Cr Bianca Sandri (Chair)  
Cr Brent Fleeton  
Cr Alaine Haddon-Casey  
Cr Glynis Parker  
Cr Karlo Perkovic  
Cr Ashley Wallace

**3. DISCLOSURE OF INTERESTS**

Nil

**4. PUBLIC STATEMENT/QUESTION TIME**

Nil

**5. ANNOUNCEMENTS BY CHAIR (WITHOUT DISCUSSION)**

Nil

**6. PETITIONS**

Nil.

**7. ADMINISTRATION REPORT AS PRESENTED (ITEM 7.1)**

**7.1 STATEMENT OF FINANCIAL ACTIVITY FOR NOVEMBER 2022**

Moved Cr Treby, Seconded Cr Chester.

[The recommendation in the agenda]

**That the Council RECEIVES and NOTES the Statement of Financial Activity for the month ending 30 November 2022.**

The Motion was put and declared CARRIED (6/0).

**8. ELECTED MEMBERS MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

Nil

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**9. QUESTIONS BY ELECTED MEMBERS OF WHICH DUE NOTICE HAVE BEEN GIVEN**

Nil

**10. URGENT BUSINESS APPROVED BY THE CHAIR**

Nil

**11. GENERAL BUSINESS**

Nil

**12. FORMAL CLOSURE OF MEETING**

The Chair declared the meeting closed at 12:10pm.



## MINUTES

### ORDINARY COUNCIL MEETING

TIME: 6.30 PM

15 DECEMBER 2022

CITY OF PERTH

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*Constituent Members: Cities of Perth, Joondalup, Stirling, Vincent and Wanneroo  
Towns of Cambridge and Victoria Park*





MINDARIE REGIONAL COUNCIL  
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15 DECEMBER 2022

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## 1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Chair declared the meeting open at 6.32 pm

## 2 ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE

### Councillor Attendance

Cr K Vernon (Chair)	Town of Victoria Park
Cr A Jacob (Deputy Chair)	City of Joondalup
Cr L Gobbert, JP	City of Perth
Cr C Hatton <i>arrived at 6.36 pm</i>	City of Stirling
Cr E Re <i>arrived at 6.45 pm</i>	City of Stirling
Cr J Ferrante	City of Stirling
Cr Lisa Thornton	City of Stirling
Cr A Castle	City of Vincent
Cr F Cvitan, JP	City of Wanneroo
Cr P Miles	City of Wanneroo
Cr K Shannon <i>arrived 6.35 pm</i>	Town of Cambridge

### MRC Officers

Mr S Cairns (Chief Executive Officer)  
Ms A Arapovic (Finance Manager)  
Ms S Cherico (Human Resources Officer)  
Ms D Toward (Executive Support)

### Apologies

Cr C May City of Wanneroo

### Approved leave of absence

Nil

### Member Council Observers

Mr M MacPherson	City of Joondalup
Mr G Taylor	City of Perth
Mr R Bryant	City of Stirling
Mr P Varris	City of Vincent
Mr H Singh	City of Wanneroo
Mr A Kowero	City of Wanneroo

### Visitors

Mr Kien Neoh (Director Financial Audit) Office of the Auditor General (*attended electronically*)

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### **3 DECLARATION OF INTERESTS**

Nil

### **4 PUBLIC QUESTION TIME**

Public question time opened at 6.34 pm  
There were no members of the public present.  
Public question time closed at 6.34 pm

*Cr Shannon entered the Council Chambers at 6.35 pm*  
*Cr Hatton entered the Council Chambers at 6.36 pm*

### **5 ANNOUNCEMENT BY THE PRESIDING PERSON**

As 2022 draws to a close, on behalf of Council, I would like to thank the CEO, Executive management and staff for their collective efforts to deliver quality Waste management services to our MRC member communities, and for exploring future waste management options that can benefit our communities well into the future.

The past 12 months have been very challenging for the MRC and all member councils as we have all experienced ongoing staff shortages, reductions in front facing services, and the negative impact of rising costs. Council really appreciates the commitment and enthusiasm shown by the MRC administration even when it seemed hard to keep calm and carry on every day.

Thank you to all of the member council officers who assist MRC councillors to be well informed, and who have worked closely with MRC as we navigated preparations for a WTE tender and a FOGO tender.

Finally, I would like to thank my Council colleagues for your patience and good humour as we worked via a hybrid environment for part of this year, for your contributions to the important decisions of Council, for your respect for each other in discussions and debates, and helping me to perform the role of Chairperson. I wish everyone a peaceful and joyous Christmas and festive season with your family and friends, and look forward to seeing you all refreshed in 2023 for the important work that lies ahead.

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### **Procedural Motion**

To suspend the operation of clause 5.2 – Order of Business - in accordance with clause 10.1(j) of the Mindarie Regional Council Meeting Procedures Local Law 2020.

### **Reasons:**

For efficiency of the meeting to enable consideration of item 9.5 allowing the representative from the Office Auditor General (OAG), Mr Neoh, to participate in this item and then leave.

**Moved Cr Vernon, seconded Cr Cvitan**

### **RESOLVED**

**That the procedural motion be put**

(CARRIED UNANIMOUSLY 10/0)

9.5	ANNUAL REPORT 2022
	GF-21-0000035
<b>Appendices:</b>	<b>Appendix 7</b>
<b>Date:</b>	<b>8 December 2022</b>
<b>Responsible Officer:</b>	<b>Chief Executive Officer</b>

### **BACKGROUND**

The *Local Government Act 1995* (the Act) requires every local government to prepare an Annual Report for each financial year and to accept it prior to 31 December following the end of the financial year (section 5.53 and 5.54 of the Local Government Act 1995). The Act also specifies the contents required to be included in the Annual Report. If the auditor's report is not available in time for the annual report for a financial year to be accepted by 31 December after that financial year, the annual report is to be accepted by the local government no later than two months after the auditor's report becomes available.

The annual audit of the Mindarie Regional Council (MRC) has been completed and the Financial Report for the financial year ended 30 June 2022 has been considered by the Audit Committee.

### **DETAIL**

The Annual Financial Report for the financial year ended 30 June 2022 is now submitted to Council for adoption. The Annual Report contains the Annual Financial Report of the MRC for 2021/2022. This includes the Statement of Financial Position, Statement of Changes in Equity, Statements of Comprehensive Income, Statement of Cash Flows and notes to and forming part of the accounts. The Auditor, in accordance with the Local Government (Audit) Regulations 1996 Sections 10.2 and 10.3 is required to issue an audit report after the completion of the annual audit that expresses an opinion on the financial position and results of the operations of the local government for each financial year. Under S7.9 of the Local Government Act 1995, the auditor must prepare and sign a report on the financial audit and present the report to the Chairperson, the CEO and the Minister.

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The OAG issued an unqualified report and expressed that in their opinion, the financial report of the MRC gives a true and fair view of the financial position as at 30 June 2022 and complies with the Local Government Act 1995 (as amended), the Local Government (Financial Management) Regulations 1996 (as amended) and the Australian Accounting Standards.

The Auditor has not issued an interim management letter for 2021/2022. In the final Management Letter that was presented to the MRC only one finding, carried over from prior year's audit was raised and relates to the Long Term Financial Plan and Asset Management pPlan not being reviewed and approved since April 2017. This has been addressed by the management, the date for review has been deferred to 30 June 2023 to coincide with the new Strategic Community Plan.

The Audit Committee met on 1 December 2022 to consider the Financial Report for the year ended 30 June 2022 and have recommended that these be accepted by the Council. The unconfirmed minutes of this meeting are included in the Members' Information Bulletin.

A copy of the Annual Report, including the Financial Report, is included at **Appendix 7**.

The MRC, in accordance with the Local Government (Financial Management) Regulations 1996 Section 51.1, is required to include in the annual Financial Report a signed Statement of Declaration by the Chief Executive Officer after this report has been audited in accordance with the Local Government Act 1995. This declaration is included in the Annual Report.

#### STATUTORY ENVIRONMENT

Relevant Extracts from the Local Government Act 1995

*"5.53. Annual reports*

- (1) *The local government is to prepare an annual report for each financial year.*
- (2) *The annual report is to contain —*
  - (a) *a report from the mayor or president; and*
  - (b) *a report from the CEO; and*
  - [(c), (d) *deleted*]
  - (e) *an overview of the plan for the future of the district made in accordance with section 5.56, including major initiatives that are proposed to commence or to continue in the next financial year; and*
  - (f) *the financial report for the financial year; and*
  - (g) *such information as may be prescribed in relation to the payments made to employees; and*
  - (h) *the auditor's report prepared under section 7.9(1) or s7.12AD(1) for the financial year; and*
  - (ha) *a matter on which a report must be made under section 29(2) of the Disability Services Act 1993; and*
  - (hb) *details of entries made under section 5.121 during the financial year in the register of complaints, including —*
    - (i) *the number of complaints recorded in the register of complaints; and*
    - (ii) *how the recorded complaints were dealt with; and*

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(iii) any other details that the regulations may require;  
and

(i) such other information as may be prescribed.

[Section 5.53 amended by No. 44 of 1999 s. 28(3); No. 49 of 2004 s. 42(4) and (5);  
No. 1 of 2007 s. 6.]

5.54. Acceptance of annual reports

(1) Subject to subsection (2), the annual report for a financial year is to be accepted\* by the local government no later than 31 December after that financial year.

\* Absolute majority required.

(2) If the auditor's report is not available in time for the annual report for a financial year to be accepted by 31 December after that financial year, the annual report is to be accepted by the local government no later than 2 months after the auditor's report becomes available.

5.55. Notice of annual reports

The CEO is to give local public notice of the availability of the annual report as soon as practicable after the report has been accepted by the local government.

5.55A Publication of annual reports

The CEO is to publish the annual report on the local government's official website within 14 days after the report has been accepted by the local government.

7.9. Audit to be conducted

(1) An auditor is required to examine the accounts and annual financial report submitted for audit and, by the 31 December next following the financial year to which the accounts and report relate or such later date as may be prescribed, to prepare a report thereon and forward a copy of that report to —

- (a) the mayor or president; and
- (b) the CEO of the local government; and
- (c) the Minister."

Relevant Extracts from the Local Government (Audit) Regulations 1996

"10. Report by auditor

(1) An auditor's report is to be forwarded to the persons specified in section 7.9(1) within 30 days of completing the audit.

(2) The report is to give the auditor's opinion on —

- (a) the financial position of the local government; and
- (b) the results of the operations of the local government.

(3) The report is to include —

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- 
- (a) *any material matters that in the opinion of the auditor indicate significant adverse trends in the financial position or the financial management practices of the local government; and*
  - (b) *any matters indicating non-compliance with Part 6 of the Act, the Local Government (Financial Management) Regulations 1996 or applicable financial controls in any other written law; and*
  - (c) *details of whether information and explanations were obtained by the auditor; and*
  - (d) *a report on the conduct of the audit; and*
  - (e) *the opinion of the auditor as to whether or not the following financial ratios included in the annual financial report are supported by verifiable information and reasonable assumptions —*
    - (i) *the asset consumption ratio; and*
    - (ii) *the asset renewal funding ratio.*
- (4) *Where it is considered by the auditor to be appropriate to do so, the auditor is to prepare a management report to accompany the auditor's report and to forward a copy of the management report to the persons specified in section 7.9(1) with the auditor's report."*

#### **POLICY IMPLICATIONS**

Not applicable.

#### **FINANCIAL IMPLICATIONS**

The MRC has a deficit from operations of \$12,651,628 which will increase the accumulated losses to \$35,597,552.

#### **STATUTORY IMPLICATIONS**

The Annual Report for the MRC has been prepared in accordance with the requirements of Local Government Act 1995 and applicable Australian Accounting Standards.

#### **AMENDMENTS**

There have been no amendments made to the Financial Statements presented to the Audit Committee.

#### **VOTING REQUIREMENT**

Absolute Majority

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#### RESPONSIBLE OFFICER RECOMMENDATION

That the Council resolve to:

1. Notes the recommendation of the Audit Committee meeting held on 1 December 2022 to adopt the Financial Report for the year ended 30 June 2022; and
2. Adopts the Annual Report for the year ended 30 June 2022, which includes the Financial Report detailed in point 1 above.

*(Absolute Majority Required)*

*Cr Re entered the Council Chambers at 6.45 pm*

The Chair invited Mr Neoh, Director Financial Audit, Office of the Auditor General (OAG), to speak to the item.

Mr Neoh presented to Council the key points of Financial Year 2022 Audit and Final Audit Report and responded to questions from Council. Mr Neoh acknowledged that there had been some complexities in the Audit and congratulated the MRC staff involved in the Audit.

On behalf of the Council, the Chair thanked Mr Neoh for attending the Council meeting and for his work on the MRC Audit.

**Moved Cr Vernon, seconded Cr Jacob**  
**RESOLVED**

**That the recommendation be adopted**  
(CARRIED UNANIMOUSLY 11/0)

#### **6 APPLICATION FOR LEAVE OF ABSENCE**

Nil

#### **7 PETITIONS/DEPUTATIONS/PRESENTATIONS**

Nil

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<b>8</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS</b>
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**8.1 ORDINARY COUNCIL MEETING – 24 NOVEMBER 2022**

The Minutes of the Ordinary Council Meeting held on 24 November 2022 have been printed and circulated to members of the Council.

**RESPONSIBLE OFFICER RECOMMENDATION**

**That the Minutes of the Ordinary Meeting of Council held on 24 November 2022 be confirmed as a true record of the proceedings.**

**Moved Cr Hatton, seconded Cr Cvitan**

**RESOLVED**

**That the recommendation be adopted**  
(CARRIED UNANIMOUSLY 11/0)

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**9 CHIEF EXECUTIVE OFFICER REPORTS**

<b>9.1</b>	<b>FINANCIAL STATEMENTS FOR THE MONTH ENDED 31 OCTOBER 2022</b>
<b>Reference:</b>	<b>GF-21-0000196</b>
<b>Appendix(s):</b>	<b>Appendix No. 1 and No. 2</b>
<b>Date:</b>	<b>24 November 2022</b>
<b>Responsible Officer:</b>	<b>FINANCE MANAGER</b>

**SUMMARY**

The purpose of this report is to provide financial reporting in line with statutory requirements which provides useful information to stakeholders of the Council.

**BACKGROUND**

Reporting requirements are defined by Financial Management Regulations 34 of the Local Government (Financial Management) Regulations 1996.

The financial statements presented for each month consist of:

- Operating Statement by Nature – Combined
- Operating Statement by Function
- Statement of Financial Activity
- Statement of Reserves
- Statement of Investing Activities
- Tonnage Report

**DETAIL**

The Financial Statements for the month ended 31 October 2022 is attached at **Appendix No. 1** to this Item. The Tonnage Report for 31 October 2022 is attached at **Appendix No. 2**.

The financial statements are pending external auditor approval and are subject to change.

The complete suite of Financial Statements which includes the Operating Statements, Statement of Financial Position, Statement of Financial Activity and other related information are reported on a monthly basis.

The estimates for Provisions for Amortisation of Cell Development, Capping and Post Closure expenditure are based on the estimated rates per tonne calculated with reference to estimated excavation cost of various stages of the landfill and the life of the landfill. An adjustment is made (if necessary) at the end of the year based on actual tonnages on a survey carried out to assess the "air space" remaining and other relevant information.

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	YTD Budget	YTD Actual	Variance
	t	t	t
Tonnes – Members	59,663	58,889	(774)
Tonnes – Others	11,467	22,085	10,618
<b>TOTAL TONNES</b>	<b>71,130</b>	<b>80,974</b>	<b>9,844</b>
	\$	\$	\$
Revenue – Members	8,651,135	8,644,586	(6,549)
Revenue – Other	3,676,462	5,169,596	1,493,134
<b>TOTAL REVENUE</b>	<b>12,327,597</b>	<b>13,814,182</b>	<b>1,486,585</b>
Expenses	(11,866,027)	(12,382,844)	516,817
<b>NET SURPLUS/(DEFICIT)</b>	<b>461,570</b>	<b>1,431,338</b>	<b>969,768</b>

#### Members

Member's tonnages for the financial period ended 31 October 2022 were 774 tonnes below budget.

#### Trade & Casuals

The Casual and Trade tonnages are 10,618 tonnes higher than forecast for the financial year to date, 16,069 tonnes delivered through the discounted rate waste tender.

Overall tonnages for the financial period ended 31 October 2022 were 9,844 tonnes more than budgeted.

The net result variance against year to date budget \$969,768 is attributable to increased revenue (tonnages) above budgeted forecast, increased landfill levy costs and amortisation for cell development and decrease in depreciation expense.

#### **VOTING REQUIREMENT**

Simple Majority

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**RESPONSIBLE OFFICER RECOMMENDATION**

**That Council:**

**Receive the Financial Statements set out in Appendix No. 1 for the month ended 31 October 2022.**

**Moved Cr Re, seconded Cr Vernon**

**RESOLVED**

**That the recommendation be adopted**

**(CARRIED UNANIMOUSLY 11/0)**

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9.2 LIST OF PAYMENTS MADE FOR THE MONTH ENDED 31 OCTOBER 2022	
File No:	GF-21-0000196
Appendix(s):	Appendix No. 3
Date:	24 November 2022
Responsible Officer:	Finance Manager

#### SUMMARY

The purpose of this report is to provide details of payments made during the periods identified above. This is in line with the requirement under the delegated authority to the Chief Executive Officer (CEO), that a list of payments made from the Municipal Fund since the last Ordinary Council meeting be presented to Council.

#### COMMENT

The lists of payments for the months ended 31 October 2022 is at **Appendix 3** to this Item and presented to Council for noting. Payments have been made in accordance with the delegated authority to the CEO which allows payments to be made between meetings. At the Ordinary Council Meeting held on 16 September 2021, the Council delegated to the CEO the exercise of its power to make payments from the Municipal Fund. In order to satisfy the requirements of Clause 13(2) of the Local Government (Financial Management) Regulations, a list of payments made must be submitted to the next Council meeting following such payments.

It should be noted that generally all payments are GST inclusive and the Mindarie Regional Council is able to claim this tax as an input credit when GST remittances are made each month to the Australian Tax Office.

Months Ended	Account	Vouchers	Amount
31 October 2022	General Municipal	Cheques	\$1,633.76
		EFT	\$4,845,265.24
		DP	\$2,407,103.04
		Inter account transfers	\$0.00
		<b>Total</b>	<b>\$7,254,002.04</b>

#### VOTING REQUIREMENT

Simple Majority

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**RESPONSIBLE OFFICER RECOMMENDATION**

**That Council:**

**Note the list of payments made under delegated authority to the Chief Executive Officer,  
for the month ended 31 October 2022.**

**Moved Cr Re seconded Cr Cvitan**

**RESOLVED**

**That the recommendation be adopted**

**(CARRIED UNANIMOUSLY 11/0)**

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9.3 FINANCIAL STATEMENTS FOR THE MONTH ENDED 30 NOVEMBER 2022	
Reference:	GF-21-0000196
Appendix(s):	Appendix No. 4 and No. 5
Date:	24 November 2022
Responsible Officer:	FINANCE MANAGER

### SUMMARY

The purpose of this report is to provide financial reporting in line with statutory requirements which provides useful information to stakeholders of the Council.

### BACKGROUND

Reporting requirements are defined by Financial Management Regulations 34 of the Local Government (Financial Management) Regulations 1996.

The financial statements presented for each month consist of:

- Statement of Comprehensive Income by Nature and Type
- Income Statement by Program
- Statement of Financial Position
- Statement of Reserves
- Statement of Investing Activities
- Tonnage Report

### DETAIL

The Financial Statements for the month ended 30 November 2022 is attached at **Appendix No. 4** to this Item. The Tonnage Report for 30 November 2022 is attached at **Appendix No. 5**.

The complete suite of Financial Statements which includes the Operating Statements, Statement of Financial Position, Statement of Financial Activity and other related information are reported on a monthly basis.

The estimates for Provisions for Amortisation of Cell Development, Capping and Post Closure expenditure are based on the estimated rates per tonne calculated with reference to estimated excavation cost of various stages of the landfill and the life of the landfill. An adjustment is made (if necessary) at the end of the year based on actual tonnages on a survey carried out to assess the "air space" remaining and other relevant information.

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	YTD Budget	YTD Actual	Variance
	t	t	t
Tonnes – Members	74,549	73,741	(808)
Tonnes – Others	14,151	24,933	10,782
<b>TOTAL TONNES</b>	<b>88,700</b>	<b>98,674</b>	<b>9,974</b>
	\$	\$	\$
Revenue – Members	10,809,605	10,799,590	(10,015)
Revenue – Other	4,489,787	6,149,503	1,659,716
<b>TOTAL REVENUE</b>	<b>15,299,392</b>	<b>16,949,093</b>	<b>1,649,701</b>
Expenses	(14,758,792)	(15,263,517)	504,725
<b>NET SURPLUS/(DEFICIT)</b>	<b>540,600</b>	<b>1,685,575</b>	<b>1,144,975</b>

#### Members

Members tonnages for the financial period ended 30 November 2022 were 808 tonnes below budget.

#### Trade & Casuals

The Casual and Trade tonnages are 10,782 tonnes higher than forecast for the financial year to date with 10857 tonnes attributed to the discounted rate waste tender.

The financial period ended 30 November 2022 closed with an overall 9,974 tonnes delivered more than budget year to date.

The net surplus against year to date budget variance \$1,144,975 is a result of increased revenue (tonnages) above budgeted forecast, directly impacted landfill levy costs and amortisation for cell development and on the other hand a decrease in depreciation expense.

#### **VOTING REQUIREMENT**

Simple Majority



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**RESPONSIBLE OFFICER RECOMMENDATION**

**That Council:**

**Receive the Financial Statements set out in Appendix No. 4 for the month ended 30 November 2022.**

**Moved Cr Jacob, seconded Cr Hatton**

**RESOLVED**

**That the recommendation be adopted**  
**(CARRIED UNANIMOUSLY 11/0)**

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9.4 LIST OF PAYMENTS MADE FOR THE MONTH ENDED 30 NOVEMBER 2022	
File No:	GF-21-0000196
Appendix(s):	Appendix No. 6
Date:	24 November 2022
Responsible Officer:	Finance Manager

#### SUMMARY

The purpose of this report is to provide details of payments made during the periods identified above. This is in line with the requirement under the delegated authority to the Chief Executive Officer (CEO), that a list of payments made from the Municipal Fund since the last Ordinary Council meeting be presented to Council.

#### COMMENT

The lists of payments for the months ended 30 November 2022 is at **Appendix 6** to this Item and presented to Council for noting. Payments have been made in accordance with the delegated authority to the CEO which allows payments to be made between meetings. At the Ordinary Council Meeting held on 16 September 2021, the Council delegated to the CEO the exercise of its power to make payments from the Municipal Fund. In order to satisfy the requirements of Clause 13(2) of the Local Government (Financial Management) Regulations, a list of payments made must be submitted to the next Council meeting following such payments.

It should be noted that generally all payments are GST inclusive and the Mindarie Regional Council is able to claim this tax as an input credit when GST remittances are made each month to the Australian Tax Office.

Months Ended	Account	Vouchers	Amount
30 November 2022	General Municipal	Cheques	\$1,678.10
		EFT	\$817,989.48
		DP	\$4,432,699.32
		Inter account transfers	\$0.00
		<b>Total</b>	<b>\$5,252,366.90</b>

#### VOTING REQUIREMENT

Simple Majority

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**RESPONSIBLE OFFICER RECOMMENDATION**

**That Council:**

**Note the list of payments made under delegated authority to the Chief Executive Officer,  
for the month ended 30 November 2022.**

**Moved Cr Re, seconded Cr Cvitan**

**RESOLVED**

**That the recommendation be adopted**

**(CARRIED UNANIMOUSLY 11/0)**

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9.6 GENERAL INSURANCE RENEWAL 2022/23	
File No:	GF-21-0000495
Appendices:	Nil
Date:	8 December 2022
Responsible Officer:	Chief Executive Officer

#### SUMMARY

This report seeks to update Council on the progress of an investigation in to the advantages and disadvantages of undertaking a regular cyclic process of publishing public tenders for general insurance services, as per previous council resolution.

#### BACKGROUND

At the 30 July 2020 Audit Committee Meeting, a query was raised as to why the Mindarie Regional Council (MRC) had not gone out to tender for its general insurance renewals.

At that time, the MRC sought advice from WALGA, which held the view that local governments do not need to go out to tender for insurance services purchased from LGIS.

Accordingly, the MRC has continued to access general insurance services through LGIS. These practices have continued since.

On 24 March 2022 a report was presented to Council that highlighted the results of a review undertaken on the experiences of other Western Australian local governments with respect to accessing adequate insurance provision in the current market, and sought endorsement of the recommendation to renew general insurances for 2022/23, Council resolved:

*That the Council:*

- 1. Notes the information contained in this report.*
- 2. Recommends that the MRC does not undertake a public tender process for the provision of insurance services, and continues to remain within the LGIS WA local government group self-insurance scheme.*
- 3. Requests the CEO to investigate the advantages and disadvantages of undertaking a regular cyclic process for undertaking a public tender process for insurance services, and if necessary to seek independent expert advice, and bring a report back to Council by December 2022, including a recommendation for the procurement of insurances services in 2023.*

#### DETAIL

On 16 August 2022 the administration sent out a request for quotation to risk advisory consultants, seeking independent expert advice to review the MRC's current insurance arrangements, develop a tender, assist in the evaluation of responses and provide an assessment report.

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At the time of close two proposals were received:

- *Risk Advisory Services* provided a short proposal, with minimal information, stating a service fee of circa \$25k.
- *Procurement Australia* provided a detailed proposal, stating a service fee of \$15k.

#### CONSULTATION

Nil

#### STATUTORY ENVIRONMENT

Nil

#### POLICY IMPLICATIONS

Nil

#### FINANCIAL IMPLICATIONS

The 2022/23 budget approved by Council at the 7 July 2022, has been made in respect of risk advisory services.

#### VOTING REQUIREMENT

Absolute majority

#### COMMENTS

Given the level of detail provided, Procurement Australia's response was considered to be the highest value proposal when compared to that received from Risk Advisory Services.

Accordingly, the MRC engaged Procurement Australia's services on 16 September 2022. It is expected that a tender for the provision of insurance services shall be released in late January 2023, and an evaluation report finalised by March/April 2023. The Administration intends to present a report to the 27 April 2023 Ordinary Council meeting with the outcome of the review and evaluation of the insurance tender.

LGIS were formally advised that the MRC had resolved to release a formal tender for the 2022/23 insurances on 28 November 2022, and asked to provide an initial response to this decision. Their response is provided, below:

- *"The Scheme will not be in a position to respond to an 'insurance broking / insurer' tender as the mutual is neither an insurer nor an insurance broker. MRC would need to ensure the tender is crafted in a manner that would allow the mutual to respond.*
  - *Members may only withdraw membership from the Scheme at the expiry of a fund year (30 June) provided that at least 60 days' notice is given (please refer to Section 35.1 of the LGISWA Scheme Rules available from the Members Section of the LGIS website). The email below does not suffice as formal notification of exit.*
  - *We note the timing of the tender (early in January/ February) will limit our ability to respond. LGIS does not respond to speculative pricing and would be reluctant to provide terms outside our usual renewal cycle.*
  - *Membership of the Scheme provides MRC with a whole of risk approach to protection and LGIS provides a single membership and cost. Exit of any one protection would result in MRC existing all protection policies offered by LGISWA.*
  - *We would also like to add that MRC, along with all Cities, Towns and other Shires across the State, was gazetted by the Minister as an "exempt employer" under the Act. This has placed it as part of a self-insured group (WA Local Government Sector,*
-

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*through the LGIS WorkCare Scheme) for workers compensation. Withdrawing from this arrangement in favour of a return to the workers compensation system through insurance arrangements, would require application to, the Minister and publication of his approval of the change in the Government Gazette. Please note there are regulatory requirements under WorkCover to apply for exit. We are happy to provide MRC with copies of same if this has not been considered by PA. I believe the period of notice is 90 days*

- *Exit of the Scheme would obviously lead to a loss of access to a range of complimentary risk services across Injury Management, LGIS Health and Wellbeing, Liability Risk Management, Organisation Risk Management, Occupational Safety and Health and HR Risk Management."*

The administration is currently assessing these responses, and will work with Procurement Australia to ensure that all necessary steps are taken to undertake a compliant tender process that takes account of the apparent prerequisites and timelines highlighted by LGIS.

#### **RESPONSIBLE OFFICER RECOMMENDATION**

**That the Council:**

- 1. Notes the information contained in this report.**
- 2. Requests the CEO to present a report to Council with a recommendation for the procurement of insurance for 2023/24 in April 2023.**

**Moved Cr Re, seconded Cr Jacob**

**Moved Cr Shannon, seconded Cr Re  
AMENDMENT**

To add the following words:

- 3. Requests the CEO to obtain independent legal advice in relation to whether Local Governments have to go out to Tender for Insurance services and whether they are exempt from s3.57 of the Local Government Act.**

#### **REASONS:**

To clarify previous advice so that the MRC understands whether it needs to go to tender every year.

#### **(CARRIED 10/1)**

*For: Crs Castle, Cvitan, Ferrante, Gobbert, Hatton, Miles, Re, Shannon, Thornton, Vernon  
Against: Cr Jacob*

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**SUBSTANTIVE RECOMMENDATION, AS AMENDED**

**That the Council:**

- 1. Notes the information contained in this report.**
- 2. Requests the CEO to present a report to Council with a recommendation for the procurement of insurance for 2023/24 in April 2023.**
- 3. Requests the CEO to obtain independent legal advice in relation to whether Local Governments have to go out to Tender for Insurance services and whether they are exempt from s3.57 of the *Local Government Act*.**

(CARRIED UNANIMOUSLY 11/0)

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<b>9.7</b>	<b>MINDARIE REGIONAL COUNCIL ORDINARY COUNCIL MEETING AND STRATEGY WORKSHOP DATES FOR 2023</b>
<b>File No:</b>	<b>GF-20-0000469</b>
<b>Appendix(s):</b>	<b>Nil</b>
<b>Date:</b>	<b>02 December 2022</b>
<b>Responsible Officer:</b>	<b>Chief Executive Officer</b>

### SUMMARY

The purpose of this report is to provide notice of the dates, times and locations for the Mindarie Regional Council's (MRC) Ordinary Council Meetings (OCM) and to provide advice regarding Strategy Workshops (SW) for 2023.

### BACKGROUND

In accordance with the *Local Government Act 1995*, the MRC is required to schedule OCM's for the forthcoming calendar year and provide public notice of their dates, times and locations. In addition, the MRC also set two SW dates for the year.

### DETAIL

In setting the dates for the 2023 OCM's consideration is given to the following:

- The Tamala Park Regional Council meeting dates for 2023
- The WALGA Metropolitan Zone meeting dates for 2023
- The Australian Local Government Association (ALGA) Annual Conference
- Relevant Waste Conferences
- Availability of Member Councils' Chambers.

To achieve compliance and present financial reports within 2 months after the end of the month to which the statement of financial activity relates in accordance with s.6.4 of the *Local Government Act 1995* and s.34(4) of the *Local Government (Financial Management) Regulations 1996*, the MRC are required to meet 7 times in 2023.

With a view to trying to achieve compliance, and at the same time being mindful of conflicting priorities, the following meeting dates are proposed for consideration:

23 February 2023	6.30pm	City of Joondalup	OCM
27 April 2023	6.30pm	City of Wanneroo	OCM
01 June 2023	6.30pm	Town of Cambridge	OCM
13 July 2023	6.30pm	City of Stirling	OCM
21 September 2023	6.30pm	City of Vincent	OCM
30 November 2023	6.30pm	Town of Victoria Park	OCM
14 December 2023	6.30pm	City of Perth	OCM

Traditionally the MRC also holds two strategic workshops which are usually included in the meeting schedule. These workshops are important as they provide Councillors, member council CEOs and representatives on the Strategic Working Group and MRC management an opportunity to review and discuss the MRC's strategic direction.



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The MRC held a SW on 10 September 2022 and a follow up SW is planned for 2 February 2023. The MRC propose to consult with the Chair after the 2 February 2023 SW to decide on the timing of future SWs in 2023.

#### STATUTORY ENVIRONMENT

Local Government Act 1995  
Local Government (Administration) Act 1996

#### POLICY IMPLICATIONS

Nil

#### STRATEGIC IMPLICATIONS

Nil

#### FINANCIAL IMPLICATIONS

Nil

#### COMMENT

The proposed schedule for OCM's for 2023 is submitted for approval.

#### VOTING REQUIREMENT

Simple Majority

#### RESPONSIBLE OFFICER RECOMMENDATION

That the Council:

1. **Adopt the meeting dates as follows:**

23 February 2023	6.30pm	City of Joondalup	OCM
27 April 2023	6.30pm	City of Wanneroo	OCM
01 June 2023	6.30pm	Town of Cambridge	OCM
13 July 2023	6.30pm	City of Stirling	OCM
21 September 2023	6.30pm	City of Vincent	OCM
30 November 2023	6.30pm	Town of Victoria Park	OCM
14 December 2023	6.30pm	City of Perth	OCM

2. **Issue a Public Notice on the meeting locations, dates and times as detailed in (1) above in accordance with Part 12 (1) of the *Local Government (Administration) Regulations 1996* and the *Local Government Act 1995*.**

3. **Note that a Strategy Workshop has been planned for 2 February 2023. Future workshop dates for 2023 will be determined, in consultation with the Chair, later in 2023.**

Moved Cr Vernon, seconded Cr Re

**RESOLVED**

**That the recommendation be adopted**

(CARRIED UNANIMOUSLY 11/0)

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<b>10 MEMBERS INFORMATION BULLETIN – ISSUE NO. 73</b>
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**RESPONSIBLE OFFICER RECOMMENDATION**

**That the Members Information Bulletin Issue No. 73 be received.**

**Moved Cr Ferrante, seconded Cr Hatton**

**RESOLVED**

**That the recommendation be adopted**

(CARRIED UNANIMOUSLY 11/0)

<b>11 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN</b>
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Nil

<b>12 URGENT BUSINESS</b>
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Nil

<b>13 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN</b>
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Nil

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In accordance with clause 10.1(h) of the Mindarie Regional Council Meeting Procedures Local Law 2020 and s5.23 of the Local Government Act 1995, the Chair requests the Council to meet "behind closed doors" to allow the Council to consider item 14.1 as the items are of a confidential nature.

No members of the public were present in the gallery.

**Moved Cr Vernon, Seconded Cr Re  
Procedural Motion**

- 1. Closes the meeting to the members of the public at 7.47 pm to consider item 14.1 in accordance with Section 5.23 of the *Local Government Act 1995*.**
- 2. Permits the MRC Chief Executive Officer and MRC staff to remain in the chamber during discussion for these items.**

(CARRIED UNANIMOUSLY 11/0)

Doors closed at 7.47 pm

**14 MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC**

This Report is Confidential and dealt with in a Confidential Session, under section 5.23 (2) (c) of *The Local Government Act 1995* as the report deals with a matter where a contract may be entered into

14.1 AUDIT AND RISK COMMITTEE CONFIDENTIAL DOCUMENTS	
File No:	GF-22-000070
Attachment(s):	Nil
Date:	5 December 2022
Responsible Officer:	Chief Executive Officer

**That Council:**

- Notes the Annual Financial Audit Planning Summary Year Ended 30 June 2022
- Notes the Auditor General Independent Auditors Report 2022
- Notes the Annual Financial Audit Exit Brief Year Ended 30 June 2022
- Notes the Representation Letter Year Ended 30 June 2022

**Moved Cr Vernon, seconded Cr Cvitan  
RESOLVED**

**That the recommendation be adopted**

(CARRIED UNANIMOUSLY 11/0)

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Moved Cr Vernon, seconded Cr Hatton

Procedural Motion:  
That Council:

- Reopen the meeting to members of the public at 7.56 pm

To re-open the meeting to the public  
(CARRIED UNANIMOUSLY 11/0)

Doors re-opened at 7.57 pm, the Chair declared the meeting re-opened. As there were no members of the public present, the Chair noted the resolutions passed behind closed doors

<b>15 NEXT MEETING</b>
------------------------

The next Ordinary Council meeting will be held on 23 February 2023 at the City of Joondalup.

<b>16 CLOSURE</b>
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The Chair closed the meeting at 7.58 pm and thanked the City of Perth for their hospitality and use of their meeting facilities.

Signed .....Chair

Dated.....day of .....2023

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Public Open Space Strategy							
Annual Implementation Progress Update - 2023							
Public Open Space plays a vital component to the community and provides a wide range of health, social, environmental and economic benefits. It is important the City continues to plan and prioritise future investment, development and improvements to our public open spaces for the years to come. The Public Open Space Strategy minor review is scheduled for financial year 2024/2025.							
No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team	Status	Comments
1	Develop a clear framework for lease, licence and hire agreements within POS	<ul style="list-style-type: none"> <li>Assess the effectiveness of hire agreements, licenses and leases for community, sport and recreation, and commercial groups utilising POS.</li> <li>Identify and implement preferred tenure arrangements that meet user group needs while maximising community accessibility to POS.</li> </ul>	Short	20/21	Corporate Strategy & Governance	Completed	Council adopted the Property Management Framework in November 2020. Implementation of the framework has commenced.
2	Establish Shared Use Agreements with the Department of Education to enable community access to school ovals and other amenities	<ul style="list-style-type: none"> <li>Meet with the Department of Education and specific School Principals in priority order:               <ul style="list-style-type: none"> <li>Mt Hawthorn Primary School</li> <li>North Perth Primary School</li> </ul> </li> <li>Negotiate Shared Use Agreements using the Department of Education Guidelines.</li> <li>Identify and implement Shared Use Agreements at other local school sites based upon community demand.</li> </ul>	Short - Medium	24/25	Policy & Place	On track	Commence following the Land Utilisation Policy.
3	Establish Management Agreements with private land owners to enable short/medium term conversion to POS	<ul style="list-style-type: none"> <li>Identify undeveloped or transitional landholdings in areas with identified POS gaps</li> <li>Explore opportunities for interim land use agreements with private land owners to enable short/medium term functionality as POS.</li> </ul>	Short - Medium	24/25	Policy & Place	On track	Commence following the Land Utilisation Policy.
4	Repurpose City owned land as POS in strategic locations where gaps have been identified within the network	<ul style="list-style-type: none"> <li>Identify opportunities to repurpose land upon expiry or cessation of existing leases or other similar changes in land management, with a specific focus on key locations within Vincent:               <ul style="list-style-type: none"> <li>Within the suburb of Mount Hawthorn</li> <li>Within the suburb of North Perth</li> <li>Within the suburb of West Perth</li> </ul> </li> </ul>	Medium	23/24	Corporate Strategy & Governance	On track	Opportunities have been identified at the expiry of leases. This includes Sydney Haynes. Further development of this key action will be reliant on the completion of the Land Utilisation Policy.
5	Prepare a POS Land Acquisition Strategy to provide POS in strategic locations where gaps have been identified within the network	<ul style="list-style-type: none"> <li>Develop a framework and methodology to nominate site specific land targets.</li> </ul>	Medium	23/24	Policy & Place	On track	No formal framework has been prepared and will commence in 24/25. In the interim Council has approved investigation of the potential sale of several lots. This includes Monmouth and Brentham Street Reserve.
		<ul style="list-style-type: none"> <li>Acquire land in strategic locations through a dedicated Reserve Fund in order to increase the provision of POS.</li> <li>Identify land swap opportunities.</li> <li>Prepare a business case as the basis for any proposed land disposal.</li> <li>Undertake periodical POS gaps analysis to assess effectiveness of other 'Provision' actions.</li> <li>Identify remaining gaps in the POS network, and investigate alternative strategies to increase public open space provision.</li> </ul>		24/25	Corporate Strategy & Governance	On track	The Land Utilisation Policy will help inform other key actions in the POS strategy, such as, management agreements, repurposing of land, and sale of land.
				24/25	Policy & Place		
6	Initiate a POS Development and Land Acquisition Reserve Fund	<ul style="list-style-type: none"> <li>Investigate the sale of underperforming and/or surplus City owned land / facilities.</li> <li>Specifically ring-fence any land disposal proceeds for the purposes of the POS Reserve Fund.</li> <li>Follow the appropriate planning process for rezoning, subdivision, and development applications to optimise value prior to sale.</li> <li>Implement a program of regular contributions to these reserve funds to ensure the availability of sufficient funding over the long-term.</li> </ul>	Medium	23/24	Policy & Place	On track	POS Reserve Fund has been created. Further action items to be investigated in 23/24.
				22/23		On track	
		<ul style="list-style-type: none"> <li>Investigate the feasibility of attracting developer contributions for community infrastructure (POS) in accordance with State Planning Policy 3.6</li> </ul>		21/22		Completed	Council endorsed "Implementing the Western Australian Planning Commissions Development Control Policy 2.3 – Public Open Space in Residential Areas" at its Meeting in November 2022. The implementation timeline of the POS cash-in-lieu is extensive (commencement July 2023) to allow for significant notice and engagement, to inform developers prior to lodgement of a development application, so that this can be considered in their development feasibility. The Leederville Precinct Structure Plan incorporates provisions for cash-in-lieu of Public Open Space as well as incentives for developers to provide community infrastructure. These are currently being assessed by the Western Australian Planning Commission.

No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team	Status	Comments
7	Assess the effectiveness of converting road reserves (or part of) to POS, and identify further opportunities in strategic locations where gaps have been identified within the network	<ul style="list-style-type: none"> <li>Assess the effectiveness of converting underperforming and/or surplus road reserves to POS</li> </ul>	Short - Medium	23/24	Policy & Place	On track	A trial to temporarily convert a section of Grosvenor Road in the Beaufort Street Town Centre into a pedestrianised area occurred in October 2022. The project aimed to understand the possibilities for public realm improvements, and demonstrate the benefits of putting people first and creating places for people. The project also delivered a permanent continuous footpath across Grosvenor Road (adjacent to Beaufort Street) to improve the pedestrian experience. The project was delivered in partnership with RAC, through its Reconnect WA initiative, which aims to create vibrant streets and public spaces for Western Australians to interact and connect with each other. Outcomes and next steps following the trial will be presented to Council in early 2023.  Further investigation into other sites will be pending outcomes of the Land Utilisation Policy.
		<ul style="list-style-type: none"> <li>Establish a high quality civic open space within each Town Centre</li> </ul>		18/19	Policy & Place	Completed	North Perth Common was completed and opened in June 2019. At its 17 September 2019 Ordinary Meeting, Council noted the project closure report which included recommendations to continue to monitor the space. A review of North Perth Common was undertaken and additional picnic tables, trees and a water fountain were installed in 2021/22.
		<ul style="list-style-type: none"> <li>Implement North Perth Common</li> </ul>		18/19 - 24/25	Policy & Place	Delayed	On 21 August 2018 at its Ordinary Meeting, Council approved a series of small scale 'quick win' improvements to Axford Park and adopted the Axford Park Upgrade Concept Design. The quick win items were implemented in 2018/19 and included pruning, reticulation, turfing, planting, toilet block relocation, footpath improvements and a flush pedestrian crossing to improve park access. On 21 August 2018 at its Ordinary Meeting, Council approved a series of small scale 'quick win' improvements to Axford Park and adopted the Axford Park Upgrade Concept Design. The quick win items were implemented in 2018/19 and included pruning, reticulation, turfing, planting, toilet block relocation, footpath improvements and a flush pedestrian crossing to improve park access. The design and delivery of the first phase of Axford Park Upgrade, which included significant improvements to the western end of the park, was deferred in 2021/22 due to budget constraints. The revised timing of the project will be determined with consideration of the LTFF. \$8,000 is currently allocated to replace the flag poles in 2023/24 and \$80,000 is allocated to renew the in ground irrigation system and electrical cubical in 2024/25.
		<ul style="list-style-type: none"> <li>Implement Axford Park Improvements</li> </ul>		21/22 - 22/23	Policy & Place	On track	Oxford Street Reserve is maintained, managed and available to book online. The POS size expands as an outcome of the Leederville Precinct Structure Plan.
		<ul style="list-style-type: none"> <li>Maintain and manage Oxford Street Reserve and Mary Street Piazza.</li> </ul>		21/22 - 22/23	Policy & Place	On track	Mary Street Piazza is maintained, managed and available to book for free via the City's online booking system. Mural maintenance and turf replacement is undertaken on an ongoing basis and the festoon lighting was replaced and upgraded in December 2021.
		<ul style="list-style-type: none"> <li>Identify opportunities within remaining Town Centres</li> </ul>		21/22 - 22/23	Policy & Place	On track	Opportunities to consider improvements to Tu Do Park in William Street Town Centre will be considered as part of the development of the William Street Town Centre Place Plan in 2023.
8	Reallocate active reserves and revise community lease and license arrangements, to better accommodate sporting club growth trends and improve community accessibility to POS	<ul style="list-style-type: none"> <li>Assess participation and membership trends amongst sporting clubs as the basis for active reserve allocations</li> <li>Align sporting codes and clubs with specific POS that can accommodate their respective growth and future needs</li> <li>Develop shared-use licence arrangements in lieu of exclusive use lease arrangements</li> <li>Implement performance based lease and licence arrangements with targets relating to membership, diversity, governance and community impact</li> <li>Align lease and licence arrangements with any revised POS ground allocations</li> </ul>	Short	22/23 - 23/24	Policy & Place	On track	Commenced Sport and Recreation Facilities Plan. The Plan will address this key action.
		<ul style="list-style-type: none"> <li>Implement performance based lease and licence arrangements with targets relating to membership, diversity, governance and community impact</li> <li>Align lease and licence arrangements with any revised POS ground allocations</li> </ul>		22/23 - 23/24	Beatty Park / Corporate Strategy & Governance	On-track	New lease and licenses being implemented following adoption of the Property Management Framework.
9	Prepare and Implement a Dog Exercise Strategy/Policy to ensure infrastructure provision aligns with community expectations	<ul style="list-style-type: none"> <li>Ensure that future investment in dog exercise areas and associated infrastructure balances community expectations and broader POS accessibility</li> <li>Review the effectiveness of the existing off-leash dog exercise areas</li> <li>Prepare a dog exercise areas strategy/policy aligned with POS hierarchy and levels of service and dog ownership geography</li> <li>Include fenced dog exercise areas within the strategy/policy and minimum design requirements</li> <li>Establish decision making criteria for the assessment of off-leash and on-leash areas within POS</li> <li>Progress the establishment of fenced dog exercise area/s in specific POS (identify based on dog ownership, community demand or POS suitability)</li> </ul>	Short - Medium	24/25	Policy & Place	On track	Strategy/Policy to commence 24/25.
10	Implement the POS hierarchy and levels of service as the basis for investing in parks, reserves and other green spaces	<ul style="list-style-type: none"> <li>Adopt the POS hierarchy and levels of service to directly inform infrastructure investment and rationalisation</li> <li>Implement minimum levels of service and associated design guidelines</li> <li>Identify, prioritise and undertake POS amenity upgrades utilising the POS audit and levels of service</li> <li>Manage community expectations through communication of the POS hierarchy, classifications and levels of service</li> <li>Prepare a POS upgrade program aligned with the Annual Budget, Long Term Financial Plan and Asset Management Plan</li> <li>Review and revise POS maintenance standards based on the POS hierarchy, classifications and levels of service</li> <li>Align maintenance standards, schedules and practices with POS functionality and community use</li> <li>Determine specific maintenance standards and lifecycle costs for <ul style="list-style-type: none"> <li>Playing fields</li> <li>Town Centre POS</li> <li>POS identified as being suitable for festivals and events</li> </ul> </li> </ul>	Short - Medium	20/21	Parks	On track	POS hierarchy and levels of service being implemented through Capital Works Program - Ongoing. Maintenance standards and lifecycle costs yet to be progressed.
				21/22 - 30/31			
11	Implement asset renewal and rationalisation in accordance with the broader Asset Management Plan	<ul style="list-style-type: none"> <li>Establish scheduled asset maintenance and renewal programs for POS through the City's operating/capital budget</li> </ul>	Medium	21/22 - ongoing	City Building	On track	Asset Management and Sustainability Strategy was endorsed November 2021. Strategy Implementation on-going.

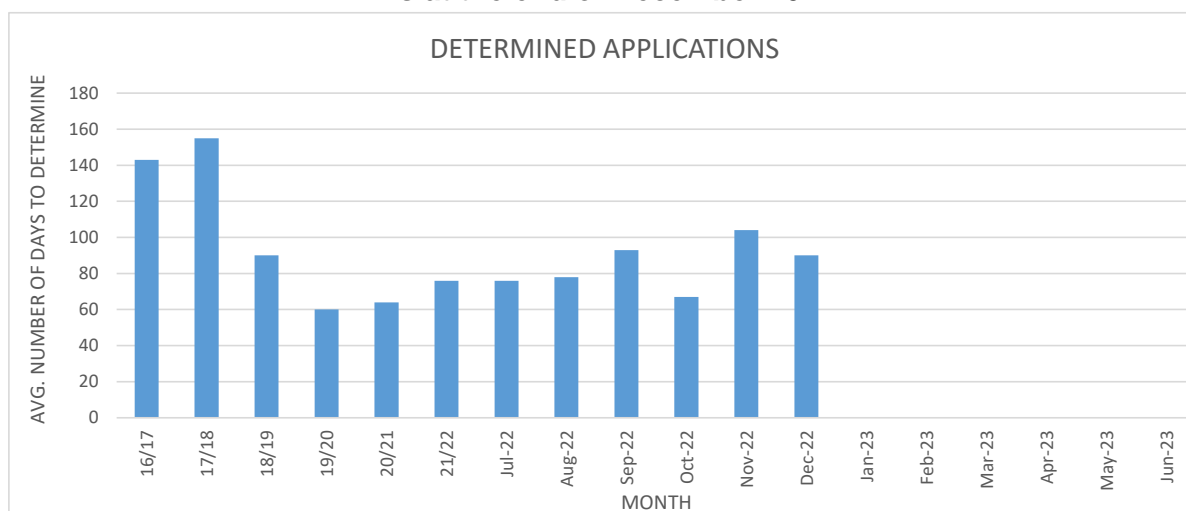
No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team	Status	Comments
12	Undertake local history and heritage studies as the basis for POS design, development and management	<ul style="list-style-type: none"> <li>Undertake heritage investigations across the POS network to identify sites of historical importance and cultural value.</li> <li>Undertake Whadjuk Noongar 'sense of place' studies and ethnographic surveying as the basis for POS <del>renaming, design, development and management</del>.</li> <li>Identify specific opportunities for sites of historical importance to be recognised through signage, interpretation and other amenities.</li> <li>Plan and develop walking trails between all identified Aboriginal significant sites.</li> </ul>	Medium	22/23	Community Development	On track	<p>Lan Collard from Moodjar Consultancy with the assistance of Officers from the City completed the Aboriginal Heritage Interpretation Strategy (AHIS).</p> <p>The AHIS is now a working document that has relevance and use for a range of City projects including signage, naming, art policy, landscaping, collection development, community development and engagement, events and activation and place plans.</p> <p>As a tool, it is a cohesive and focused approach to the collection and sharing of Aboriginal History and heritage in Vincent.</p> <p>The document brings together existing information from prior consultations with Elders, researchers and consultants about 3 key areas relating to Aboriginal heritage in Vincent being:</p> <ol style="list-style-type: none"> <li>Which stories/themes have been identified by Aboriginal people as significant for the Vincent area</li> <li>How can or should these stories be told</li> <li>What are the protocols and principles for collecting and telling these stories</li> </ol> <p>This component is now completed.</p>
				23/24			On track to be delivered in 23/24.
				25/26			On track to be delivered in 25/26.
				25/26			On track to be delivered in 25/26.
13	Prepare and implement a Play space Strategy/Policy to ensure infrastructure provision aligns with community demographics	<ul style="list-style-type: none"> <li>Undertake a detailed audit of all play space infrastructure including both condition and functionality.</li> <li>Prepare a Play space Strategy aligned with the POS hierarchy and levels of service, and local community demographics/profiles.</li> <li>Undertake a strategic play space replacement, rationalisation and upgrade program.</li> <li>Directly engage with local children and young people and other relevant stakeholders to ensure POS functionality and amenity aligns with community needs.</li> </ul>	Medium	23/24	Policy & Place	On track	Project to commence in 23/24.
14	Integrate art and creativity into POS design and development	<ul style="list-style-type: none"> <li>Identify strategic locations for major art works and percent for art projects.</li> <li>Consider usage of Noongar inspired 'sense of place' themes and artwork as the basis for POS design.</li> <li>Ensure art and creativity is embedded within POS design through the POS upgrade program</li> </ul>	Medium	2022/23		On track	Investigated through the development of the Wayfinding Plan and to be formalised as living document in new Arts Plan which is to be presented to Council in 2023.
				ongoing	Policy & Place	On track	Planning a mural with Tourism WA (on behalf of FIFA) for mural at Perth Soccer Club, to include Noongar sense of place themes. To be completed 2023.
				ongoing		On track	Planning for a Noongar mural and upgrade to talking post at Hyde Park in 2023/24. Continued to be considered during relevant projects.
				ongoing		On track	Currently being considered in planning for Laneway Revitalisation Project as per the Beaufort Street Town Centre Place Plan. Investigating commissioning new Noongar artwork in Kaadadjiny Lane to include mural and potentially lighting. Continued to be considered during relevant projects.
15	Review POS management policies and procedures, and implement contemporary practices that maximise accessibility and utilisation	<ul style="list-style-type: none"> <li>Review existing POS bookings and management policies with a specific focus on the customer experience.</li> <li>Review and improve existing management procedures including (but not limited to) sporting club ground allocations, trading in public places permits, mobile food vendor permits, and event applications.</li> <li>Review current fees and charges to determine relationship with POS utilisation.</li> <li>Expand POS online booking functionality and investigate the incorporation of app technology and linkages to a broader customer relationship management system.</li> <li>Improve community awareness of POS through specific marketing initiatives, including specific marketing campaigns for key locations such as Hyde Park.</li> <li>Measure POS utilisation and occupancy to better inform management decision making.</li> <li>Align suitability of specific POS with events and festivals as part of the City's event approvals process review.</li> </ul>	Short - Medium	21/22 - 22/23		On track	Current policy is being reviewed and will be presented to Council in 2023.
				22/23 - 23/24		On track	Terms and conditions for all hirers, as well as management practices have been reviewed and will be implemented once the new policy has been endorsed. Special consideration will be applied to small businesses who want to make use of outdoor spaces.
				ongoing	Beatty Park	On track	Fees and charges were reviewed and streamlined in 2018. Fees and charges are reviewed annually as part of the City's annual budget process. A further review will be undertaken as part of the 2023/24 budget process.
				18/19		Completed	Online booking system SpacetoCo implemented.
				23/24		On track	Marketing officer has completed updating all content on SpacetoCo. No key campaigns have been created yet.
				ongoing		On track	Report of income is sent to Centre Manager monthly. Utilisation and occupancy is reviewed prior to confirmation of seasonal sporting allocations. Information will be used as part of the annual budget allocation process to ensure funds are spent where needed.
				ongoing	Marketing and Communications	On track	If an event is proposed in an unsuitable space, Administration works with the applicant to identify a new location that would be better suited for their event.
16	Develop a Signage Strategy for implementation across the POS network	<ul style="list-style-type: none"> <li>Review existing signage practices and infrastructure and proactively rationalise to reduce 'signage pollution' within POS.</li> <li>Develop consistent branding and placement protocols for POS and facility signage.</li> <li>Consider usage of Noongar inspired 'sense of place' themes and artwork as the basis for standardised signage across the POS network.</li> <li>Investigate private signage, sponsorship signage opportunities and implement regulation.</li> </ul>	Short	22/23	Policy & Place	On track	The City of Vincent Wayfinding and Signage Plan was adopted at the 15 November Ordinary Council meeting. \$198,000 has been allocated for implementation in the 22/23 financial year.
				24/25			
				25/26			
				21/22		Completed	Considered within the Signs and Advertising Policy
17	Review use of pesticides and fertilisers on City parks and reserves	<ul style="list-style-type: none"> <li>Review and monitor application of fertilisers and pesticides across the City's POS, in accordance with the Australian Pesticides Veterinary Medicines Authority (APVMA) and the Code of Practice for the use of agricultural and veterinary chemicals in WA.</li> </ul>	Short	Ongoing	Parks	Completed & on-going	<p>The City has reviewed the use of pesticides and fertiliser, and continues to review and monitor. Currently controlling the risk of pesticides and using alternatives where possible. Methods include:</p> <ul style="list-style-type: none"> <li>Use of alternative weed controls wherever possible (organic pesticide – pelargonic acid, manual removal, use of mulch for weed suppression)</li> <li>Glyphosate use minimised, no spraying near playgrounds or during school holidays (unless approved by manager i.e. adjacent to schools)</li> <li>Predominantly only used to control perennial woody weeds or perennial running grasses that are not controlled by other options</li> </ul> <p>All practices are in accordance with the APVMA (Australian Pesticides Veterinary Medicines Authority).</p>
18	Prepare and implement local water management strategies and an Urban Water Management Plan	<ul style="list-style-type: none"> <li>Promote an integrated water cycle management approach.</li> <li>Review current water management policies.</li> <li>Establish a water management policy that balances water conservation while enabling required irrigation of green spaces.</li> <li>Investigate opportunities to embellish drainage systems within open spaces to offer expanded biodiversity habitat, canopy cover and improve storm water quality.</li> <li>Measure and report on total water usage in accordance with the City's commitment to the Water wise Council Program</li> </ul>	Medium	22/23 - review ongoing operational	Engineering & Parks and sustainability	On track	<p>In progress and ongoing.</p> <p>Water sensitive urban design review of the City's Policies, Strategies and Plans completed – recommendations from this review to be implemented in compliance with State Planning Policy 2.9 Planning for Water.</p> <p>A Water Wise Council Action Plan has been prepared and is currently with Water Corporation for approval. Further Water Policies/ Management Plans will need to be prepared in accordance with State Planning Policy 2.9 once adopted.</p> <p>Ongoing investigation, Lynton Street, Walters Brook, and Hyde Park annual replanting program and review. Engineering investigating Storm Water Drainage Policy.</p> <p>Ongoing annual task completed every year.</p>

No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team	Status	Comments
19	Review and implement alternative landscape treatments within POS	<ul style="list-style-type: none"> <li>Manage and reduce water consumption through contemporary landscape treatments.</li> <li>Expand eco-zoning projects and consider future sustainable options.</li> <li>Communicate the benefits of alternative landscape treatments to the community to ensure understanding and acceptance.</li> </ul>	Medium	Ongoing	Parks	Completed & ongoing	Completed and ongoing - native plant sales and adopt a verge program, eco zoning program.
20	Review and implement the Greening Plan 2018-2023 in relation to the future greening on POS	<ul style="list-style-type: none"> <li>Implement the City's Greening Plan including objectives to green, enlarge and enhance POS.</li> <li>Optimise all opportunities to increase canopy cover on public land, including POS.</li> <li>Enhance habitat and promote biodiversity throughout the POS network.</li> </ul>	Medium	Ongoing	Parks	Completed	Greening Plan has been completed and currently being implemented.
21	Protect public open space through the City's town planning framework	<ul style="list-style-type: none"> <li>Reserve land under the Local Planning Scheme and Metropolitan Region Scheme in accordance with the Strategy.</li> <li>Ensure encroaching development positively contributes to POS.</li> <li>Zone land around and near POS in accordance with the Strategy.</li> <li>Encourage and permit development forms that complement POS.</li> </ul>	Medium	18/19 ongoing 18/19 18/19	Policy & Place	Completed	Considered in Local Planning Scheme, endorsed in 2018. Further consideration taken during future reviews. Ongoing considerations when processing development applications. Considered in Local Planning Scheme, endorsed in 2018. Further consideration taken during future reviews.
22	Prepare and implement the Leederville Oval Master Plan	<ul style="list-style-type: none"> <li>Provide a long term Plan that considers: <ul style="list-style-type: none"> <li>Capabilities as a multi-use community asset (that increases community access and utilisation) within the Leederville Town Centre.</li> <li>Current and future requirements of the WA Football Commission, East Perth Football Club and Subiaco Football Club.</li> <li>Facility management options.</li> <li>Capital funding model options</li> </ul> </li> </ul>	Short	18/19 - ongoing	Policy & Place	On track	Ongoing discussions with relevant key agencies regarding outcomes and funding opportunities. As per December 2022 Council Notice of Motion the working group has formed and will provide an update on the Master Plan process by 30 April 2023 for Council consideration at its meeting on 16 May 2023.
23	Prepare and implement Woodville Reserve Master Plan review	<ul style="list-style-type: none"> <li>Provide a long term Plan that considers: <ul style="list-style-type: none"> <li>Maximising the potential for additional green space to service the North Perth community.</li> <li>Rationalisation of built infrastructure.</li> <li>Improved co-location of clubs and activities.</li> <li>Responsiveness to community demand for outdoor court sports, including netball and basketball.</li> </ul> </li> </ul>	Short	24/25	Policy & Place	Delayed	The Sport and Recreation Facilities Plan is integral to the development of the revised Master Plan, and it is proposed that the development of the Master Plan be completed following this adoption. In the interim, the Woodville Reserve Landscape Plan was implemented in 2022/23. The landscape plan has been designed to allow for integration into any future developments on site.
24	Prepare and implement Britannia Reserve Master Plan review	<ul style="list-style-type: none"> <li>Prepare a long term Plan that considers: <ul style="list-style-type: none"> <li>Capabilities to accommodate the growth of local sporting clubs.</li> <li>Future use and management of the Litis Stadium site.</li> <li>Management of surface and sub-surface subsidence issues.</li> <li>Community demand for a mountain bike track and other passive recreational activities.</li> <li>Maximise opportunities for additional tree canopy and shade, subject to sporting field requirements and alignments.</li> </ul> </li> </ul>	Short	19/20 - 21/22	Policy & Place	On track	Britannia Reserve Master Plan has been replaced with the Britannia North West Development Plan. The Development Plan has been endorsed by Council and detailed design has commenced with implementation works to begin in 2023. An election commitment of \$200,000 was announced for a new skate/scooter park in Mount Hawthorn. The Mount Hawthorn Youth Skate Space Plan at Britannia was endorsed in December 2022 for implementation to be completed in 2023.
25	Investigate and consider Robertson Park Development Plan, in partnership with the State Government and Tennis West	<ul style="list-style-type: none"> <li>Investigate a long term development plan that considers: <ul style="list-style-type: none"> <li>Community accessibility to high quality tennis court infrastructure.</li> <li>Retention and where possible, improvement to existing tree canopy and shade</li> <li>Aboriginal and non-Aboriginal cultural history associated with the site is addressed.</li> </ul> </li> </ul>	Short	21/22	Policy & Place	Completed	The Development Plan endorsed by Council in September 2021. Currently working on detailed design. Stage 1 (Tennis precinct) implementation to begin late 22/23. Funding applications submitted and waiting on outcomes. Successful funding advocacy with Tennis West to secure 6 clay courts at the venue for high performance junior training. The construction of the six clay courts is fully funded by Tennis West, which includes court surface, lighting, and fencing. Resulting in the City no longer being required to fund the upgrade to six courts. New lease for the facility to be presented to Council in early 2023.
26	Identify opportunities to deliver community gardens as part of the POS network	<ul style="list-style-type: none"> <li>Determine key locations for additional community garden infrastructure based on community need and capacity.</li> <li>Identify effective volunteer management model to support additional community garden infrastructure.</li> </ul>	Short - Medium	on-going 25/26	Policy & Place Community Development	On track On track	Community gardens are considered throughout the development of POS projects. Two potential locations identified at Robertson Park. On track to be delivered in 25/26.
27	Prepare and implement Hyde Park Master Plan	<ul style="list-style-type: none"> <li>Prepare a long term Plan that considers: <ul style="list-style-type: none"> <li>Alignment with levels of service as per POS hierarchy.</li> <li>Aboriginal and non-Aboriginal cultural history associated with the site.</li> <li>Infrastructure upgrades aligned with regional POS and associated levels of service.</li> <li>Improve amenities and capabilities to accommodate community events.</li> <li>Improve key infrastructure including public toilets, path connections, gazebos, shade and playground/s.</li> </ul> </li> </ul>	Medium	25/26	Policy & Place	On track	Master Plan to commence in 25/26.
28	Prepare and implement Forrest Park Development Plan	<ul style="list-style-type: none"> <li>Prepare a development plan to maximise community value that considers: <ul style="list-style-type: none"> <li>Alignment with levels of service as per POS hierarchy.</li> <li>Realignment of sports playing fields.</li> <li>Improved utilisation of built infrastructure, including courts and buildings.</li> <li>Investigate potential location for a community garden.</li> </ul> </li> </ul>	Medium	26/27	Policy & Place	On track	Master Plan to commence in 26/27.
29	Prepare and implement Charles Varyard Reserve Development Plan	<ul style="list-style-type: none"> <li>Prepare a development plan to maximise community value that considers: <ul style="list-style-type: none"> <li>Capabilities to accommodate the growth of local sporting clubs.</li> <li>Maximise opportunities for additional tree canopy and shade particularly on the reserve perimeter.</li> <li>Effectively manage active and passive recreational demands.</li> </ul> </li> </ul>	Medium	24/25	Policy & Place	On track	Master Plan to commence in 24/25. This plan will now include Beatty Park and Smiths Lake Reserve.
30	Review the effectiveness of parklets within each unique Town Centre and identify further opportunities in strategic locations where gaps have been identified within the network	<ul style="list-style-type: none"> <li>Encourage the development of privately owned parklets within town centres to partially offset the deficit of POS provision.</li> <li>Identify new parklet development opportunities within the suburbs of Mount Hawthorn, Highgate, West Perth and North Perth.</li> </ul>	Medium	21/22	Policy & Place	Completed	The Vibrant Public Spaces Policy was adopted in June 2022 and sets the process and requirements for street furniture, affixed eating area furniture, parklets and eatlets. The 24-month parklet fee free trial, that enabled businesses to host parklets without paying an application fee has now ended. Vibrant Public Space queries and applications continue to be received in these town centres.
31	Investigate the possibility of creating an urban wetland stream within the Claisebrook Drain	<ul style="list-style-type: none"> <li>Consider the undeveloped land upstream within Claisebrook Drain, near East Parade and Pakenham Street.</li> <li>Realise the potential opportunity to enhance the biodiversity within the City's POS.</li> </ul>	Long	28/29	Parks	On track	Commencing 28/29.



No.	Key Actions	Tasks	Priority	Proposed FY	Lead Team	Status	Comments
32	Prepare and implement landscape plans, aligned with hierarchy / minimum levels of service, for:	<b>Jack Marks Reserve</b>	Short	22/23	Parks	Delayed	Delayed to Medium term priority. Completed short term action of seating, water fountain and path upgrades, and on-going action of drainage issues addressed. Further works pending Play Space Strategy and Dog Exercise Strategy, this is to balance use between Brigatti Gardens and Jack Marks.
		<ul style="list-style-type: none"><li>• Develop dog exercise area specific infrastructure and reserve management requirements.</li><li>• Improve seating and shade provisions.</li><li>• Address drainage and reserve surface issues.</li></ul>					
		<b>Brentham Street Reserve</b>					
		<ul style="list-style-type: none"><li>• Enhance local amenity and connectivity.</li><li>• Further tree planting contributing to local biodiversity.</li><li>• Potential for proposed greenway network.</li></ul>	20/21	Parks			
		<b>Birdwood Square</b>	21/22, 22/23	Policy & Place	On track	To be investigated in the Sport and Recreation Facilities Plan.	
		<ul style="list-style-type: none"><li>• Discontinue usage as an active open space by sporting clubs.</li><li>• Improve amenities and capabilities to accommodate community events.</li><li>• Consider installation of multipurpose outdoor sports courts consistent with POS hierarchy/levels of service.</li></ul>	Short	23/24	Policy & Place	On track	To be considered.
		23/24		Policy & Place	On track	\$100,000 election commitment granted to the City to deliver Active Zone. Currently considering the viability of the project against the need for public toilets. Outcome to be determined by March 2023.	
		23/24		City Building / Policy & Place	On track	Public toilets at Birdwood Square have been demolished. New public toilets currently being considered.	
		<ul style="list-style-type: none"><li>• Rationalisation of public toilets as per POS hierarchy/levels of service.</li><li>• Improve tree canopy and shade coverage.</li></ul>	25/26	Parks	On track	Additional tree canopy to be considered.	
		<b>Menzies Park</b>	Medium	24/25	Parks	On track	To be reviewed when developing new eco zoning program.
		<ul style="list-style-type: none"><li>• Identify opportunities to enhance biodiversity.</li><li>• Improve the balance between active and passive reserve users.</li></ul>		21/22,22/23	Policy & Place	On track	To be considered during the Sport and Recreation Facilities Plan.
		<ul style="list-style-type: none"><li>• Identify infrastructure improvements through park fencing, toilet and playground upgrades.</li></ul>		24/25	City Building / Policy & Place	Completed	Toilets and change rooms refurbished in 21/22. Exercise equipment renewal in 2022. In-ground irrigation system replacement in 2021, playground shadesail replacement in 2022.
		<b>Beatty Park Reserve</b>	Medium	24/25	Policy & Place	On track	Beatty Park Pavilion was removed and eco zoning with small tree species replaced the Pavilion. Key action #29 - Prepare and implement Charles Veyard Reserve Development Plan will now include Beatty Park Reserve and Smiths Lake. Actions will be considered during this plan.
		<ul style="list-style-type: none"><li>• Improve tree canopy and shade coverage.</li><li>• Investigate feasibility as potential location for current POS amenity gaps (i.e. fenced dog exercise area, BMX pump track).</li></ul>					
		<b>Brigatti Gardens</b>	Medium	24/25	Parks	On track	Infrastructure upgrade pending development of the Play Space Strategy and Dog Exercise Strategy outcomes in-relation to Jack Marks Reserve.
		<b>Kyilla Park</b>	Medium	27/28	Parks	Delayed	Delayed to long term priority. Concept Plan to upgrade Kyilla Park to commence 27/28.
		<ul style="list-style-type: none"><li>• Potential rationalisation of built infrastructure.</li><li>• Improve tree canopy and shade provision, and parkland hydro-zoning.</li><li>• Improve integration with Kyilla Primary School.</li><li>• Improve amenities and capabilities to accommodate community events.</li></ul>					
		<b>Les Lilleyman Reserve</b>					
		<ul style="list-style-type: none"><li>• Improve balance between active and passive reserve users.</li><li>• Review playing field configuration.</li><li>• Built infrastructure improvements.</li><li>• Playground upgrades.</li></ul>					
		<b>Leake / Alma Reserve</b>	Long	28/29	Parks	Completed	Improvement works completed on site. Upgrades include lighting, eco-zoning and pop up play sand pit.
		<ul style="list-style-type: none"><li>• Minor investment to enhance safety and increase usage.</li><li>• Asset renewal as per POS hierarchy/levels of service.</li><li>• Improve accessibility for children and young people.</li></ul>					

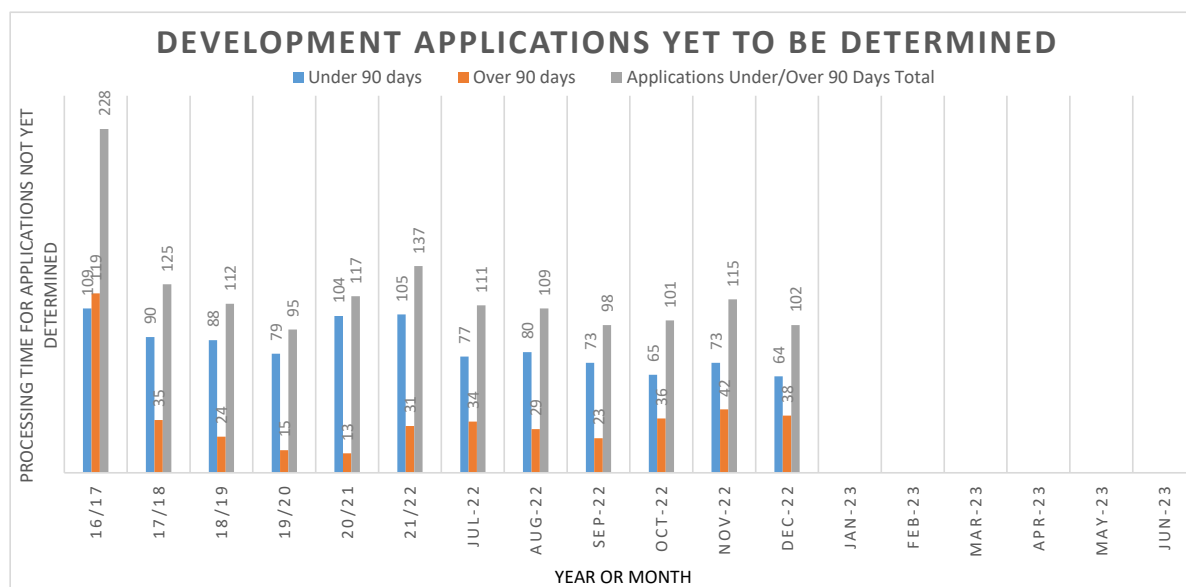
### Statistics for Development Applications As at the end of December 2022



**Table 1:** Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2021.

Processing Days	16/17	17/18	18/19	19/20	20/21	21/22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Minimum	7	1	0	0	0	1	9	15	51	6	49	9						
Average	143	155	85	60	64	76	76	78	101	67	104	90						
Maximum	924	1008	787	499	268	298	155	136	212	111	168	205						

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
DA's Determined	31	27	31	19	12	31						
Value of Determined DA's (in millions)	4.28	31	69.8	3.01	53.4	145.4						



**Table 2:** No. of DA's to be determined

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
DA's lodged	27	25	23	27	25	18						
DA's to be Determined	111	109	96	101	115	102						
Value of DA's to be Determined (in millions)	238.59	305.59	244.36	287.49	273.64	106.44						

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS  
AS AT 25 JANUARY 2023**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
1.	Nos. 212-214 Lake Street, Perth (DR 223 of 2021)	19 October 2021	Hanoze Park Pty Ltd	<p>Application for review of notice issued in accordance with the <i>Health (Miscellaneous Provisions) Act 1911</i> to address odour nuisance at 7 Grams Chicken Café. Hanoze Park Pty Ltd believes the notice to be invalid.</p> <p>*****</p> <p>SAT Directions Hearings were held on 5 and 11 November 2021, and a further directions hearing held 1 March 2022. The presiding member heard submissions from the City and from the Applicant. On 20 April 2022, the Tribunal handed down their decision, affirming the decision of the City that a Notice can be given under S.184 of the <i>Health (Miscellaneous Provisions) Act 1911</i> (for a nuisance not specifically mentioned in Section 182 of that Act). The matter proceeded to confidential mediation on 5 July 2022. The session centred on a practical solution proposed by the business. The business agreed to present plans for this solution to the City to review by 2 August 2022 with a further mediation hearing scheduled for 9 August 2022.</p> <p>SAT agreed to further adjournment to 21 September 2022. The applicant is required to submit mechanical drawings prior to the next SAT Hearing. The matter has been further adjourned to 17 November 2022 as the consultant contracted by Hanoze Park Pty Ltd passed away. Mechanical drawings have been submitted and it has been identified that a development application and building application would be required. SAT Directions hearing scheduled for early March. Development approval has been issued and building application is pending.</p> <p><i>Representation by: McLeods</i></p>
2.	Nos. 596-598 Newcastle Street, West Perth (DR 92 of 2022)	8 June 2022	Lateral Planning	<p>Application for review of Council decision to refuse an application for Proposed Amendment to Previous Approval: Billboard Signs (Unlisted Use) on 17 May 2022.</p> <p>*****</p> <p>Directions Hearing held on 17 June 2022. The mediation listed on 1 August 2022 was vacated and the matter is now listed for mediation on 1 September 2022. Following mediation the matter has been listed for a full hearing. Key dates for this are as follows:</p> <ul style="list-style-type: none"> <li>• 14 October 2022 – City Statement of Issues, Facts and Contentions due to SAT.</li> <li>• 28 October 2022 – Applicant Statement of Issues, Facts and Contentions due to SAT.</li> <li>• 8 February 2023 – Witness statements and draft conditions due to SAT.</li> <li>• 23 and 24 February 2023 – SAT Hearing.</li> </ul> <p>Subsequent to this the applicant confirmed withdrawal of matter on 19 October 2022. The applicant has since requested the matter be reopened and a Directions Hearing was held on 25 November 2022 and a further Directions Hearing on 16 December 2022 to consider this.</p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS  
AS AT 25 JANUARY 2023**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
				<p>At the 16 December 2022 Directions Hearing, the SAT allowed for the appeal to be reinstated following the previous withdrawal, with the matter to be listed for full hearing. Directions Hearing scheduled for 13 January 2023 was vacated. The SAT issued Orders on 13 January 2023 with the following key dates associated with full hearing:</p> <ul style="list-style-type: none"> <li>• 3 February 2023 – City's Statement of Issues, Facts and Contentions due to SAT.</li> <li>• 24 February 2023 – Applicant Statement of Issues, Facts &amp; Contentions due to SAT.</li> <li>• 17 March 2023 – Witness statements due to SAT.</li> <li>• 24 March 2023 – City's draft conditions if approved due to SAT</li> <li>• 31 March 2023 – Applicant's draft conditions if approved due to SAT</li> <li>• 25 and 26 May 2023 – SAT Hearing.</li> </ul> <p><i>Representation by: Castledine Gregory</i></p>
3.	Nos. 338-340 Beaufort Street, Perth (DR 108 of 2022)	1 July 2022	Urbanista Town Planning	<p>Application for review of Administration decision to refuse an application for unauthorised signage on 31 May 2022.</p> <p>*****</p> <p>Directions Hearing held on 22 July 2022. Mediation held 25 August 2022. Matter listed for further mediation to discuss possible modifications to the proposal on 19 September 2022 which was deferred until 17 October 2022.</p> <p>At mediation the SAT invited a S.31 reconsideration of a modified proposal on or before 16 December 2022. Administration reconsidered a modified proposal submitted by the applicant and approved the development under delegated authority on 16 December 2022, subject to conditions. The City's Compliance team are working with the applicant to modify signage on-site to be in-align with the approved plans. Subsequent to this the applicant confirmed withdrawal of matter on 19 December 2022. <b>Completed.</b></p> <p><i>Representation by: Administration</i></p>
4.	Nos. 107-109 Summers Street, Perth (DR 167 of 2022)	30 September 2022	Urbanista Town Planning	<p>Application for review of Council decision to refuse an application for six grouped dwellings on 20 September 2022.</p> <p>*****</p> <p>Directions hearing listed for 14 October 2022. Directions hearing listed for 14 October 2022 was vacated and mediation listed for 3 November 2022, starting with a site visit. The Mayor and Elected Members invited to attend the SAT mediation in accordance with the SAT orders. Mediation held 3 November 2022. At mediation the SAT invited a S.31 reconsideration of an amended proposal on or before 20 December 2022. The applicant submitted the amended proposal to the City on 4 November 2022 and a directions hearing is listed for 21 December 2022. The application was presented to the December Ordinary Council Meeting for reconsideration and the application was approved subject to Conditions. Subsequent to this the applicant confirmed withdrawal of matter on 15 December 2022. <b>Completed.</b></p> <p><i>Representation by: Administration</i></p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS  
AS AT 25 JANUARY 2023**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
5.	No. 391 Lord Street, Mount Lawley (DR 192 of 2022)	31 October 2022	Urbanista Town Planning	Application for review of a Joint Development Assessment Panel decision to refuse an application for a mixed-use development on 19 October 2022. ***** Directions hearing was vacated and mediation was listed for 30 November 2022. Mediation held on 30 November 2022. Matter listed for further mediation to discuss modifications to the proposal on 1 February 2023. <i>Representation by: Administration</i>

**METRO INNER-NORTH JOINT DEVELOPMENT ASSESSMENT PANEL (DAP)  
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT  
AS AT 25 JANUARY 2023**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
1.	No. 129 Loftus Street, Leederville	Harley Dykstra Planning & Survey Solutions	Form 1 – Child Care Premises	12 May 2022	Not yet scheduled	Currently under assessment.  The application is currently on 'stop-the-clock' and a new due date for the Responsible Authority Report has not yet been confirmed.
2.	No. 40 Frame Court, Leederville	Hatch Roberts Day	Form 1 – Mixed Use Development	25 July 2022	Not yet scheduled	Approved by DAP unanimously on 1 December 2022 in accordance with City recommendation.  The Meeting Minutes can be found <a href="#">here</a> .
3.	Nos. 367-373 Fitzgerald Street and 103 Alma Road, North Perth	Element Advisory	Form 1 – Mixed Use Development	23 August 2022	Not yet scheduled	Refused by DAP unanimously on 16 December 2022 in accordance with City recommendation.  The Meeting Minutes can be found <a href="#">here</a> .
4.	Nos. 41-45 Angove Street, North Perth	Hidding Urban Planning	Form 1 – Service Station	7 September 2022	Not yet scheduled	Currently under assessment.  The application is currently on 'stop-the-clock' and a new due date for the Responsible Authority Report has not yet been confirmed.
5.	No. 141 West Parade, Mount Lawley	Planning Solutions	Form 1 – Mixed Use Development	27 October 2022	Not yet scheduled	Currently under assessment.  The application is currently on 'stop-the-clock' and a new due date for the Responsible Authority Report has not yet been confirmed.
6.	Nos. 194-200 Carr Place, Leederville	Taylor Burrell Barnett	Form 1 – Multiple Dwelling Development	3 January 2023	Not yet scheduled	Currently under assessment.  Responsible Authority Report is currently due by 21 March 2023.

**METRO INNER-NORTH JOINT DEVELOPMENT ASSESSMENT PANEL (DAP)  
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT  
AS AT 25 JANUARY 2023**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
7.	Nos. 139 and 141 Lake Street, Perth	Planning Solutions	Form 1 – Mixed Use Development	17 January 2023	Not yet scheduled	Currently under assessment.  Responsible Authority Report due date not yet set.
8.	No. 554 Newcastle Street, West Perth	Tomaria Construction	Form 1 – Mixed Use Development	20 January 2023	Not yet scheduled	Currently under assessment.  Responsible Authority Report due date not yet set.

**DAP Process Improvements:**

*The City's Administration is changing the process for DAP matters. This will include early confirmation of the availability of Elected Members that are DAP Members to attend DAP meetings. This will also include the circulation of the Responsible Authority Report to all Elected Members on contentious DAP items.*

**CITY OF VINCENT DESIGN REVIEW PANEL  
REGISTER OF APPLICATIONS CONSIDERED BY DESIGN REVIEW PANEL  
AS AT 25 JANUARY 2023**

ADDRESS	APPLICANT	PROPOSAL	DRP MEETING DATE	REASON FOR REFERRAL
No. 299 Charles Street, North Perth	Space Collective Architects	Mixed Use Development	30 November 2022	Pre-lodgement Application The applicant is seeking preliminary comment from the Design Review Panel regarding the proposed concept and the appropriateness of the development within the surrounding context.
Nos. 381-387 Oxford Street, Mount Hawthorn	DMG Architects and Planning Solutions	Mixed Use Development	11 January 2023	Pre-lodgement Application – Previously Referred To consider amendments to the proposal made in response to the comments of the Design Review Panel (DRP) on 19 October 2022.



<b>TITLE:</b>	<b>Register of Petitions – Progress Report – January 2023</b>
<b>DIRECTORATE:</b>	<b>Chief Executive Officer</b>

**DETAILS:**

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

<b>Key Index:</b>	
CEO:	Chief Executive Officer
EDCBS:	Executive Director Community & Business Services
EDIE:	Executive Director Infrastructure & Environment
EDSD:	Executive Director Strategy & Development

Date Rcd	Subject	Action Officer	Action Taken
15/3/2022	Petition with four (4) signatures requesting residents only parking on Prospect Place, West Perth	EDIE	The Rangers have recently completed the necessary occupancy survey for this street, and are now in the process of going through all of the data to ascertain what the best outcome is.  Once we have analysed the data, we can then make a decision whether it is viable or necessary to make this resident only parking.

<b>TITLE:</b>	<b>Register of Notices of Motion – Progress Report – January 2023</b>
<b>DIRECTORATE:</b>	<b>Chief Executive Officer</b>

**DETAILS:**

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following Notices of Motion still require action or are in the process of being actioned.

**Key Index:**

CEO:	Office of the CEO
EDCBS:	Executive Director Community & Business Services
EDIE:	Executive Director Infrastructure & Environment
EDSD:	Executive Director Strategy & Development

Details	Action Officer	Comment
<b>13 December 2022 – Submitted by Cr Loden</b>		
Compulsory Citizenship Ceremonies	EDSD	Citizenship Ceremony held on 27 January 2023 following Federal Government decision to allow local governments to choose to not hold Citizenship Ceremonies on Australia Day.
<b>13 December 2022 – Submitted by Cr Wallace</b>		
Local Planning Scheme No. 2 Amendment Regarding Service Stations	EDSD	Scheme Amendment documents prepared and submitted to EPA for assessment. Mid 2023.
<b>13 December 2022 – Submitted by Cr Loden</b>		
Leederville Oval Master Plan	EDSD	The Leederville Oval Working group has formed with an inception meeting on 21 December 2022. An update on the progress is to be presented to the May OCM.
<b>18 May 2021 – Submitted by Cr Hallett</b>		
Local Planning Scheme No 2 – Amendment Regarding Tobacco Outlets	EDSD	<b>Complete.</b> Policy created to address provisions relating to Restricted Premises and businesses whose predominate trade is the sale and consumption of tobacco products. Approved for advertising 23 August 2022 OMC. Outcomes of advertising presented to Council 13 December 2022.
<b>27 April 2021 – Submitted by Cr Hallett</b>		
Community Engagement For Ecozoning	EDIE	<b>Complete</b> The Community Engagement Strategy and Capital Works Program ensure appropriate consultation on these projects as they arise.

<b>TITLE:</b>	Register of Reports to be Actioned – Progress Report – January 2023
<b>DIRECTORATE:</b>	Chief Executive Officer

**DETAILS:**

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following reports still require action or are in the process of being actioned.

**Key Index:**

CEO: Office of the CEO  
 EDCBS: Executive Director Community & Business Services  
 EDSD: Executive Director Strategy & Development  
 EDIE: Executive Director Infrastructure & Environment

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
<b>Council Meeting 13 December 2022</b>				
9.6	Draft Strategic Community Plan 2022 - 2032	EDSD	The draft Strategic Community Plan was authorised for advertising for 28 days. Following advertising, the revised draft will be presented to Council in mid 2023.	Mid 2023
9.8	Mount Hawthorn Youth Skate Space	EDSD	Results from advertising and the updated concept plan was approved by Council. The tendering and construction process will be completed in mid 2023.	Mid 2023
9.9	Redevelopment Proposals, Leederville	EDSD	Council approved the Stage 2 Request for Detailed Proposals. These have been distributed to the three shortlisted proponents. Following the evaluation process and due diligence, this will be presented to Council in mid 2023.	Mid 2023
10.1	Stormwater Drainage	EDIE	Commencing within the Mount Hawthorn precinct; Hydraulic modelling to be undertaken in 2023 – 2024 financial year (estimated cost of \$80,000 - \$160,000)	Anticipated be undertaken during the 2023 - 2024 financial year (funded through the above modelling project); and 2023 - 2024 Annual Budget preparations.
10.4	Full Median Strip for Angove Street and Woodville Street Intersection	EDIE	Administration to finalise the concept design drawings of the Angove Street and Woodville Street median strip proposal. Community consultation based on the finalised concept design drawings proposing a 12 month trial of the traffic management treatment	Report back to Council on the outcome of the community consultation and advice whether the traffic management treatment trial should proceed. Late 2023
11.6	Draft Annual Report 2021/2022	EDCBS	The Annual Report was accepted and will be presented to the AGM.	AGM 2 February 2023
12.3	Vincent Underground Power Project – Five Additional project areas	CFO	For inclusion on the Business Plan, to reflect the ongoing nature of the VUPP	
<b>Council Meeting 15 November 2022</b>				
9.1	No. 109 (Lot: 100, D/P: 43470) Palmerston Street, Perth - Proposed Four Grouped Dwellings	EDSD	Application deferred for a period of 90 days to allow applicant to consider Council's reasons for	By February 2023 OMC Mid 2023

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
			deferral and changes to the proposal. Applicant is working with Administration to address Council reasons for deferral, with the intention of providing amending plans to a future Council Meeting.	
9.2	Advertising of Reviewed Local Planning Policy No. 7.5.13 - Percent for Art	EDSD	Council approved advertising of the modified draft Local Planning Policy No. 7.5.13 - Percent for Art. Community consultation has commenced. The results of consultation and the updated Policy will be presented to Council for approval.	Early 2023.
11.5	Advertising of amended policy - Sponsorship to the City Policy	EDCBS	The Policy will be advertised for consultation from 24 November to 16 December. It is included in the agenda for the OCM 14 February 2023.	14 February 2023
<b>Council Meeting 18 October</b>				
9.3	Local Planning Scheme Amendment No. 9	EDSD	Form 2A – Standard Amendment to Local Planning Scheme No. 2 relating to rezoning of 21 Eucla Street, Mount Hawthorn to be sent to WAPC for consideration.	<del>Late 2022.</del> <b>Completed.</b> Local Planning Scheme No. 2 Amendment documentation sent to WAPC on 20 December 2022.
9.5	Local Planning Scheme Amendment No. 11	EDSD	Special Control Area drafted for inclusion in Local Planning Scheme No. 2 to protect the Royal Perth Hospital Emergency Helicopter Flight Path. Scheme amendment approved for advertising.	Results from advertising and the updated scheme amendment will be presented to Council for consideration in early 2023.
9.7	Redevelopment Proposals - The Avenue and Frame Court Car Parks, Leederville		Superseded by Item 9.9 at December 2022 OMC.	<b>Completed.</b>
9.8	Mount Hawthorn Youth Skate Space		Superseded by Item 9.8 at December 2022 OMC.	<b>Completed.</b>
9.10	Place Plan Annual Review		Final review of Volume 1: Vincent Town Centre Place Plan and Volume 2: North Perth Town Centre Place Plan. Annual review of Volume 3: Mount Hawthorn Town Centre Place Plan, Volume 4: Leederville Town Centre Place Plan, Volume 5: Beaufort Street Town Centre Place Plan and Volume 7: Pickle District Place Plan.	Council will receive this update annually with the next update scheduled for October 2023.
<b>Council Meeting 23 August 2022</b>				
9.5	Advertising of Amended Character and Heritage Areas Policy - Orange Avenue and Hope Street	EDSD	Guidelines and updated Policy approved for advertising. Results from advertising and the updated Guidelines and Policy will be presented to Council for consideration in early 2023.	Early 2023.

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
9.6	Advertising of Amended Policy - Local Planning Policy No. 7.5.1 - Minor Nature Development	EDSD	Policy amendments drafted to update exemptions proposed to be applicable in the City of Vincent. Amended policy approved for advertising. Results from advertising and the updated Policy will be presented to Council for consideration in <del>late 2022</del> early 2023.	Early 2023.
9.7	Advertising of New Policy - Restricted Premises - Smoking Policy	EDSD	December 2022 OMC.	Completed.
10.4	Outcome Of Consultation: 12 Month Diagonal Diversion Trial/Proposed Reduction Of Speed Limit Within Area Bounded By Charles, Fitzgerald, Angove And Vincent Streets	EDIE	To come back to Council after completion of the trial (if proceeds).	2023
<b>Council Meeting 26 July 2022</b>				
9.5	Outcome of Advertising - Amendment 8 to Local Planning Scheme No. 2 (No. 26 Brentham Street, Leederville)	EDSD	Form 2A – Standard Amendment to Local Planning Scheme No. 2 relating to rezoning of 26 Brentham Street, Leederville is awaiting consideration from the Minister for Planning.	<del>Late 2022</del> Early 2023.
9.7	Beaufort Street and Grosvenor Road Pedestrian Improvement Projects	EDSD	Taking place between 1 October and 14 November 2022 the trial will investigate how the area performs as a pedestrian plaza (closed to vehicles for 16 days) and a shared street (shared access and use for four weeks).	The results of the trial and the data collected throughout the trial period will be reported back to Council in <del>late 2022</del> early 2023..
9.8	Creation of Mall Reserve - Washing Lane, Perth	EDSD	Formal application through Section 59 process will be sent through to the Minister for Lands	<del>Late 2022/Early</del> Mid 2023
9.9	New Lease to Jigsaw Search & Contact Inc - Portion of Robertson Park, No. 176 (Lot 1) Fitzgerald Street, Perth Lee Hops Cottage)	EDSD	Tenant's position has changed, reviewing options. They will inform the City later part of 2023.	<del>Late 2022, Early 2023</del> Late 2023
10.1	Halvorsen Hall - Tenant Relocation	EDIE	Draft Lease sent to tenants for review. Awaiting comments. Works to North Perth Community Centre have commenced and is planned to be completed by <del>end of 2022</del> . Early 2023	<del>Late 2022, Early 2023</del>
11.7	Extension Of Lease And Deed Of Contract To Belgravia Health & Leisure Group Pty Ltd - Loftus Recreation Centre - Portion Lot 501 (99) Loftus Street, Leederville	EDCBS	Draft Extension of Lease and Contract sent to Belgravia for Execution. Awaiting executed documents.	<del>15 September Late 2022.</del> Early 2023
<b>Special Council Meeting 5 July 2022</b>				
5.1	<b>Adoption of the Annual Budget 2022/23</b>	EDCBS	REQUESTS Administration monitor the impact to number of transactions and revenue following the change to \$1 for first hour to ascertain any detrimental impact on occupancy or use in City car	OCM April 2023

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
			<p>parcs and provide a report back to Council by April 2023 in time for setting fees and charges for the 2023/24 Annual Budget; and</p> <p>REQUESTS Administration monitor and review the usage of time limited 15 minute and 30 minute only on street bays in Town Centres following the introduction of \$1 for the first hour in City car parks to ensure short term visitor parking availability.</p>	
<b>Council Meeting 17 May 2022</b>				
<b>9.2</b>	Local Planning Strategy and Scheme Report of Review and Amendment No. 10 to the Local Planning Scheme	<b>EDSD</b>	The report of review recommends that both the Local Planning Strategy and Local Planning Scheme No. 2 should continue in their current form, with some minor clarifying changes that can be made to assist in the operation of the Scheme. These are to be dealt with as an omnibus Scheme Amendment No. 10. The Department of Planning Lands and Heritage have scheduled the Report of Review to be considered by the Statutory Planning Committee in August 2022. Amendment No. 10 has been advertised for 42 days.	<b>Completed.</b>
<b>9.3</b>	Accessible City Strategy - Implementation Update	<b>EDSD</b>	Council received the first implementation progress update relating to the actions within the Accessible City Strategy. These actions will continue to be progressed. Council will receive this update annually with the next update scheduled for May 2023.	May 2023
<b>9.4</b>	Sale of No. 25 (Lot 93) Sydney Street, North Perth	<b>EDSD</b>	Draft surrender of licence prepared. Communications required with Licensee.	<del>November Late 2022.</del> Early 2023
<b>Council Meeting 5 April 2022</b>				
<b>9.3</b>	Proposed Amendment No. 9 to Local Planning Scheme No. 2 - No. 21 (Lot: 373; D/P: 1939) Eucla Street, Mount Hawthorn	<b>EDSD</b>	Amendment advertised and determined by Council at the 22 October Council Meeting. Amendment has been forwarded to the WAPC for consideration before being presented to Minister for determination.	Response from Minister expected in mid-2023.
<b>12.5</b>	<b>Responses to motions carried at the Annual Meeting of Electors held on 2 February 2022</b>			
<b>Motion 2</b>	DIRECTS the CEO to provide the Tree Selection Tool publicly on the City website. Council RECEIVE a further report on the review of the Street Tree and other relevant policies to reflect the requirement for at least 75% of street trees planting going forward being native.	<b>EDIE</b>	Further report advising feasibility will be presented to Council in early 2023.	<p>Parks will liaise with ICT to see feasibility of having the Tree Selection Tool made public. We will also have a review of the Street Tree Policy.</p> <p>The feasibility report has been delayed due to staff shortages and will be presented to</p>

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
				Council in <del>September</del> <del>October</del> early 2023.
<b>Motion 6</b>	<p>4. REQUESTS that:</p> <p>1.</p> <p>1. The CEO investigates the scope and cost of a suitably qualified consultant to assess and model the capacity of the City's existing drainage network to cope with increasing major rain events and the need to assess climate mitigation;</p> <p>2. Includes a scope of works is inclusive of cost estimates, a risk-based assessment and a program of prioritised works and recommendations over a 10-year period; and</p> <p>3. Provides a report back to Council by December 2022.</p>	<b>EDIE</b>	Budget allocation and engaging of contractors underway.	<p>Engaging contractors to have the construction of the retaining wall are underway.</p> <p><del>Budget to be allocated for the works, and a report will be presented back to Council in December 2022.</del></p> <p><del>Contractors engaged to construct wall – anticipated commencement September 2022.</del></p> <p>Wall construction complete – October 2022</p>
<b>Council Meeting 8 March 2022</b>				
<b>9.4</b>	Sale of No. 26 Brentham Street, Leederville	<b>EDSD</b>	Scheme Amendment considered by SPC awaiting Minister's determination. Follow up required with adjoining landowners to confirm interest in sale.	Early 2023
<b>Council Meeting 8 February 2022</b>				
<b>9.3</b>	Public Open Space Strategy - Implementation Progress Update	<b>EDSD</b>	Council received the first implementation progress update relating to the actions within the Public Open Space Strategy. These actions will continue to be progressed. Council will receive this update annually.	<del>February</del> Early 2023.
<b>Council Meeting 12 October 2021</b>				
<b>9.3</b>	Creation of City of Vincent Animal Local Law	<b>EDSD</b>	Animal Local Law advertised.	<b>Completed</b> December 2022
<b>Council Meeting 14 September 2021</b>				
<b>9.7</b>	Outcomes of Advertising: Draft Precinct Structure Plan and Draft Place Plan - Leederville; and Preparation of Amendment 7 to Local Planning Scheme No. 2	<b>EDSD</b>	LPSP referred to WAPC for comment and endorsement.	Final comments not expected until <del>mid late 2022</del> early 2023
<b>Council Meeting 23 March 2021</b>				
<b>10.2</b>	Waste Strategy Project - 2 Bulk Hard Waste Options Appraisal	<b>EDIE</b>	<p>Carry out one final scheduled collection in July 2021.</p> <p>Implement an 18 month trial of the WMRC Verge Valet from January 2022.</p> <p>Further report will be provide to council on the progress and the community feedback.</p>	<p>Carry out one final scheduled collection in July 2021.</p> <p>Implement an 18 month trial of the WMRC Verge Valet from January 2022.</p> <p>Report to be presented to Council in March 2023</p>
<b>Council Meeting 20 October 2020</b>				
<b>12.2</b>	Request to the Minister for Lands to Acquire Six Rights of Way as Crown Land and Reserve as Public Rights of Way - Perth Precinct	<b>CEO</b>	Request submitted to the Minister for Lands in February 2021 Assessment expected to take 6 – 12 months.	<p><del>Expected completion 31 December 2021.</del></p> <p><del>End of 2021/22 financial year.</del></p>

Item	Report Details	Action Officer	Comments	Due Date / Timeframe for Completion / Completed
			Five RoWs completed. One pending.	<del>September 2021</del> <del>Late 2021</del> During <del>Late 2022</del> Early 2023
<b>Council Meeting 15 September 2020</b>				
12.2	Repeal of the City of Vincent Parking and Parking Facilities Amendment Local Law 2020	EDSD	New Parking Local Law <del>2022</del> 2023 in final stages of drafting to be presented to Council for approval to advertise.	<b>Completed.</b> Superseded by Item 10.2 OMC 13 December 2022.
<b>Council Meeting – 23 July 2019</b>				
9.8	Beaufort Street Change of Use Exemption and Amendment to Policy No. 7.5.1 - Minor Nature Development	EDSD	The trial has been implemented along with a number of additional exemptions implemented through the State Government in response to COVID.	The revised draft Policy <del>will be</del> was presented to Council <del>for consideration in 2022</del> at its 23 August Meeting, where it was adopted for the purposes of community consultation. The results of consultation and a final policy scheduled to be presented to Council in <del>late 2022</del> early 2023.
<b>Council Meeting – 30 April 2019</b>				
11.4	Transfer and dedication of lots as road - Charles Street, North Perth	CEO	<del>Main Roads to organise State Solicitors Office to prepare have prepared transfer documents. Awaiting signing by both parties.</del> Acquisition of Lot 66 on hold due to adverse possession claim. Resolution of adverse possession claim waiting on Landgate decision.	<del>To be signed by 30 October 2020.</del> Waiting on Landgate decision
<b>Council Meeting – 30 May 2017</b>				
12.5	Perth Parking Levy	EDIE	State Government yet to release results of consultation.	Update scheduled to be provided in <del>late 2021.</del> <del>2022</del> Early 2023



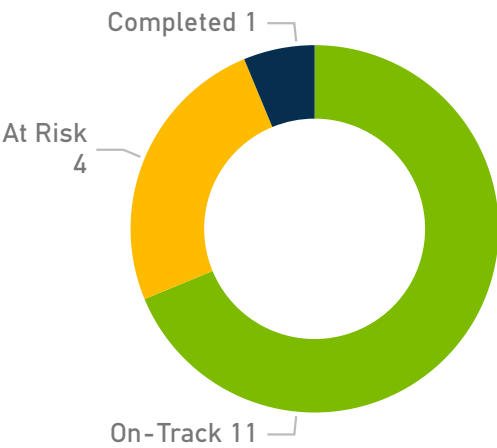


# City of Vincent Strategic Project Update |

Updated 17 January 2023

Project Count  
**16**

Project Status



SCP Category



Key Messages

Vincent Underground Power Project - MOU for the next 5 project areas executed in December.

Leederville car park - Stage 2 Request for Further Information distributed to shortlisted proponents.

Beatty Park:

- Heritage Grandstand - Water ingress project completed.
- Grandstand electrical works - Works commenced.
- Change rooms - Currently reviewing architectural documents.
- Advocacy - Response from recent meeting expected January 2023.
- Mt Hawthorn Youth Skate Space - Procurement plan for final design and construction being prepared.

Litis Stadium - Revised grant application approved by Federal Government. Heritage Council reviewing Development Plan.

New, Updated or Completed Projects for Review

New Projects

Nil for this period

Project Changes

Beatty Park - Indoor Pool Changerooms

Check-ins

Nil for this period

Project Closures

Nil for this period

Upcoming Items for Consideration

Nil for this period

Total Strategic  
Program Cost  
**\$15.7M**

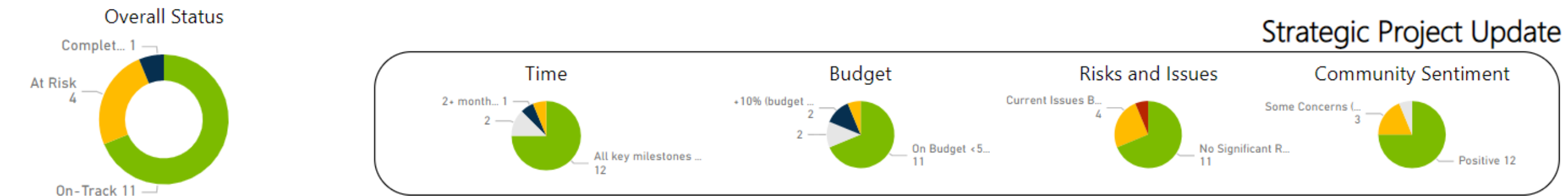
2022/23  
**\$3.94M**

2023/24  
\$7.4M

2024/25  
\$1.61M

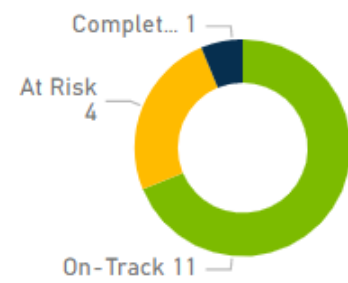
2025/26  
\$750K

Out Years  
2.00M



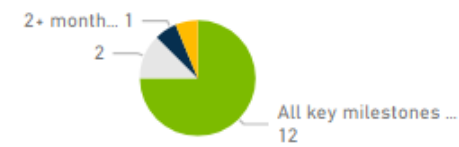
Index	Strategic Priority #	Status	Project	Sub Project	Overall Status	% Complete	Original Finish Date	Upcoming Milestones	Getting back on Track
1	2023FY-1		Vincent Underground Power Project	Vincent Underground Power Project	Design under way for first project area under NRUP-T2 - North Perth/Mount Hawthorn. Council approved MOU for next five project areas (under TUPP and RUP). Executed in December 2022. Eight project areas under the two MOUs will cover the entire municipal area.	10%	June 2030	Six week Community engagement campaign for 17 primary equipment sites in North Perth/Mount Hawthorn project area to start at end Jan/beginning Feb 2023.	Delays are beyond the City's control. There is no major impact on the City from these delays. Overall the impact is positive as delays to the project timeline allow for smoothing of financial impact on the City.
2	2023FY-2		Redevelopment Proposals, Leederville		The Stage 2 Request for Further Information was distributed to the shortlisted proponents in December 2022.	55%	June 2023	Stage 2 submissions are due from the shortlisted proponents on 28 February 2023. The Evaluation Panel will meet to assess these on 15 March 2023.	
3	2023FY-3.1(a)		Beatty Park 2062	Repair and Maintain Heritage Grandstand	Water ingress project is now complete with a great result being achieved. Project has been delivered on time and within budget with no variations being sought by contractor.	100%	June 2022	Close- out report being finalised, End of January.	
4	2023FY-3.1(b)		Beatty Park 2062	Heritage Grandstand Electrical Works	Project has moved into the delivery stage with works continuing to proceed on schedule. The installation of new electrical cable trays to the western and southern ends of the complex is due for completion by the end of January.	35%	June 2022	Sign off of the switchboard workshop drawings to be finished by end of January.	
5	2023FY-3.2(a)		Beatty Park 2062	Construction & Fit Out of Indoor Pool Changerooms	Review of architectural documents are underway with some minor adjustments to be included. Architect has been delayed by the availability of trade consultants.	25%	June 2023	Review completion due to be finalised by the end of January. Procurement process and tender release for the construction stage to be released by March.	Due to delays in tender documentation which will delay the procurement of this construction contract it is recommended to reallocate LRCI funding to other capital projects identified that will be completed within LRCI timeframes (30 June 2023).
6	2023FY-3.2(b)		Beatty Park 2062	Advocacy	Onsite meeting to discuss alternate grandstand development options with Peter Baxendale (Structural Engineer), Barbara Gdowski (DPLH), CEO, MBPLC, Cord S+R held on 18/11/2022	75%	June 2024	Barbara to consider options and possible partnerships and will get back to CEO on progress. Follow up on response in Jan 2023	
7	2023FY-3.2(c)		Beatty Park 2062	Pool Tiling Works	Project has moved to the initiation stage with consultation being sort in regard to products and methodology	10%	June 2024	Secure funding, confirm timeline, receive consultants' recommendations.	

## Overall Status



## Strategic Project Update

## Time



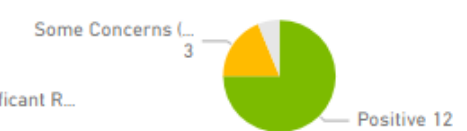
## Budget



## Risks and Issues

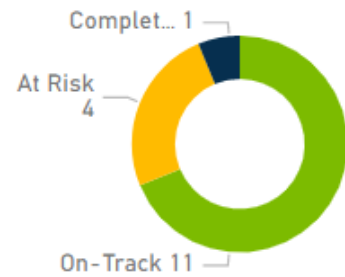


## Community Sentiment



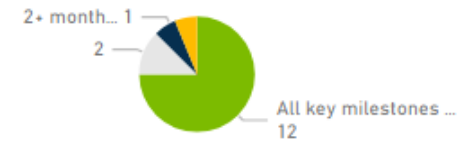
Index	Strategic Priority #	Status	Project	Sub Project	Overall Status	% Complete	Original Finish Date	Upcoming Milestones	Getting back on Track
8	2023FY-3.2(d)		Beatty Park 2062	Facilities Infrastructure Renewal	Quotation are being sort from building maintenance professional to provide a schedule of works for 4- and 10-year asset management planning to allow for efficient budget forecasting and management of existing funds.	10%	June 2023	Schedule of works for asset management due for completion early April.	
9	2023FY-4		Accessible City Strategy Implementation	Accessible City Strategy Implementation Program	Actions to be undertaken in the 2022/23 period are being progressed as outlined at the May 2022 Ordinary Council Meeting.	35%	May 2032	Annual review to be presented to the May 2023 Ordinary Council Meeting.	
				Action 3.3.1 Action 3.3.4 Action 2.2.1					
10	2023FY-5.1		Public Open Space Strategy	Robertson Park Development Plan - Stage 1	Robertson Park progressing well	60%	June 2024	- Lease negotiations with Tennis West	
				- Refurbish Courts for multisports and LED lighting upgrade. - Tennis Court upgrade					

## Overall Status



## Strategic Project Update

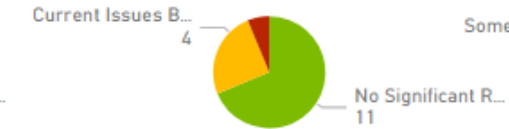
## Time



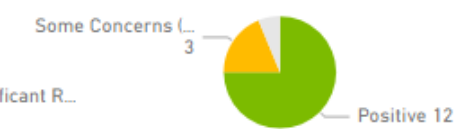
## Budget



## Risks and Issues

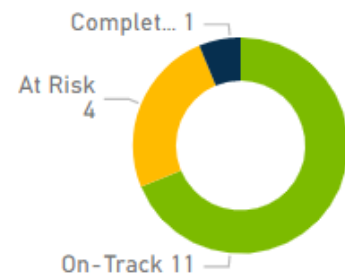


## Community Sentiment



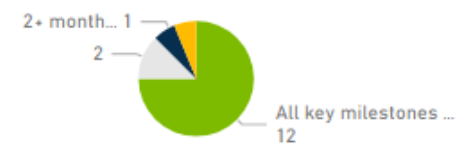
Index	Strategic Priority #	Status	Project	Sub Project	Overall Status	% Complete	Original Finish Date	Upcoming Milestones	Getting back on Track
11	2023FY-5.2		Public Open Space Strategy	Robertson Park Development Plan - Stage 2	Stage 1 priority and stage 2 to commence following more progress in stage 1		June 2024		
				<ul style="list-style-type: none"> <li>- Leisure Park footpath extension</li> <li>- Leisure Park playground upgrade</li> <li>- Other amenities and Fitzgerald Street crossing</li> <li>- Public Art</li> <li>- Turf / Eco Area</li> </ul>					
12	2023FY-6		Public Open Space Strategy	Banks Reserve Master Plan Implementation Stage 1 (23FY) - New public toilets and other general improvements	The proposed public toilets RFQ has been posted to VendorPanel, with submissions closing on 7/12/22. The City and DBCA are gathering content for the Interpretation Node and have commenced with concept design.	50%	June 2023	Public toilets RFQ closes on 7/12/22 with contract to be awarded by 14/12/22.	
13	2023FY-7		Mount Hawthorn Youth Skate Space	Mt Hawthorn Skate Park - Youth Skate Facility (Election Commitment)	Currently preparing procurement documentation to Tender the Concept Design for final design and construct.	30%	June 2024	<ul style="list-style-type: none"> <li>- Complete Request for Tender process</li> <li>- Present RFT process to Council</li> </ul>	
14	2023FY-8		Haynes Street Reserve Development Plan Implementation	Haynes Street Reserve Development Plan Implementation Stages 1 & 2	The demolition for Stage 1 (31 Sydney St) commenced on 8 October and is expected to be completed mid-November, with conversion of park to follow.	30%	June 2023	<ul style="list-style-type: none"> <li>- Completion of the demolition to the former North Perth Playgroup and Shalom Coleman Dental Clinic buildings at 31 Sydney St (Lot 100).</li> <li>- Preparation of land following demolition</li> <li>- Conversion of Stage 1 to public open space; inc Nature Play area, turfing, planting</li> </ul>	

## Overall Status



## Strategic Project Update

## Time



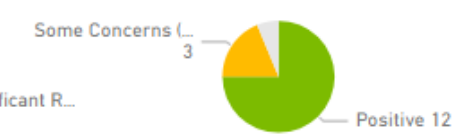
## Budget



## Risks and Issues



## Community Sentiment

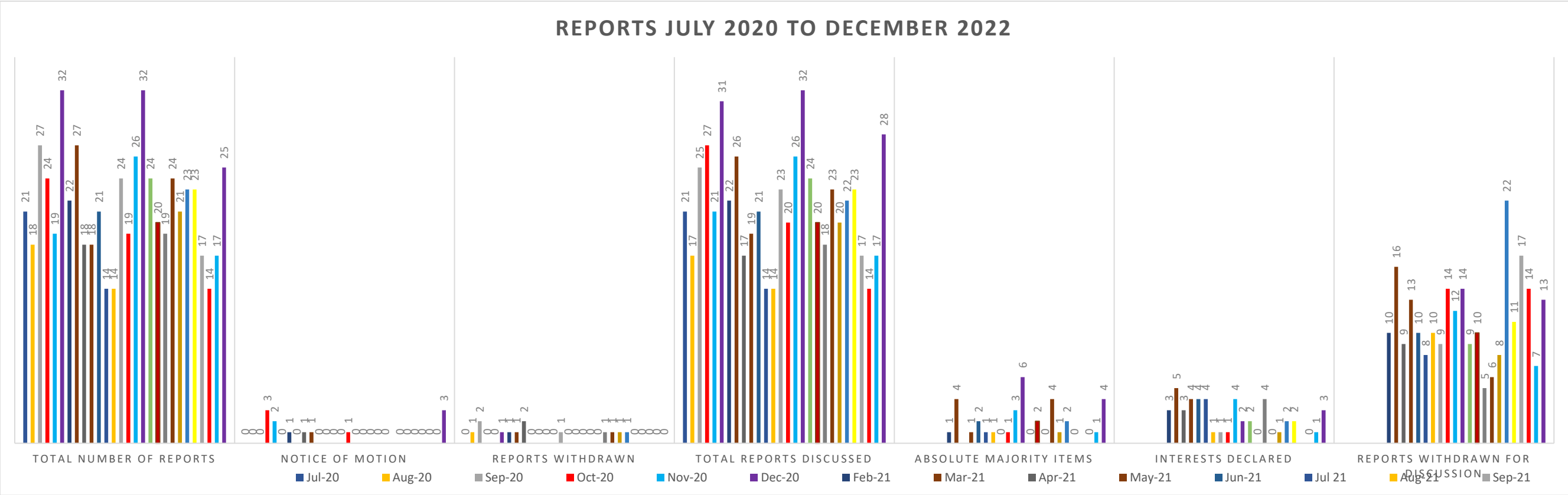


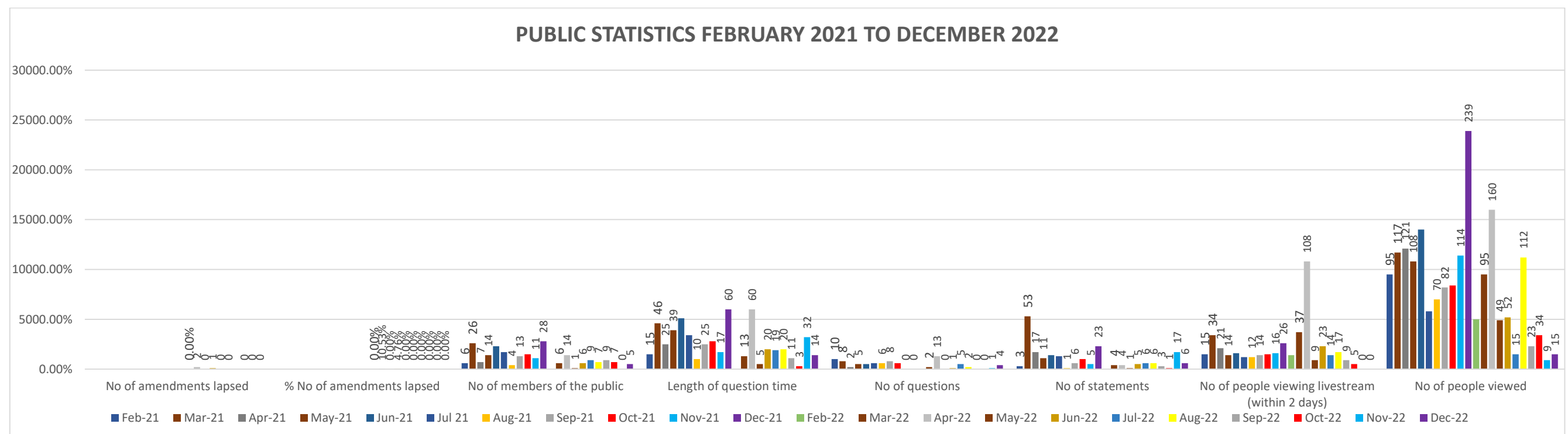
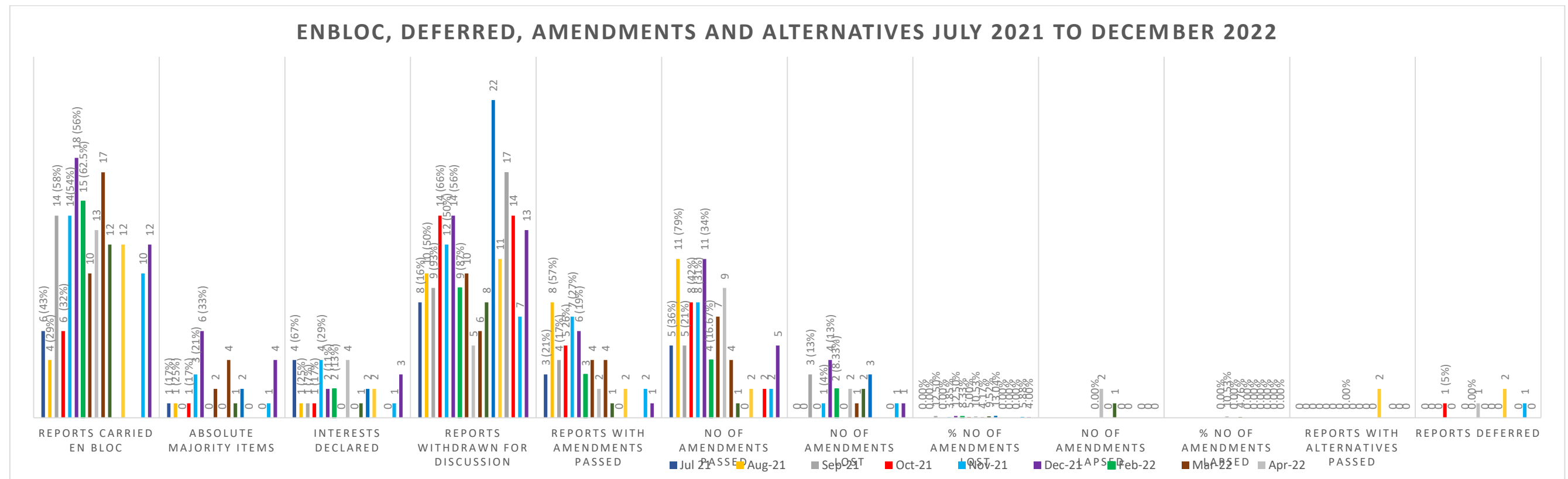
Index	Strategic Priority #	Status	Project	Sub Project	Overall Status	% Complete	Original Finish Date	Upcoming Milestones	Getting back on Track
15	2023FY-9		Land and Building Asset Renewal Projects Removal of old grandstand and construction of new club changerooms	Litis Stadium, 41 Britannia Road, Leederville - leased / non-leased areas of Litis Stadium infrastructure works	The revised (RFI) grant application has now been approved and signed off by the Federal Government, the City is now awaiting the funding agreement. Heritage Council also reviewing Development Plan given its significance as the former Velodrome site.	10%	December 2021	- Awaiting Funding Agreement to set out actions and milestones relating to the \$3mil funding. - Heritage Council to review Development Plan and bring to their 24 February Meeting.	Budget estimates higher than required, however value exercise managing cost levels.
16	2023FY-10		Arts Rebound: Town Centre Artworks		New Leederville location for artwork approved by Council. Artist and the City have agreed upon amended project timeline, with completion by 30 June 2023.  Artist making changes to William St artwork design, administration to determine degree of change and whether re-approvals necessary.	45%	June 2025	Construction documentation for Leederville artwork. Updated design development for William Street artwork.	No real issue with delay, does not impact any other works/project. Project will still be completed in same 2022/23 financial year.

**COUNCIL WORKSHOPS**

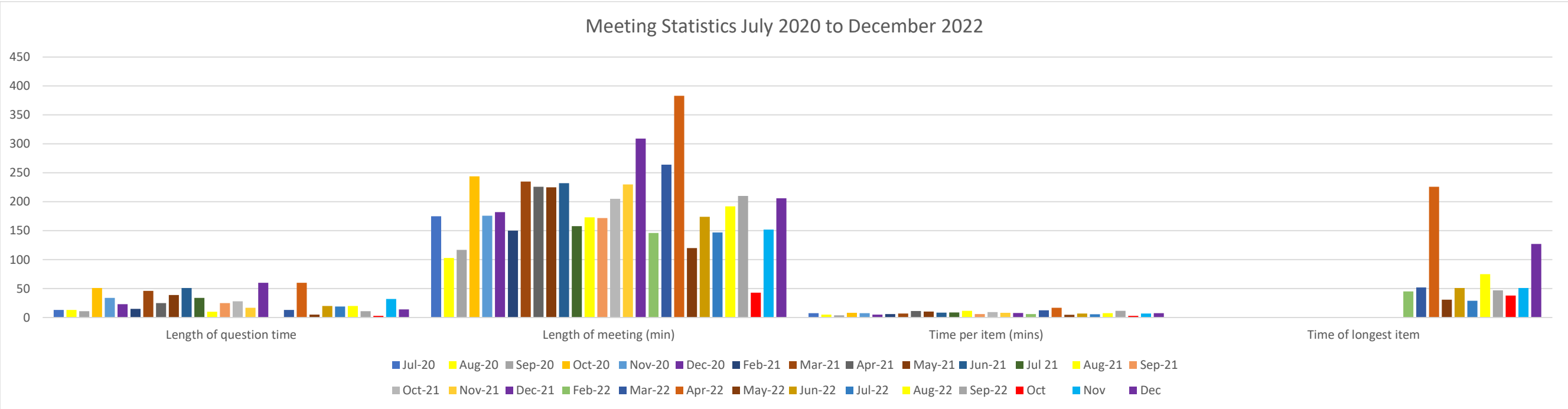
No workshops have been held since 30 November 2022

Council Meeting Statistics – December 2022











**CITY OF VINCENT**

# **NOTES**

**Council Briefing**

**6 December 2022**



## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

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## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**NOTES OF CITY OF VINCENT  
COUNCIL BRIEFING  
HELD AS E-MEETING AND AT THE  
ADMINISTRATION AND CIVIC CENTRE,  
244 VINCENT STREET, LEEDERVILLE  
ON TUESDAY, 6 DECEMBER 2022 AT 6.00PM**

<b>PRESENT:</b>	Mayor Emma Cole	Presiding Member
	Cr Susan Gontaszewski	South Ward
	Cr Alex Castle	North Ward
	Cr Jonathan Hallett	South Ward
	Cr Dan Loden	North Ward
	Cr Ashley Wallace	South Ward
	Cr Suzanne Worner	North Ward
	Cr Ron Alexander	North Ward
	Cr Ross Ioppolo	South Ward
<b>IN ATTENDANCE:</b>	David MacLennan	Chief Executive Officer (left at 8.16pm after Item 8.5)
	John Corbellini	Executive Director Strategy & Development (electronically) (left at 8.15pm after Item 8.5)
	Rhys Taylor	Chief Financial Officer (left at 8.16pm after Item 8.5)
	Peter Varris	A/Executive Director Infrastructure & Environment
	Jay Naidoo	Manager Development & Design (left at 6.40pm after Item 5.8)
	Tara Gloster	Manager Policy and Place (left at 7.15pm after Item 5.9)
	Luke McGuirk	Manager Engineering (left at 7.30pm during Item 6.2)
	Jade Olnyk	Jackson McDonald (electronically) left at 7.47pm after Item 6.3)
	Chris Dixon	Project and Strategy Officer, Ranger Services (electronically) (left at 7.47pm after Item 6.3)
	Mark Fallows	Manager Built Environment & Wellbeing (electronically) (left at 7.47pm after Item 6.3)
	Lisa Williams	Manager Marketing & Partnerships (left at 8.08pm during Item 8.4)
	Courtney Aylett	Community Development Advisor - Children, Young People & Funding (left at 7.52pm after Item 7.5)
	Ian Mickle	Cygnets West (Item 5.9 only) (left at 7.13pm after Item 5.9)
	John Del Dosso	Cygnets West (Item 5.9 only) (left at 7.13pm after Item 5.9)
	Kevin Donnelly	Stantons (Item 5.9 only) (left at 7.13pm after Item 5.9)
	Wendy Barnard	Council Liaison Officer
<b>Public:</b>	Three members of the public.	

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY**

The Presiding Member, Emma Cole, declared the meeting open at 6.01pm and delivered the following Acknowledgement of Country statement:

"The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging."

**2 APOLOGIES / MEMBERS ON APPROVED LEAVE OF ABSENCE**

Nil

**3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS**

The following is a summary of questions and submissions received and responses provided at the meeting. This is not a verbatim record of comments made at the meeting.

**3.1 Melissa Ledger of Mt Hawthorn - Item 5.5**

- Stated she is the director of Cancer Prevention and Research at the Cancer Council
- Spoke in support of the recommendations
- Commended the City for progressing this matter and stated that this will help meet the objectives of the Public Health Plan
- Cancer Council is very supportive of this policy, as tobacco use is the single largest cause of preventable disease in Australia. Reducing the supply and use of tobacco and related products is a crucial step in increasing smoke free environments, supporting healthy life styles and reducing chronic disease risk factors
- Stated that once this policy is finalised it may set a significant precedent to illustrate the role of local government has on integrating public health with planning considerations
- Stated that Local Planning Frameworks should reflect public health and the needs of the community
- Mentioned that they are supportive of longer term plan to progress a scheme amendment which would further restrict smoking related uses and land uses in the City

*The Presiding Member, Emma Cole, thanked Ms Ledger for her engagement and comments.*

**3.2 Dudley Maier of Highgate – Items 7.6, 11.1 and 5.6****Item 7.6**

- Stated that he is concerned about the AGM being held at the Mt Hawthorn Main Hall
- Mentioned that the Administration Centre has better facilities for parking, public speaking and streaming of the meeting

**Item 11.1**

- Urged Council to not automatically renew the CEO's contract
- Believes the job should be advertised and the CEO be invited to apply

**Item 5.6**

- Stated that on page 2 it is claimed the tagline "Vibrant, diverse and sustainable" is unique to Vincent, which is not true

*The Presiding Member, Emma Cole, thanked Mr Maier for his comments.*

There being no further speakers, Public Question Time closed at approximately 6.07pm.

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**4 DECLARATIONS OF INTEREST**

- 4.1 Cr Alex Castle declared a proximity interest in Item 8.3 Vincent Underground Power Project - five additional project areas. The extent of the interest is that her property is within the Project Zone. This is an interest in common with a significant number of ratepayers covering an estimated 10,482 electricity service meters to properties in the City of Vincent. Underground power may provide an estimated increase in property value of approximately \$12,000 per residential property. She is seeking approval to participate in debate and vote in the matter.
- 4.2 Cr Dan Loden declared a proximity interest in Item 8.3 Vincent Underground Power Project - five additional project areas. The extent of the interest is that his property is within the Project Zone. This is an interest in common with a significant number of ratepayers covering an estimated 10,482 electricity service meters to properties in the City of Vincent. Underground power may provide an estimated increase in property value of approximately he is seeking approval to participate in debate and vote in the matter.
- 4.3 Mayor Emma Cole declared a proximity interest in Item 8.3 Vincent Underground Power Project - five additional project areas. The extent of the interest is that her property is within the Project Zone. This is an interest in common with a significant number of ratepayers covering an estimated 10,482 electricity service meters to properties in the City of Vincent. Underground power may provide an estimated increase in property value of approximately \$12,000 per residential property. She is seeking approval to participate in debate and vote in the matter.
- 4.4 Cr Ross Ioppolo declared a proximity interest in Item 8.3 Vincent Underground Power Project - five additional project areas. The extent of his interest in this matter is that his property is within the Project Zone, albeit on a main road where the likely benefits of the Project may be somewhat limited. Transmission lines are located on main roads and he is advised that the full benefit of the Project, to his residence, may be limited as compared to other properties. This is an interest in common with a significant number of ratepayers covering an estimated 10,482 electricity service meters to properties in the City of Vincent. Underground power may provide an estimated increase in property value of approximately \$12,000 per residential property but it is unclear whether this would apply to my property. He is seeking approval to participate in debate and vote in the matter.
- 4.5 Cr Suzanne Worner declared a financial interest in Item 11.2 Authorisation of Expenditure for the Period 1 October 2022 to 31 October 2022. The extent of her interest is that she is Director of Upbeat events who were the event managers for the City for the WAFL Grand Final. She is not seeking approval to participate in debate and vote in the matter.

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**5.5 LOCAL PLANNING POLICY: RESTRICTED PREMISES - SMOKING**

- Attachments:
1. Advertised Draft Local Planning Policy: Restricted Premises - Smoking
  2. Summary of Submissions
  3. Local Planning Policy: Restricted Premises - Smoking (Tracked)
  4. Local Planning Policy: Restricted Premises - Smoking

**RECOMMENDATION:**

That Council **PROCEEDS** with Local Planning Policy: Restricted Premises – Smoking, pursuant to Clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* at Attachment 4.

**CR HALLETT:**

Can the full consultation submission please be made public?

**MANAGER POLICY & PLACE:**

*This has been added as an attachment to the Council report.*



## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

## 7.6 DRAFT ANNUAL REPORT 2021/2022

- Attachments:
1. Draft Annual Report 2021/2022
  2. CEO KIPs 2022

## RECOMMENDATION:

That Council:

1. Pursuant to Section 5.54(1) of the *Local Government Act 1995*, ACCEPTS BY AN ABSOLUTE MAJORITY the City of Vincent Annual Report for the 2021/2022 Financial Year, included as Attachment 1;
2. Pursuant to Section 5.27 of the *Local Government Act 1995*, CONVENES an Annual Meeting of Electors of the City of Vincent to be held on Thursday 2 February 2023 at 5:30pm at the Mount Hawthorn Town Hall, to present the City of Vincent Annual Report for the 2021/2022 Financial Year; and
3. NOTES that:
  - 3.1 the City of Vincent Annual Report may be subject to further formatting and styling, to be determined by the Chief Executive Officer prior to publication, as well as the inclusion of the final 2021/22 Financial Statements following review by the Audit Committee;
  - 3.2 pursuant to Sections 5.29 and 5.55 of the *Local Government Act 1995*, the Chief Executive Officer will give local public notice of the Annual Meeting of Electors to be held on 2 February 2023, and of the availability of the City of Vincent Annual Report for the 2021/2022 financial year, and will make the report available on the City of Vincent website within fourteen days; and
  - 3.3 pursuant to Regulation 51 of the *Local Government (Financial Management) Regulations 1996*, the Director General of the Department of Local Government, Sports and Cultural Industries will be provided with a copy of the City of Vincent Annual Report for the 2021/2022 Financial Year, inclusive of the Annual Financial Report for the same period, and the associated Auditor's Report.

**CR IOPPOLO:**

Include note in annual report to reflect that senior staff have left.

**A/EXECUTIVE DIRECTOR INFRASTRUCTURE AND ENVIRONMENT:**

*The Local Government Act 1995 specifies the mandatory content of a local government Annual Report, with focus on information relevant to the year under review. Information in respect to the organisational structure and the identity of senior management (with the exception of the CEO) is not mandated content, but is included by the City to enhance the information available to the reader.*

*Including content beyond the year under review risks confusing the document. It is acknowledged that one Director had tended resignation in the period under review, and as consequence the Report will be amended to reflect this.*

**CR IOPPOLO:**

Need to change former Cr Sally Smith end date in report.

**MANAGER MARKETING AND PARTNERSHIPS:**

*The Annual Report has been updated to reflect Cr Smith's term.*

**CR HALLETT:**

On Page 41 the list of informing strategies and plans, which I suspect is not meant to be exhaustive, but it is not the same as the subsequent full-page summary of plans and also there is no public health plan, Just wondering if that was purposeful or could be included?

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**MANAGER MARKETING AND PARTNERSHIPS:**

*The Public Health Plan has been added to the list of informing strategies on page 41. The subsequent pages detail progress on a selection of key strategies for the year. A lot of groundwork was done on the Public Health Plan during 2012-2022 including applications for grant funding, relationship building and policy development. Next year's Annual Report will feature the Public Health Plan implementation including the successful launch of Smoke Free Town Centres.*

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

## 5.6 DRAFT STRATEGIC COMMUNITY PLAN 2022 - 2032

- Attachments:
1. Community Engagement Summary Report
  2. Draft Strategic Community Plan 2022 - 2032

## RECOMMENDATION:

That Council **AUTHORISES** the Chief Executive Officer to advertise the Draft Strategic Community Plan at Attachment 2 for public comment for a period of not less than 28 days.

**MAYOR COLE:**

'Power lines in residential streets are undergrounded', does this relate to more than residential streets?

**MANAGER POLICY & PLACE:**

*Enhanced Environment objective has been amended:*

*Power lines ~~in residential streets~~ are undergrounded*

**MAYOR COLE:**

'More people living in and enjoying our town centres' – should that include working?

**MANAGER POLICY & PLACE:**

*Sensitive Design objective has been amended:*

*More people living in, **working in** and enjoying our town centres*

**MAYOR COLE:**

Fairness in procurement – is this reflected?

**MANAGER POLICY & PLACE:**

*Innovative and Accountable objective has been amended:*

*We deliver our services, projects and programs in the most **inclusive**, efficient, effective and sustainable way possible*

**MAYOR COLE:**

'We engage with our community so they are aware in what we are doing' - should aware change to involve?

**MANAGER POLICY & PLACE:**

*Innovative and Accountable objective has been amended:*

*Innovative and Accountable: We engage with our community so they are ~~aware~~ **involved** in what we are doing and how we are meeting our goals.*

**MAYOR COLE:**

How does that meet the IAP2 spectrum?

**MANAGER POLICY & PLACE:**

*The following has been added to the Council report:*

*A core principle of the Community and Stakeholder Engagement Strategy is to meaningfully include the community in the decision-making process. This is achieved by understanding who should be involved, engaging them as early as possible, and making them aware of the level of influence based on the IAP2 Spectrum of Public Participation.*

**MAYOR COLE:**

Innovative doesn't appear – replace different with innovative?

**MANAGER POLICY & PLACE:**

*Innovative and Accountable objective has been amended:*

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

*We embrace good ideas or ~~different~~ innovative approaches to our work to get better outcomes for the City and our community*

**MAYOR COLE:**

How was the tagline decided?

**MANAGER POLICY & PLACE:**

*The following has been added to the Council report:*

*A survey was sent to Elected Members, the community panel and administration staff to select the three adjectives contained within the vision (leafy, vibrant, 24 hour city, quality design, sustainability, diverse, supported, innovative) that best represents Vincent.*

*Vibrant (80 percent), Diverse (56 percent), and Sustainable (44 percent) were the most popular responses.*

*'Vibrant' Diverse & Sustainable' is recommended to be included as a tag line to represent Vincent and highlight the organisation's purpose.*

**MAYOR COLE:**

Does the word 'all' reflect decisions that are not always aligned with our strategic direction?

**MANAGER POLICY & PLACE:**

*Innovative and Accountable objective has been amended:*

*Our decision-making process is consistent and transparent, and ~~a~~ll decisions are aligned to our strategic direction*

**CR IOPPOLO:**

Does the size of the word clouds represent the frequency of the word?

**MANAGER POLICY & PLACE:**

*Yes, upon review of this, the Innovative and Accountable objective has been amended:*

*We deliver our services, projects and programs in the most **inclusive**, efficient, effective and sustainable way possible*

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

# 5.1 NO. 107 - 109 (LOTS: 1 - 2; S/P 1896) SUMMERS STREET, PERTH - SECTION 31 STATE ADMINISTRATIVE TRIBUNAL RECONSIDERATION - PROPOSED SIX GROUPED DWELLINGS

Ward: South

- Attachments:
1. Consultation and Location Map
  2. Development Plans for Reconsideration
  3. 3D Perspectives
  4. Applicant's Written Response to Refusal Reasons
  5. 20 September 2022 Council Minutes and Refused Plans
  6. Summary of Submissions - Administration's Response
  7. Summary of Submissions - Applicant's Response
  8. Urban Design Study
  9. Environmentally Sustainable Design Report
  10. Determination Advice Notes

## RECOMMENDATION:

That Council, in accordance with Section 31 of the *State Administrative Tribunal Act 2004*, SETS ASIDE its decision dated 20 September 2022 and SUBSTITUTES its new decision to, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVE the application for Six Grouped Dwellings at No. 107-109 (Lots: 1 – 2; S/P: 1896) Summers Street, Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 10:

### 1. Development Plans

This approval is for Six Grouped Dwellings as shown on the approved plans dated 16 November 2022. No other development forms part of this approval;

### 2. Boundary Walls

The surface finish of boundary walls facing an adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City;

### 3. External Fixtures

All external fixtures, such as television antennas (of a non-standard type), radio and other antennae, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive to the satisfaction of the City;

### 4. Visual Privacy

4.1 Prior to occupancy or use of the development, all privacy screening shown on the approved plans shall be installed and shall be visually impermeable and is to comply in all respects with the requirements of Clause 5.4.1 of the Residential Design Codes (Visual Privacy) deemed-to-comply provisions, to the satisfaction of the City; and

4.2 Prior to occupancy or use of the development, permanent fixed cabinetry no less than 600 millimetres in width shall be provided against the western wall of the 'Kitchen' of Unit 6, to the satisfaction of the City;

### 5. Colours and Materials

5.1 Prior to first occupation or use of the development, the colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, and thereafter maintained, to the satisfaction of the City; and

## COUNCIL BRIEFING NOTES

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- 5.2 The metre boxes are to be painted the same colour as the wall they are attached so as to not be visually obtrusive, to the satisfaction of the City;

6. Landscaping

- 6.1 An updated landscaping plan including deep soil and planting areas that are consistent with the development plans dated 16 November 2022 shall be submitted to and approved by the City prior to the issuing of a building permit;
- 6.2 All landscaping works shown in the plans as identified in Condition 6.1 above shall be undertaken in accordance with the approved plans, prior to the occupancy or use of the development and maintained thereafter to the satisfaction of the City;
- 6.3 Prior to the first occupation of the development, the redundant or “blind” crossovers shall be removed, the verge area landscaped and the kerb made good to the City’s specifications and to the satisfaction of the City, at the applicant/owner’s full expense; and
- 6.4 Prior to first occupation of the development, one additional tree shall be provided along the eastern boundary of the site where they do not provide conflict with vehicle manoeuvring to the City’s satisfaction. Evergreen species shall be provided and should seek to maximise canopy cover;

7. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

8. Sight Lines

No walls, letterboxes or fences above 0.75 metres in height to be constructed within 1.5 metres of where:

- Walls, letterboxes or fences adjoin vehicle access points to the site; or
- A driveway meets a public street; or
- Two streets intersect;

Unless otherwise approved by the City of Vincent;

9. Car Parking and Access

- 9.1 The layout and dimensions of all driveways and parking areas shall be in accordance with AS2890.1;
- 9.2 All driveways, car parking and manoeuvring areas which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City;
- 9.3 Prior to the occupation or use of the development, one visitor parking bay shall be permanently marked, maintained and legally accessible at all times for use exclusively by visitors to the property, be clearly visible or suitably sign posted from the street or communal driveway and be located, together with the reversing area, in front of any security gates or barrier for the development unless otherwise approved by the City; and
- 9.4 No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within the access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided;

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**10. Construction Management Plan**

A Construction Management Plan shall be lodged with and approved by the City prior to issue of a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:

- Storage of materials and equipment on site;
- Parking arrangements for contractors and sub-contractors;
- The impact on traffic movement;
- Notification to affected land owners; and
- Construction times.

The approved Construction Management Plan shall be complied with for the duration of the construction of the development; and

**11. Noise Attenuation Requirements**

11.1 Prior to the issue of a building permit a detailed Noise Management Plan must be submitted to and approved by the City which demonstrates that the development has been designed to meet the relevant requirements of State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (SPP5.4). The report must be prepared by a suitably qualified and competent person in accordance with the SPP5.4; and

11.2 Prior to occupation or use of the development, the development shall incorporate all noise mitigation measures as outlined in the noise management plan or quiet house design package, to the satisfaction of the City.

<b>NO QUESTIONS</b>
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**5.2 NO. 188 (LOT: 1; D/P: 33790) VINCENT STREET, NORTH PERTH - PROPOSED ALTERATIONS AND ADDITIONS TO PLACE OF WORSHIP****Ward: South**

**Attachments:**

1. Consultation and Location Plan
2. Development Plans
3. Images of Subject Site
4. Heritage Impact Statement
5. Determination Advice Notes

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the development application for Alterations and Additions to Place of Worship at No. 188 (Lot: 1; D/P: 33790) Vincent Street, North Perth, in accordance with the plans in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 5:

**1. Development Plans**

This approval is for Alterations and Additions to Place of Worship as shown on the approved plans dated 11 November 2022 and 16 November 2022. No other development forms part of this approval;

**2. Stormwater**

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

**3. Colours and Materials**

**3.1** The colours, materials and finishes of the development shall be in accordance with the details as indicated on the approved plans, to the satisfaction of the City; and

**3.2** The glazing to the covered walkway and Narthex shall provide a minimum of 70 percent visible light transmission to provide unobscured visibility;

**4. Demolition Works**

The deconstruction of the confessional and new openings to the Tribune Screen wall shall be undertaken with care. As much of the fabric as possible, including limestone should be retained for reuse, to the satisfaction of the City;

**5. Internal Modifications**

All internal modifications to significant fabric shall be carried out in a like for like manner that matches existing materials, profiles and finishes, to the satisfaction of the City;

**6. Documented Record**

Within 28 days of completion of the approved works, a photographic record of the works undertaken (internal and external) shall be submitted to the City for inclusion in its Historical Archive Collection, to the satisfaction of the City; and

**7. Door Hardware**

Prior to the issue of a Building Permit a schedule shall be submitted to and approved by the City, providing specifications and locations of the proposed new door hardware. Original



## COUNCIL BRIEFING NOTES

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door hardware shall be retained on the door alongside new hardware where compliance with the National Construction Code can be achieved.

**ADDITIONAL INFORMATION:****MANAGER DEVELOPMENT & DESIGN:**

*Determination Advice Notes included as Attachment 5 to the officer report has been updated to include Advice Note 7. This Advice Note confirms the proposed conservation works that are exempt from the need to obtain development approval under Clause 61(1) of the Planning and Development (Local Planning Scheme) Regulations 2015 and as referenced in the officer report.*

## COUNCIL BRIEFING NOTES

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**5.3 NO. 21A (LOT: 25; D/P: 2422) VIEW STREET, NORTH PERTH - PROPOSED ALTERATIONS AND ADDITIONS TO COMMERCIAL PREMISES (SIGNAGE)****Ward:** South

**Attachments:**

1. Consultation and Location Plan
2. Development Plans
3. Applicant's Heritage Impact Statement
4. Historical Image of Signage
5. Determination Advice Notes

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the application for Alterations and Additions to Commercial Premises (Signage) at No. 21A (Lot: 25; D/P: 2422) View Street, North Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 5:

**1. Development Plans**

This approval is for Alterations and Additions to Commercial Premises (Signage) as shown on the approved plans dated 1 November 2022. No other development forms part of this approval;

**2. Colours and Materials**

The colours, materials and finishes of the development shall be in accordance with the details as indicated on the approved plans, to the satisfaction of the City; and

**3. Signage**

- 3.1 All signage is to be in strict accordance with the City's Local Planning Policy: Signs and Advertising, unless further development approval is obtained;
- 3.2 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site;
- 3.3 The signage shall not be illuminated: and
- 3.4 All signage shall advertise the business operating, or products or services that are available on the site, for the duration of its display on-site and to the satisfaction of the City.

**ADDITIONAL INFORMATION:****MANAGER DEVELOPMENT & DESIGN:**

*Condition 1 has been updated to correctly reference the date of the plans that are the subject of this application.*

## COUNCIL BRIEFING NOTES

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**5.4 NO. 138B (LOT: 1; STR: 12047) OXFORD STREET, LEEDERVILLE - SIGNAGE ADDITION TO ELECTRIC LANE****Ward:** South**Attachments:**  
1. Consultation and Location Map  
2. Development Plans  
3. Determination Advice Notes**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Unlisted Use (Signage Addition to Electric Lane) at No. 138B (Lot: 1; STR: 12047) Oxford Street, Leederville, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 3:

**1. Development Plans**

This approval is for Unlisted Use (Signage Addition to Electric Lane) as shown on the approved plans dated 23 June 2022. No other development forms part of this approval;

**2. Signs and Advertising Policy**

All signage is to be in strict accordance with the City's Local Planning Policy: Signs and Advertising, unless further development approval is obtained;

**3. Signage Illumination**

Illuminated signage shall:

- 3.1 not cause a nuisance, by way of light spillage, to abutting sites;
- 3.2 not comprise flashing, intermittent or running lights, or images that change more than once in any five minute period; and
- 3.3 not interfere with or be likely to be confused with, traffic control signals;

**4. Maintenance**

All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site; and

**5. Access and Indemnity**

Prior to the lodgement of a Building Permit for the proposed development on No. 138B Oxford Street, Leederville ("the land"):

- 5.1 the owner of the land shall enter into an agreement for access and indemnity (Agreement) with the City of Vincent ("the City") whereby the owner:
  - 5.1.1 Indemnifies the City against any loss or damage to any property or thing or death or injury to any person in accordance with the terms of the Agreement;
  - 5.1.2 Agrees to take out and maintain a policy of public liability insurance with a reputable insurer in an amount satisfactory to the City; and
- 5.2 The owner shall maintain at its cost the development constructed over the road reserve to the satisfaction of the City.

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**MAYOR COLE:**

It is not clear if it is a neon sign or if it would have some kind of backlighting?

Is a perspective of day time vs night time able to be provided?

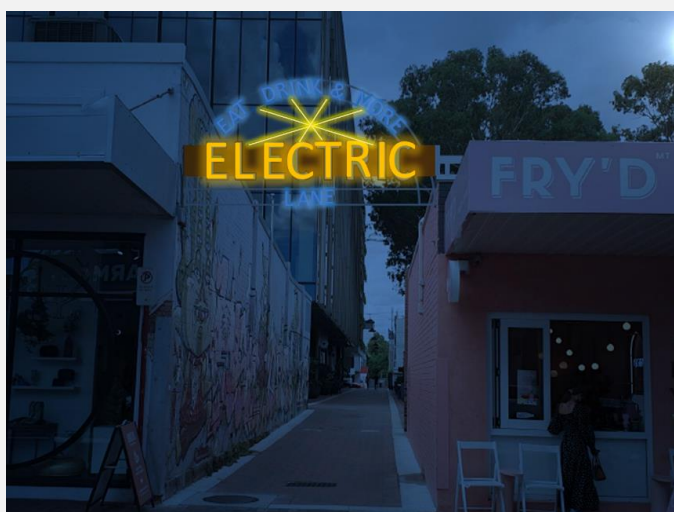
**MANAGER DEVELOPMENT & DESIGN:**

*The Oxford Street frontage of the sign is proposed to be made up of acrylic lettering with Neonflex attached to the lettering. Neonflex is also attached to the shape at the centre of the proposed sign. The Neonflex would be the only illuminated element of the sign. The acrylic lettering would not be illuminated.*

*The Electric Lane frontage of the sign would not be illuminated.*

*The applicant has provided the below perspective of the sign at night. This has been included in the development plans being Attachment 2 to the officer report.*

*The perspective of the sign at day time taken from the development plans has also been included below.*

**CR WALLACE:**

Condition 3.1 – how will that be measured and assessed?

**MANAGER DEVELOPMENT & DESIGN:**

*The measurement of the impact of illuminated signage would be undertaken by the City's Health Service team through a site inspection. The City's Environmental Health Officers would use the Australian Standards*

## COUNCIL BRIEFING NOTES

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*for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) as reference in making an assessment. This has been included as an advice note in Attachment 3 to the officer report.*

*In addressing complaints relating to illuminated signage under the Local Government Act s3.25, the City can issue a Notice to the applicant for the following:*

13. *Take specific measures to prevent —*
- a) artificial light being emitted from the land; or*
  - b) natural or artificial light being reflected from something on the land, creating a nuisance.*

**CR IOPPOLO:**

*Of the 11 responders that were in the positive, can you confirm if the two owners of the adjoining properties were included in the 11.*

**MANAGER DEVELOPMENT & DESIGN:**

*No submissions were received from the landowners of the adjoining properties.*

**CR IOPPOLO:**

*Given the City has care and control of the land, who is paying for the sign and the electricity?*

**MANAGER DEVELOPMENT & DESIGN:**

*The costs of the sign and the electricity are the responsibility of the applicant and the landowner of No. 138B Oxford Street.*

**CR IOPPOLO:**

*Does the public liability insurance referenced in Condition 5.1.2 specifically require naming the City of Vincent as an insured party such that it then ties into the indemnification noted in Condition 5.1.1 to an ability to pay via the insurance policy?*

*Does the agreement require that the applicant continually furnish the proof of insurance each year to ensure that this coverage is current?*

**A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

*The Agreement for Access and Indemnity prepared by Administration makes it an obligation for the applicant to provide public liability insurance of up to \$20million. Administration will include in the agreement for the City to be a named insured. If during the negotiations of the agreement, the applicant refuses this request, usually for reason that they would incur a higher premium, the City will request to be an interested party to the policy. It is important to note that it is unlikely that the City will want to expend costs to make a claim against the policy, rather, the City would make a claim against the applicant under the terms of the indemnity in the agreement. This is considered sufficient protection for the purpose of the agreement.*

*The applicant is under an obligation under the agreement to provide a copy of the certificate of currency when required by the City.*

**CR IOPPOLO:**

*Does the height of sign restrict regular service vehicles from accessing the laneway? Can you amend the notes under Public Use to include a reference to that because that note only refers to when we need to do major works?*

**MANAGER DEVELOPMENT & DESIGN:**

*Yes, the height of the sign does not restrict regular service vehicles from accessing Electric Lane. The officer report has been updated to reflect this under the Public Use section.*

## COUNCIL BRIEFING NOTES

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## 5.7 ARTS REBOUND: TOWN CENTRE ARTWORKS - LEEDERVILLE ARTWORK LOCATION

- Attachments:
1. Arts Rebound: Leederville Town Centre Artwork - Concept Design Proposal
  2. Arts Rebound: Leederville Town Centre Artwork - New Proposed Location

## RECOMMENDATION:

That Council ENDORSES the new proposed location for the Arts Rebound: Leederville Town Centre Artwork at Attachment 2.

**MAYOR COLE:**

Bus route turns the opposite way.

**MANAGER POLICY & PLACE:**

*The Council report has been updated to be clear that the issue occurs when buses and large vehicles move through this part of the road:*

*When completing the design development phase, an issue was identified that buses and large vehicles travelling west on Newcastle Street often need to move into the median strip to **move through this part of the road.** ~~make the left turn onto Oxford Street.~~*

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**5.8 MOUNT HAWTHORN YOUTH SKATE SPACE**

- Attachments:**
- 1. Mount Hawthorn Youth Skate Space - Preliminary Consultation Summary**
  - 2. Mount Hawthorn Youth Skate Space - Concept Plan**
  - 3. Mount Hawthorn Youth Skate Space - Concept Perspectives**
  - 4. Mount Hawthorn Youth Skate Space - Consultation Summary**

**RECOMMENDATION:**

That Council **ENDORSES** the Mount Hawthorn Youth Skate Space Concept Plan at Attachment 2.

<b>NO QUESTIONS</b>
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## COUNCIL BRIEFING NOTES

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**5.9 REQUEST FOR PROPOSALS FOR REDEVELOPMENT OF LEEDERVILLE CARPARKS: STAGE 2**

- Attachments:**
1. Redevelopment Proposals Process
  2. Redevelopment Proposals Selection Criteria
  3. Stage 2 Request for Detailed Proposals
  4. Probity Certificate

**RECOMMENDATION****That Council:**

1. **APPROVES** the Stage 2 Request for Detailed Proposals at Attachment 3 for the second stage of the Redevelopment Proposals process relating to The Avenue and Frame Court Car Parks, Leederville; and
2. **AUTHORISES** the Chief Executive Officer to engage an independent external accounting firm to conduct due diligence on the commercial and financial assessment undertaken relating to the Stage Two proponent submissions, prior to presenting the preferred proposal to Council for approval to advertise.

At 6.40pm Manager Development & Design left the meeting and did not return.

**MAYOR COLE:**

Date of the meeting was 29 November, can this be updated in the Probity Certificate?

**MANAGER POLICY & PLACE:**

*This is the date reflected on Page 3 of the Probity Certificate. The earlier date that is referenced in the Probity Certificate is the date of an earlier Council Workshop.*

**CR IOPPOLO:**

Can the Probity Officer respectfully advise whether the scope of its and Stantons appointment includes regulation an impartial process for all Proponents and the City of Vincent, and that includes not prejudicing the likelihood of generating a financial outcome that is fair, reasonable and equitable for the City of Vincent?

**PROBITY ADVISOR:**

*The scope was set via the CUA AFA2018 issued to Stantons on 6 April 2022 with our submission provided on 7 April 2022. The scope does not specifically detail this point and was not addressed in the proposal, which was accepted by the City on 8 April 2022.*

**CR IOPPOLO:**

Can the Probity Officer respectfully confirm that the scope of the Probity Officer ordinarily includes due diligence assessment of the underlying beneficial interests of all shortlisted Proponents and any key partners so that the full extent of any potential conflicts may be identified by relevant stakeholders? Was this undertaken prior to short listing Proponents and if not, why?

**PROBITY ADVISOR:**

*No, it does not normally include this assessment. It was not undertaken prior to shortlisting as it was not detailed as a scope item.*

**CR IOPPOLO:**

Can the Probity Officer respectfully confirm whether he has undertaken a due diligence review to identify common interests or significant relationships between and amongst the short-listed Proponents that may result in a lack of commercial tension between bidders? If this has been done, was this done prior to the shortlisting of candidates? If this was not done, can we please receive an explanation as to why?

**PROBITY ADVISOR:**

*No, this was not done. It was not undertaken as it was not detailed as a scope item.*



## COUNCIL BRIEFING NOTES

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**CR IOPPOLO:**

Can the Probity Officer respectfully advise the rationale as to why the City of Vincent seeking secondary advice from appointed advisers such as the fairness of the commercial/financial terms of any Proponent's bid (or legal advice as to drafting a proposed contract of sale to enforce qualitative design and build requirements) adversely affects the impartiality of the Leederville EOI process to the detriment of any Proponent, even though this assessment would be applied to all shortlisted Proponents submissions?

**PROBITY ADVISOR:**

*City of Vincent followed an endorsed procurement and evaluation plan which transferred much of the responsibility for the conduct of the administrative function to the Commercial Advisor (Agent). A principle of sound probity oversight is that the endorsed key procurement documents which detail the steps to be followed during the overall process should not be amended after the release of the documents, as amendment raises questions relating to external influence and the potential to produce a different outcome to that which the original documentation would have produced. The endorsed processes are those which the probity advisor must follow and against which we prepare our probity certificate and as such, should not be amended to alter the subsequent procurement process. The proposed review by a secondary advisor was not contemplated in any of the key procurement documents. To introduce such an overlay, at this stage in the process, would constitute a probity risk as it would represent a change to a previously agreed process advised to the potential and actual proponents.*

**CR IOPPOLO:**

In the event the Probity Officer's opinion in question 5 is it would compromise the existing process, please advise how this does not also compromise the City of Vincent's ability to seek a just and fair financial outcome for its ratepayers?

**PROBITY ADVISOR:**

*The City of Vincent has every right to ensure that it achieves a just and fair financial outcome for its ratepayers. This is a two-stage process where significant responsibility has been delegated to the Evaluation Panel supported by the appointed Agent and where the steps in that process are following an agreed process, including advice to the potential and actual proponents via the terms and conditions of the EOI. The City would be able to take further steps in obtaining this level of security at the conclusion of the State 2 process. In my view, the process can be amended at that stage to provide for two sources of advice to Council following the completion of the Stage 2 Request for Detailed Proposal (RFDP) stage. These two sources of advice could be:*

- The formal report to Council from the Evaluation Panel supported by the Stage 2 probity certificate, and*
- An independent financial analysis of the proposals prepared by a suitably qualified and experienced third- party financial analyst.*

**CR IOPPOLO:**

Has the Probity Officer requested disclosures of all Proposal Evaluation members, relevant City of Vincent staff and Elected Members contact with shortlisted Proponents and representatives and advisers, in relation to the subject matter of this EO, both prior to and after the EOI process has commenced? If not, why?

**PROBITY ADVISOR:**

*All parties involved in the process have been requested by the CoV project team to submit conflict of interest declarations that declare any known or potential conflicts of interest and which are referred to the probity advisor for consideration and, where necessary, the development of a management plan. The probity advisor does not initiate this action but maintains a record of decisions made.*

**CR IOPPOLO:**

Can the Probity Officer respectfully impart his opinion on whether under the existing EOI process, is it conceivable that all short-listed Proponents be eliminated bar one and then negotiations proceed with that Proponent on a materially different proposal that no bidder, including the remaining proponent, contemplated or explored? If so, in this scenario, can the Probity Officer speculate whether it is possible that all competitive tension and leverage may be lost in to the benefit of that remaining proponent and that this may likely disadvantage the City of Vincent in the realisation of an optimal financial result.

**CHIEF EXECUTIVE OFFICER:**

## COUNCIL BRIEFING NOTES

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*The Probity Advisor role is to document and certify that the City is following proper/due process and to provide probity advice on that process. To request the Probity Officer to speculate would be outside of their scope and engagement with the City.*

*The process is seeking to identify one preferred proponent which is most advantageous to the City to recommend to Council. The proposal would be based on the Stage 1 submission plus additional information provided in Stage 2, as well as an independent financial analysis of the proposals prepared by a suitably qualified and experienced third- party financial analyst and a Business Case prepared by the City setting out the financial impact for the City of the proposals.*

*If, based on that information, Council endorsed progressing with a preferred proposal, the Business Case would be publicly advertised before the submissions were presented back to Council to determine whether to then enter into a major land transition or major trading undertaking based on key contractual terms. The advertising of the Business Case would maintain a level competitive tension and leverage as it would allow anyone to make a submission on the proposal. Council would then consider the submissions, along with the key contractual terms to ensure they aligned with the Business Case endorsed at the time the preferred proposal was selected and did not include anything other proposals did not contemplate or explore.*

**CR IOPPOLO:**

Under the existing EOI process, can the Probity Officer advise whether it is permissible for the City of Vincent to enforce the Proponents qualitative aspects of their development proposals as a condition of sale for any land disposed of (noting that the development application is likely to go to JDAP and therefore not within the City of Vincent's influence and control)?

**PROBITY ADVISOR:**

*From a probity perspective, it would be quite reasonable to make these qualitative undertakings conditions of sale which could be monitored through the use of KPIs and other reporting mechanisms. It is called active contract management.*

Confidential response circulated separately.

At 7.13pm Ian Mickle and John Del Dosso of Cygnet West and Kevin Donnelly of Stantons left the meeting and did not return.

At 7.15pm Manager Policy and Place left the meeting and did not return.

At 7:14 pm, Cr Dan Loden left the meeting.

At 7:16 pm, Cr Dan Loden returned to the meeting.

## COUNCIL BRIEFING NOTES

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## 6.1 STORMWATER DRAINAGE

- Attachments:
1. Drainage Technical memorandum - Confidential
  2. Ordinary Council Meeting Minutes 5 April 2022

## RECOMMENDATION:

That Council **SUPPORTS** the City's approach to develop a stormwater drainage strategy over the next three (3) financial years relating to –

## 1. Engineering Design

- 1.1 Current capital budget provision of \$425K is allocated for drainage data capture and minor drainage capital work upgrades throughout the City of Vincent, commencing within the Mount Hawthorn precinct;
- 1.2 Hydraulic modeling costs ranging from \$80K - \$160k are planned to be spent within 2023 - 2024 financial year;
- 1.3 Climate Change scenario to be assessed based on the current drainage system anticipated be undertaken during the 2023 - 2024 financial year; and
- 1.4 Cost for drainage design and construction over a 10 year period to be prepared for 2024 - 2025 financial year onwards.

## 2. Engineering Operations

- 2.1 Current operational budget provision for 2022 - 2023 financial year is \$160k, allocated to external contractors for cleaning out stormwater drainage systems limited to the two hundred (200) hotspot flooding areas; and
- 2.2 Increase the Level of Service for cleaning out the stormwater drainage system using internal resources, (subject to the finalisation and approval of a business case) to mitigate the risk and severity of flooding.

**MAYOR COLE:**

I didn't see reference in the report to the fact that it was a Council Resolution. I did see the resolution attached but thought that probably could be mentioned in the introduction to the report.

**MAYOR COLE:**, Can the recommendation be written in a way that is perhaps seeking endorsement of things that are beyond our current approvals such as talking about money to be spent in the 2023/24 financial year, for example if it was to say to endorse this amount to be put into the Long Term Financial Plan I think that would be slightly different but I just thought perhaps the recommendation before us could be tightened up a little bit to be very clear about what it is that we are approving next Tuesday. I think it needs to be expressed differently or it could say that it asks us to amend the Long-Term Financial Plan to accommodate these things, which will then be considered in the forward budget years.

**MANAGER ENGINEERING:**

*The council resolution from April 2022 has been included in background. The recommendation has been clarified to articulate the desired outcome from Council. Wording has also been included in the financial section of the report to clarify existing funding sources.*

**MAYOR COLE:**

Foreshadowing an impartiality declaration as potentially in one of the 200 hundred hotspots. Foreshadowing potential after seeing the map.

**MANAGER ENGINEERING:**

*Noted*

**CR WALLACE:**

Could we get that mapping in the briefing notes?

COUNCIL BRIEFING NOTES

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**MANAGER ENGINEERING:**

*This has been added at Attachment 3.*

## COUNCIL BRIEFING NOTES

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## 6.2 NEW PARKING LOCAL LAW 2023

Attachments: 1. Attachment 1 - Parking Local Law 2023 - Advertised copy

## RECOMMENDATION:

That Council:

1. GIVES statewide and local public notice, in accordance with section 3.12 of the *Local Government Act 1995* stating that:
  - 1.1 It is proposed to repeal the *City of Vincent Parking and Parking Facilities Local Law 2007* and replace it with the *City of Vincent Parking Local Law 2023* at Attachment 1;
  - 1.2 The purpose of the *City of Vincent Parking Local Law 2023* is to provide for the regulation, control and management of parking and vehicles within the local government;
  - 1.3 The effect of this local law is to ensure that any person parking a vehicle within the *City of Vincent* is to comply with these provisions;
  - 1.4 Copies of the proposed local law are available for inspection at the City's Administration & Civic Centre, Library and Local History Centre and on its website; and
  - 1.5 Submissions on the proposed local law may be made to the City within a period of not less than six weeks after public notice is given;
2. NOTES that in accordance with Section 3.12(3)(b) of the *Local Government Act 1995* a copy of the proposed local laws and public notice will be provided to the Minister for Local Government; and
3. NOTES that any submissions received as a result of the public notice provided as set out in 1. Above will be presented to Council for consideration.

**MAYOR COLE:**

*Can the letter from the Department and City response be included?*

**A/DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

*This has been sent to Council Members separately due to the confidential nature of the correspondence.*

**MAYOR COLE:**

*As above, the request is for a Summary of changes from old Local Law to new Local Law. Is that something that could be summarised at a high level and included in the report?*

**CR IOPPOLO:**

*Has Administration prepared or intend to prepare a summary to show key changes to enhance community understanding of the changes?*

**PROJECTS AND STRATEGY OFFICER – RANGERS SERVICES:**

*Please see below summary of some of the key changes.*

**Summary of changes from Parking and Parking Facilities Local Law 2007 to Parking Local Law 2023**

Various new definitions added, some of which are:

*Bicycle crossing and  
Bicycle crossing lights to give the City more flexibility should these be introduced, as it moves more towards 'safe active streets' etc  
Electronic parking detection device – with the introduction now of parking sensors*

## COUNCIL BRIEFING NOTES

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	<p>Entrance ticket machine, and Exit ticket Should the City, in the future, introduce parking facilities where these are required as the parking fee payment mechanism Parking app, Parking app zone, and Parking period to enable the City to introduce parking app zones School zone to enable tighter monitoring and clarity around schools and school times.</p>
Penalty Increases	<p>Various penalty increases have been applied ranging from 20% - 50% increase based on the considered severity of the offence.</p>

**CR IOPPOLO:**

Part of Administrations justification to replace the parking legislation was lower fees and maintenance costs and efficiencies in enforcement, yet this is not quantified under the financial budget implications heading, do we have a ballpark estimate of the costs and revenue upside as a result of the change? Could you also consider that when it comes to preparing the FY24 budget?

**A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

The new local law introduces initiatives and flexibilities with how the City can administer this local law and manage parking within the City. This may bring about efficiencies, savings and increased revenue but it is difficult to quantify these at this stage.

**CR IOPPOLO:**

There is a definition of vehicle and vehicles permitted to be parking in a parking bay under this new Local Law, are E-Scooters included in the definition of vehicle – and therefore would E-Scooters be liable to pay parking fees, should it be parked within our outside of a dedicated car parking bay?

**PROJECTS AND STRATEGY OFFICER – RANGERS SERVICES:**

The Road Traffic Code 2000 defines an “electric rideable device” as extracted below:

**3A. Electric rideable devices**

- (1) An *electric rideable device* is a scooter, skateboard, or other vehicle, that —
- (a) has at least 1 wheel; and
  - (b) is designed to be used by a single person; and
  - (c) has an electric motor or motors; and
  - (d) is fitted with an effective stopping system controlled by use of brakes, gears or motor control; and
  - (e) when propelled only by the motor or motors, is not capable of going faster than 25 km/h on level ground; and
  - (f) complies with the mass and dimension requirements referred to in subregulation (2).

Administration does not consider it necessary to include the definition of “electric rideable device” in the Parking Law as “vehicle” adequately addresses the City’s requirements.

At 7.30pm Manager Engineering left the meeting and did not return.

## COUNCIL BRIEFING NOTES

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## 6.3 FINAL ADOPTION OF CITY OF VINCENT ANIMAL LOCAL LAW 2021

- Attachments:
1. Attachment 1 - City of Vincent Animal Local Law 2022 Final version for adoption
  2. Attachment 2 - Animal Local Law 2021 - Advertised version
  3. Attachment 3 - Summary of feedback from the Department of Local Government, Sport and Cultural Industries (DLGSC)
  4. Attachment 4 - Graphical summary of survey responses - draft Animal Local Law 2021
  5. Attachment 5 - Summary of written comments from respondents, draft Animal Local Law 2021

## RECOMMENDATION:

That Council:

1. GIVES NOTICE that the purpose of the Animal Local Law 2021 is to:
  - 1.1 provide for the effective management, control, and regulation of the keeping of dogs, cats, large animals, animals of potential burden, poultry, pigeons, miscellaneous birds and bees within the City;
  - 1.2 effectively control and manage cat numbers, confinement, and curfews for cats, consistent with the State Government review findings from November 2019 of the Statutory review of the *Cat Act 2011* and *Dog Amendment Act 2013*; and
  - 1.3 to effectively deter failing to comply with select provisions of the proposed Animal Local Law 2021;
2. GIVES NOTICE that the effect of the Animal Local Law 2021 is to:
  - 2.1 introduce regulations, conditions, and penalties relating to the keeping of dogs, cats, large animals, animals of potential burden, poultry, pigeons, miscellaneous birds and bees within the City;
  - 2.2 introduce a regulatory framework for the control and management of cat numbers, confinement, and curfews for cats; and
  - 2.3 introduce modified penalties for failing to comply with select provisions of the proposed Animal Local Law 2021;
3. MAKES BY ABSOLUTE MAJORITY, the Animal Local Law 2022 at Attachment 1, in accordance with section 3.12(4) of the *Local Government Act 1995* subject to the Chief Executive Officer.

**MAYOR COLE:**

Why is cat curfew in recommendation 1.2 (and 2.2)? Details of anything beyond *Cat Act*?

**A/DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

*Will remove wording as it is not reflective of current Cat legislation.*

**CR GONTASZEWSKI:**

Consultation responses – open spaces inclusion in prohibited areas. Cats walking on leash in prohibited areas, no scope for that to be contemplated – clarification in notes? Clause 2.4 that was included when advertised has been removed, Council decision to designate existing dog exercise areas, what are the current areas, which meeting were they designated at?

Is not clear if City is able to pass resolutions more specific – advice from Department?

**A/DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

## COUNCIL BRIEFING NOTES

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*Cat prohibited area would be aligned with a 'dog prohibited area' – where a cat can't be there even if on a lead. The DLGSC recommendation is based on the Department being cautious in respect to 'permitting cats on leash' or providing approval for cats in prohibited areas because there is no head of power in the Cat Act for it, which would then provide the risk of it being disallowed through the Joint Standing Committee.*

*Council resolution at its 14 November 2017 OMC, approved the below locations as dog exercise areas.*

*Administration will review these areas and further consider the community need for fenced dog exercise areas, based upon key action #9 of the Public Open Space Strategy.*

## LIST OF DOG EXERCISE AREAS WITHIN THE CITY OF VINCENT

### DOG EXERCISE AREAS - UNRESTRICTED TIME LIMITS

Item No.	Description of Public Place
1.	Britannia Road Reserve: Between E D Litis Stadium and Freeway Reserve, north-east of the E D Litis Stadium, Leederville.
2.	Lake Monger Estate: Between Brentham Street and Oxford Street, south of Wylie Street, Leederville.
3.	Charles Veryard Reserve, North Perth, in its entirety, except when there is an approved Council activity in progress.
4.	Robertson Park: on the north-east corner of the intersection of Fitzgerald and Stuart Streets, Perth (South of Halvorson Hall).
5.	Jack Marks Reserve: on the north east corner of the intersection of Broome and Wright Streets, Highgate.
6.	Banks Reserve: Joel Terrace, East Perth.
7.	The south portion of Les Lilleyman Reserve bounded by Gill Street, to the south and the prolongation of the northern kerb-line of Woodstock Street, eastwards across Les Lilleyman Reserve.



### DOG EXERCISE AREAS DURING SPECIFIED TIMES ONLY

Item No.	Description of Public Place	Times During Which Place is a Dog Exercise Area
1.	Forrest Park-Mount Lawley: - Reserve No. 7338.	At all times except where the public place is used for a function, sports training or activities approved by the local government.
2.	Woodville Reserve-North Perth: Bounded by Namur, Fitzgerald, Farmer and Mignonette Streets, North Perth.	At all times except where the public place is used for a function, sports training or activities approved by the local government.
3.	Les Lilleyman Reserve-North Perth, except that portion of the reserve roughly bounded by Gill Street, to the south and the prolongation of the northern kerb-line of Woodstock Street, eastwards across Les Lilleyman Reserve: - part of Certificate of Crown Land Title Volume 1077 Folio 517.	At all times except where the public place is used for a function, sports training or activities approved by the local government.
4.	Menzies Park-Mount Hawthorn: Bounded by East, Purslowe, Egina and Berryman Streets, Mount Hawthorn.	At all times except where the public place is used for a function, sports training or activities approved by the local government.
5.	Britannia Road Reserve South: Bounded by the Mitchell Freeway, Richmond Street and the prolongation of Namatjira Place where it meets the Mitchell Freeway.	At all times except where the public place is used for a function, sports training or activities approved by the local government.
6.	That portion of No. 310 Pier Street, Perth, known as Loton Park, bounded by Lord Street, Bulwer Street and the eastern fence-line of the rectangular Stadium, at that address, and excluding the enclosed fenced area used by Loton Park Tennis Club	At all times except when the public place is used for an event, function, sports training or other activities, approved by the local government.

#### CR LODEN:

Setbacks for chicken coops have been included in the final version of the Local Law? What is the reason for this? Foreshadow an amendment to remove that portion.

#### MANAGER BUILT ENVIRONMENT AND WELLBEING:

*This occurred from an administrative error as clauses relating to poultry and aviaries were amalgamated from the draft Animal Local Law. Clause 4.11 (d) of the final version has now been removed, which means if supported, setbacks would not apply to poultry enclosures.*

## COUNCIL BRIEFING NOTES

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**CR WALLACE:**

Summary of additional provisions around cat movements. Control of road reserves can they not be added to green areas?

**A/DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

*The local law with respect to cats is at its limit to what powers are afforded to it, under the Cat Act. This is consistent with comparison to, for example, City of Fremantle and City of Bayswater.*

*As per advice from DLGSC, the Parliament's Joint Standing Committee on Delegated Legislation (JSCDL) has previously formed the view that the Cat Act does not contemplate local laws that –*

*(a) ban cats from all public areas*

*(b) place conditions on when a cat may be permitted in a public area.*

*If the City wished to exclude cats from road reserves, these would need to be individually referenced in a schedule. This would become administratively burdensome as any change to a road reserve would potentially predicate an amendment to the local law. Further, the JSCDL may consider this as an attempt to circumvent the limited powers of the Cat Act and may disallow the local law.*

At 7.47pm Jade Olyk of Jackson McDonald left the meeting and did not return.

At 7.47pm Manager Built Environment & Wellbeing & Environment left the meeting and did not return.

At 7.47pm Project and Strategy Officer, Ranger Services left the meeting and did not return.

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**7.5 DRAFT YOUTH ACTION PLAN 2023-2026**

**Attachments:**

1. Draft Youth Action Plan 2023-2026
2. Youth Action Plan 2020-2022

**RECOMMENDATION:**

That Council **APPROVES** the draft Youth Action Plan 2023-2026 for the purpose of community consultation.

<b>NO QUESTIONS.</b>
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At 7.52pm Community Development Advisor - Children, Young People & Funding left the meeting and did not return.

COUNCIL BRIEFING NOTES

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7.1 FINANCIAL STATEMENTS AS AT 31 OCTOBER 2022

Attachments: 1. Financial Statement as at 31 October 2022

RECOMMENDATION:

That Council RECEIVES the Financial Statements for the month ended 31 October 2022 as shown in Attachment 1.

NO QUESTIONS

## COUNCIL BRIEFING NOTES

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At 7:55 pm, Cr Suzanne Worner left the meeting due to a previously declared financial interest.

## 7.2 AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 OCTOBER 2022 TO 31 OCTOBER 2022

- Attachments:
1. Payments by EFT and Payroll October 22
  2. Payments by Cheque October 22
  3. Payments by Direct Debit October 22

### RECOMMENDATION:

That Council **RECEIVES** the list of accounts paid under delegated authority for the period 1 October 2022 to 31 October 2022 as detailed in Attachments 1, 2 and 3 as summarised below:

EFT payments, including payroll	\$4,889,139.72
Cheques	\$351.90
Direct debits, including credit cards	\$167,792.80
<b>Total payments for October 2022</b>	<b>\$5,057,284.42</b>

### MAYOR COLE:

So for example, if the lift was being repaired again, I can't see that that would have an impact or that that would be material to a proximity interest? Is that the sort of thing, perhaps you could give Cr Ioppolo some examples of what would be of a magnitude that would trigger something and then what would be so internal to the building and of little consequence that it wouldn't. Might be useful to provide some guidance.

### A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:

The Department of Local Government's Operational Guidelines '[Declaring Financial Interests in Meetings](#)' and '[Disclosure of interests affecting impartiality](#)' provide sound guidance and examples around the requirement to declare interests.

The guidelines state "Given the importance of probity, accountability and transparency, persons affected by the financial interest provisions of the Act are advised to err on the side of caution and disclose an interest in any matter before council or council committee where they may, or may appear to have, an interest." It is noted that the responsibility to declare (or not) resides with the individual.

The principle underpinning the need to declare a financial interest relates to a **reasonable expectation** that a decision will result in a financial gain, loss, benefit or detriment for the person (or person with whom one is closely associated). The Guidelines note -

*"It must be objectively reasonable to expect that a particular decision will result in a financial gain, loss, benefit or detriment for the person (or person with whom he or she is closely associated). Further, that question is to be addressed at the time the matter is to be dealt with by the relevant decisionmaker(s). Therefore, it may not be reasonable to entertain such an expectation if the prospect of any gain, loss etc from the decision depends on mere speculation as to future events. For example, it could be that the person (or closely associated person) may be in a position to gain/lose etc if, at some future time, particular events take place.*

*However, if the future events, which would place the person (or closely associated person) in a position to gain/ lose etc, can be regarded as certain to take place, or highly probable, then it may still be objectively reasonable to expect that the decision will have the relevant consequences for the person (or closely associated person)."*

An exemption to the above provides that you are not required to disclose a financial interest unless the land subject of the proposed changes or development is your land or land adjacent to your land. It is important to understand that this exemption only applies in relation to effects on the valuation of your land. If the land subject to the changes or development has a common boundary with your land a **proximity** interest exists and is not exempt from disclosure.

The Guidelines note that the "Act does not define 'adjacent'. However, dictionaries define adjacent as 'adjoining' or 'near to'. Legal precedents recognise that 'adjacent' has a wider meaning than 'adjoin'.

## COUNCIL BRIEFING NOTES

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*Although the word indicates a degree of proximity, its meaning is not necessarily confined to a physical link, but is to be determined as a question of fact. Accordingly, there is no certain measure that can establish that within a prescribed distance one property is 'adjacent' to another. All that can be said is that a degree of proximity is required in the particular circumstances applying."*

However, **proximity** interest relies on physical location, not effects on valuation. It is established purely by the location of land, a financial effect on the valuation of your land or on the profitability of a business does not have to be established.

The Guidelines further provide *"the existence of a **proximity interest**. It is therefore important that you fully understand when a proximity interest exists."*

The DLG Operating Guidelines provide that Proximity interest relates to –

- a proposed change to a planning scheme affecting land that adjoins the person's land;
- a proposed change to the zoning or use of land that adjoins the person's land; or
- a proposed development of land that adjoins the person's land (development refers to the development, maintenance or management of the land or of services or facilities on the land).

Land that adjoins a person's land is defined by the Act as land that:

- not being a thoroughfare, has a common boundary with the person's land;
- is directly across a thoroughfare from the person's land; or
- is that part of a thoroughfare that has a common boundary with the person's land.

In respect to a proximity interest, it then may come to whether maintenance or management of the land is considered development. For example, is it reasonable to consider the mowing of grounds 'development' or 'maintenance'? Is it reasonable to consider minor maintenance work to the administration building a matter that requires the declaration of a proximity interest? What likely impacts might there be for an adjoining property, or those directly across the road?

A pragmatic perspective suggests that general maintenance works on the Administration building would neither be a financial or proximity interest. Administration will pursue clarification with the Department of Local Government and the Western Australian Local Government Association.

#### **CR GONTASZEWSKI:**

Can I request clarification in relation to the approval of a report that lists that expenditure and whether that differs from the approval of the expenditure and the activity to take place and then also some clarification in relation to if Council is approving a budget their interest in common provision in relation to the Annual Budget and then the difference between proximity interests around that, which is the heart of Cr Ioppolo's questions in relation to the development of land versus routine maintenance of that land that wouldn't necessarily require a development approval or anything like that.

#### **A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

*Refer to response above. In approving payments, it is not a reasonable expectation that a Council Member (beyond those payments made direct to the Member or a closely related person / entity) will need to declare an interest as the payment relates to already committed expenditure. It is unlikely to result in a financial gain, loss, benefit or detriment.*

*Further clarification (particularly around the adoption of the Annual Budget and Corporate Business Plan) will be sought to provide future guidance for Council Members and City Officers in this area.*

#### **CR IOPPOLO:**

To clarify and to get on record, to the extent that these expenditure reports may include maintenance costs on this administration building, would I have to personally disclose a proximity interest because I live directly across from this building? Can I get clarification as to whether that would give rise to a proximity interest, and if so, is it possible to flag those items out when this report comes out because there is so much detail, I want to be sure that any proximity interest is disclosed in relation to those items.

Not sure if Loftus Recreation Centre is on the same lot because then that and the Library would be included. Is Admin Building on its own lot?

#### **A/EXECUTIVE DIRECTOR INFRASTRUCTURE & ENVIRONMENT:**

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

Response at meeting:

In respect to having to declare an interest, a Council Member needs to know that they have, or be aware that they have, an interest in a matter that's being dealt with. So if you are unaware that information in the financial reports directly relate to the Administration building, or the maintenance of the Administration building, you wouldn't need to declare it because you are not aware of it. As soon as the City identifies it, then you may need to declare it.

*As noted in an earlier response, the principle in respect to interests is reasonable expectation. This can relate to size and scale and potential impact of the maintenance or management of the land.*

*Administration will seek further clarification and prepare future guidance in respect to the declaration of interests.*

At 8:01 pm, Cr Suzanne Worner returned to the meeting.

COUNCIL BRIEFING NOTES

6 DECEMBER 2022

7.3 INVESTMENT REPORT AS AT 31 OCTOBER 2022

Attachments: 1. Investment Statistics as at 31 October 2022

RECOMMENDATION:

That Council NOTES the Investment Statistics for the month ended 31 October 2022 as detailed in Attachment 1.

NO QUESTIONS



COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**7.4 OUTCOME OF ADVERTISING AND ADOPTION OF NEW CUSTOMER SERVICE CHARTER**

**Attachments:** 1. Draft Customer Service Charter

**RECOMMENDATION:**

**That Council ADOPTS the Customer Service Charter at Attachment 1.**

At 8.02pm Chief Financial Officer left the meeting.

<b>NO QUESTIONS</b>
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COUNCIL BRIEFING NOTES6 DECEMBER 2022

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**8.1 OUTCOME OF ADVERTISING AND ADOPTION OF AMENDED RISK MANAGEMENT POLICY**

- Attachments:**
1. Risk Management Policy (clean copy)
  2. Risk Management Policy (marked up)
  3. Risk Appetite and Tolerance Statements

**RECOMMENDATION:**

That Council APPROVES the amended Risk Management Policy at Attachment 1

<b>NO QUESTIONS</b>
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## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**8.2 COUNCIL RECESS PERIOD 2022-23 - DELEGATED AUTHORITY TO THE CHIEF EXECUTIVE OFFICER**

Attachments: Nil

**RECOMMENDATION:**

That Council **DELEGATES BY ABSOLUTE MAJORITY**, pursuant to section 5.42 of the *Local Government Act 1995*, to the Chief Executive Officer, the power to deal with any items of business that may arise between 14 December 2022 and 6 February 2023, and which are not the subject of delegated authority already granted by Council, subject to:

1. Reports being issued to all Council Members for a period of three business days prior to the delegated decision being made and no requests for 'call-in' of the matter being received from Council Members;
2. Reports being displayed on the City's website for a period of three business days prior to the delegated decision being made;
3. A report summarising the items of business dealt with under delegated authority being submitted for information to Council at its Ordinary Meeting to be held on 14 February 2023; and
4. A Register of Items Approved under this Delegated Authority is being kept and made available for public inspection on the City's website during the period that the delegation applies.

<b>NO QUESTIONS</b>
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At 8.04pm Chief Financial Officer returned to the meeting.

## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**8.3 VINCENT UNDERGROUND POWER PROJECT - FIVE ADDITIONAL PROJECT AREAS**

- Attachments:**
1. Undergrounding Invitation No. 2 - five additional project areas
  2. Preliminary Business Case - five additional project areas
  3. MoU No.2 - five additional project areas

**RECOMMENDATION:****That Council:**

1. **NOTES** the invitation from Western Power for the City of Vincent to participate in the Network Renewal Underground Program (NRUP) – now changed to Targeted Underground Power Program (TUPP) and the Retrospective Undergrounding Projects (RUP) program (Attachment 1).
2. **NOTES** the proposed project areas would underground power at 10,482 electricity service meters in Leederville, Mount Hawthorn, West Perth, and North Perth as per the boundaries identified in the maps in Attachments 2 and 3.
3. **NOTES** that when combined with existing undergrounded areas and the first three project areas under NRUP-T2, these five project areas complete the undergrounding of all residential areas and town centres within Vincent.
4. **NOTES** the poles and wires would be replaced like for like with an expected serviceable life of 40-50 years in the event the City does not co-partner in an underground power project.
5. **NOTES** the preliminary business case on participation in TUPP and RUP at Attachment 2.
6. **AUTHORISES** the CEO to sign the Memorandum of Understanding at Attachment 3 to enable Western Power to commence detailed design of the project.
7. **NOTES** these projects will be included in the Corporate Business Plan 2023/24-2027/28.

<b>NO QUESTIONS</b>
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## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

**8.4 WALGA BEST PRACTICE GOVERNANCE REVIEW**

- Attachments:**
- 1. WALGA Governance review background paper**
  - 2. WALGA best practice governance review consultation paper**

**RECOMMENDATION:****That Council:**

- 1. SUPPORTS the Western Australian Local Government Association's best practice governance review consultation paper.**
- 2. NOTES that Administration will forward a submission in support of 'option four' to the Western Australian Local Government Association.**

At 8.08pm Manager Marketing & Partnerships left the meeting and did not return.

<b>NO QUESTIONS</b>
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## COUNCIL BRIEFING NOTES

6 DECEMBER 2022

## 8.5 INFORMATION BULLETIN

- Attachments:
1. Unconfirmed Minutes of the Arts Advisory Group Meeting - 2 November 2022
  2. Unconfirmed Minutes of the Mindarie Regional Council Meeting - 24 November 2022
  3. Minutes Children and Young Peoples Advisory Group 12 October 2022
  4. Statistics for Development Services Applications as at the end of December 2022
  5. Register of Legal Action and Prosecutions Monthly - Confidential
  6. Register of Legal Action - Orders and Notices Quarterly - Confidential
  7. Register of State Administrative Tribunal (SAT) Appeals - Progress report as at 24 November 2022
  8. Register of Applications Referred to the Metro Inner-North Joint Development Assessment Panel - Current
  9. Register of Applications Referred to the Design Review Panel - Current
  10. Register of Petitions - Progress Report - November 2022
  11. Register of Notices of Motion - Progress Report - November 2022
  12. Register of Reports to be Actioned - Progress Report - November 2022
  13. Council Workshop Items since 25 October 2022
  14. Council Meeting Statistics
  15. Council Briefing Notes - 8 November 2022

## RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated December 2022.

NO QUESTIONS
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COUNCIL BRIEFING NOTES6 DECEMBER 2022

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**5 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Citizenship Ceremony – Cr Dan Loden  
Non conforming use for service stations – Cr Ashley Wallace  
Leederville Oval – Cr Ron Alexander  
Dog Local Law and exercise areas – Cr Susan Gontaszewski – potential NOM

**6 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES**

Nil

**7 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED**

At 8.15pm Executive Director Strategy & Development left the meeting and did not return.  
At 8.16pm Chief Financial Officer left the meeting and did not return.

At 8.15pm Chief Executive Officer noted that he has a financial interest in item 11.1 Employment Contract Renewal – Chief Executive Officer, as he will receive a financial benefit or detriment subject to the approval or otherwise of a contract extension. The Chief Executive Officer left the meeting and did not return.

At 8.15pm the meeting went behind closed doors to discuss the confidential item.

**Responses to the questions on the Confidential item were provided separately.**

At 8:33 pm, Cr Dan Loden left the meeting.  
At 8:35 pm, Cr Dan Loden returned to the meeting.

**8 CLOSURE**

There being no further business the meeting closed at 8.42pm.

**COUNCIL RECESS PERIOD 2022-2023 - RECEIVING OF ITEMS DEALT WITH UNDER  
DELEGATED AUTHORITY BETWEEN 14 DECEMBER 2022 AND 6 FEBRUARY 2023**

At its 13 December 2022 meeting Council delegated to the Chief Executive Officer, subject to conditions, the power to deal with any items of business that may arise between 14 December 2022 and 6 February 2023, and which are not the subject of delegated authority already granted by Council.

No items were dealt with during the period under this delegation.



**12.2 MINUTES AND MOTIONS FROM THE ANNUAL GENERAL MEETING OF ELECTORS HELD ON 2 FEBRUARY 2023**

**Attachments:** 1. Minutes of the Annual Meeting of Electors Held on 2 February 2023 [↓](#) 

**RECOMMENDATION:**

**That Council:**

1. **RECEIVES** the Minutes of the Annual General Meeting of Electors (AGME) held on Thursday 2 February 2023, included at Attachment 1; and
2. **NOTES** that due to the short turnaround responses to the General Business motions carried at the Annual General Meeting of Electors will be presented to the Ordinary Council Meeting to be held 14 March 2023.

**PURPOSE OF REPORT:**

To receive the minutes of the City's Annual General Meeting of Electors (AGME) and to note the motions carried.

**BACKGROUND:**

The AGME was held at the Mount Hawthorn Main Hall on Thursday 2 February 2023 at 5:30pm. There were 24 electors present, as well as seven Council Members and eight City employees. 16 electors raised 24 general business motions, 20 of which were carried at the meeting. One motion was combined with another as it was of a similar intent. Three motions were submitted in writing, but in the absence of a mover or a seconder from the gallery, they lapsed.

**DETAILS:**

Other than the motion carried to receive the Annual Report 2021/2022, the following motions were carried at the meeting:

**Motion 1**

1. Mount Hawthorn RSL request City-of-Vincent consider the permanent display of the R S L logo above the entry to the Lesser Hall and renaming to RSL Hall Mount Hawthorn.
2. Request a flag pole at the hall entry which would add ceremony to local commemorative festivals, community and RSL events.

**Motion 2**

That developers, both private and public, be required to set aside or allocate a certain percentage of the land to be 'green space', not covered by roads/driveways or building footprint for each new development or extension.

**Motion 3**

That the use of rodenticides be strongly discouraged, and in particular, the use of second generation rodenticides be banned from use in the City.

**Motion 4:**

1. That Vincent Council does not hold citizenship ceremonies on 26 January
2. That citizenship ceremonies be held before 26 January
3. That the Vincent Council voice their support for the movement to change the date of Australia Day

**Motion 5:**

That the City limit the pathway within Britannia Reserve to Pedestrian use only, enforced by use of signage.

**Motion 6:**

1. That the City of Vincent addresses the safety issues for pedestrians at the corner of Fitzgerald Street and Newcastle Street in this financial year 2022/23.
2. That the City of Vincent places a bollard or visual deterrent to offer a pedestrian refuge and protection of the Heritage listed building on the corner Newcastle Street and Fitzgerald Street. (similar to what exists on the City of Perth side of the fore mentioned intersection).

**Motion 7:**

That the City Review current access and traffic flow at Menzies Street, North Perth. Consider changing to cul-de-sac or one way to reduce "rat run" effect and speeding cars.

**Motion 8:**

1. That Council immediately APPROVES the removal of the \$1 levy at the View Street and Rosemount Hotel car parks and does not discriminate between the parking facilities at Flinders and Coogee Street, Mount Hawthorn and the aforementioned in the heart of North Perth.
2. That Council APPROVES the parking facility at View Street and the Rosemount Hotel receives the same FREE three-hour parking as those in the heart of Mount Hawthorn.

**Motion 9:**

I strongly advocate for the reduction and elimination of chemical sprays in local community parks, especially glyphosphates.

**Motion 10:**

That the City of Vincent engages in a comprehensive assessment of all existing speed humps, recently proposed speed humps and all future speed humps in order gain better results for the local resident efficacy and efficiency co-existing with ease of movement in their own neighbourhood, the potential for removal of older speed humps and the adherence to Australian standards when implementing/planning any new speed humps.

**Motion 11:**

If 2.1% (of rates) is to fund longer payback periods to Western Power for other upcoming Underground Power Projects, I move that ratepayers within the previous Highgate East State Underground Power Project be refunded or credited towards their rates next year.

**Motion 12:**

City of Vincent take action to address local traffic issues that will be caused by the Bunnings Development approval, prior to construction of the development. Council to consider a cul-de-sac at the laneway entrance approximately 50m from the intersection of Newcastle and Strathcona Streets.

**Motion 13:**

Council remove the giant jacaranda on the verge in front of 89 Carr Street, West Perth and replace with smaller species.

**Motion 14:**

Move that the City of Vincent commission a new conservation plan for Hyde Park, utilising funding that it qualifies for from the Heritage Council of WA.

**Motion 15:**

That Council returns to the former one hour complimentary policy as indicated being possible by Mayor Cole, in light of this significant loss of foot traffic Council acknowledge the loss of the competitive advantage, and therefore the former complimentary one hour free policy needs to be re-instated.

**Motion 16:**

That Council explain why commercial business were charged for a non-provided service, and advise how much money was collected in the rescinding of the commercial waste service and refund rates collected in the 2021/22 year for services that were not provided.

**Motion 17:**

That the City undertakes a reconciliation of its capital expenditure budget going back to 2014 that shows exactly where the unspent funds have gone and provides it to Council and the City's ratepayers. I also request that the City commits to seeking independent analysis and advice in relation to the budgeting skills and delivery capacity of its project management team.

**Motion 18:**

That the community expresses its disappointment at the continued failure of the Administration to publish or make publicly available the Tree Selection Tool in accordance with Council's decision of 5 April 2022 and requests that the tool be made publicly available by 31 March 2023.

**Motion 19:**

That the City provide E-waste drop off facilities in places that are convenient to City ratepayers.

**Motion 20:**

That the Code of Conduct be amended to make it clear that Council Members, in particular the Mayor, can not purport to speak on behalf of the Council on any planning issue being determined by a third party unless that issue has been formally considered by Council and a formal opinion adopted.

**CONSULTATION/ADVERTISING:**

Nil.

**LEGAL/POLICY:**

The AGME was held in accordance with section 5.27 of the *Local Government Act 1995* (the Act). Section 5.33(1) of the Act requires that all decisions made at an Electors' Meeting are to be considered at the next practicable Ordinary Meeting of Council, which is the 14 March 2023 meeting.

Council must consider the motions from the AGME but is not obliged to make a decision on all or any of those Motions. If Council chooses to make a decision in response to an AGME Motion then reasons for that decision need to be recorded in the Minutes of the Council Meeting.

**RISK MANAGEMENT IMPLICATIONS:**

Low: It is low risk for Council to consider decisions made at the AME in accordance with section 5.33 of the *Local Government Act 1995*.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

*We are open and accountable to an engaged community*

*Our community is satisfied with the service we provide*

*Our community is aware of what we are doing and how we are meeting our goals*

**SUSTAINABILITY IMPLICATIONS:**

This does not contribute to any specific sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*. Any implications will be addressed in the responses to the carried motions.

**PUBLIC HEALTH IMPLICATIONS:**

This item does not align with any of the priority health outcomes of the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

Nil.



**CITY OF VINCENT**

# **MINUTES**

**Annual Meeting of Electors**

**2 February 2023**

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**MINUTES OF CITY OF VINCENT  
ANNUAL MEETING OF ELECTORS  
HELD AT THE MT HAWTHORN MAIN HALL,  
297 SCARBOROUGH BEACH ROAD, MT HAWTHORN  
ON THURSDAY, 2 FEBRUARY 2023 AT 5.30PM**

<b>PRESENT:</b>	Cr Emma Cole Cr Susan Gontaszewski Cr Ashley Wallace Cr Ross Ioppolo Cr Jonathan Hallett Cr Dan Loden Cr Ron Alexander	Presiding Member South Ward South Ward North Ward South Ward North Ward North Ward
<b>IN ATTENDANCE:</b>	David MacLennan Tara Gloster  Peter Varris  Rhys Taylor Joslin Colli  Lisa Williams Peter Ferguson  Luke McGuirk Wendy Barnard	Chief Executive Officer A/Executive Director Strategy & Development A/Executive Director Infrastructure & Environment Chief Financial Officer A/Executive Manager Corporate Strategy & Governance Manager Marketing and Partnerships Executive Manager information & Communication Technology Manager Engineering Council Liaison Officer
<b>Public:</b>	Approximately 24 members of the public.	

## **1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY**

The Presiding Member, Mayor Emma Cole declared the meeting open at 5.31pm and read the following Acknowledgement of Country statement:

"The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging".

## **2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE**

Cr Alex Castle was an apology at this meeting.  
Cr Suzanne Worner was an apology at this meeting.

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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**3 REPORTS**

Mayor Cole spoke to the successes included in the Annual Report.

The CEO, David MacLennan, gave a short presentation on the Annual Report.

The Chief Financial Officer gave a short presentation on the financial report.

**3.1 2021/22 ANNUAL REPORT (INCLUDING 2021/22 FINANCIAL REPORT)**

**Attachments:** 1. City of Vincent 2021/22 Annual Report

Presiding Member Mayor Emma Cole called for an Elector to move and second the motion.

**Moved: Ben Hodsdon Seconded: Betty Bryant**

**That the Annual Report for the year ended 30 June 2022, inclusive of the Audited Financial Report 2021/22 be RECEIVED.**

**CARRIED**

**NOTE:** Prior to putting the motion the Presiding Member, Mayor Emma Cole, called for any further comments in relation to the annual report.

**3.1 Bronwen Tyson of Mt Hawthorn**

Why have you put the rates up by 7.6% and how much has been retained for the Underground Power Project? What are the rates going to be this year, how much is the budget for underground power and how many of the vanity projects are going to be let go because of it?

*David MacLennan, CEO, advised that the current budget is a matter for next year's AGM. In relation to the current financial year rates, they reflected a number of considerations, one of them an increase in inflation and an overall increase in costs. There was also a strong commitment from Council to address a backlog of maintenance on a large amount of the City's assets, such as roads and footpaths, buildings, playgrounds and drainage. Significant commitment was required to ensure that those assets remain safe and usable and to the quality the community expects.*

*The Underground Power Project will be supported by a reserve, and a portion of this year's rates increase was held in this reserve to support financing of this major program over several years. The City was developing a financial model for how to pay for the underground power, which will be presented to Council. The property owners will meet the cost of the portion of the project not covered by Western Power. The underground power reserve will help support the gap between the City receiving invoices from Western Power and the City recovering the property owner's portion through a service charge.*

**3.2 Dudley Maier of Highgate**

Queried the rates on page 69 of the Annual Report. When the budget was presented to Council in July the surplus was shown as \$5.6m. The final auditor's report shows the figure was actually \$6.6m, which means it was understated by \$1m when the rates were sent out, which meant that ratepayers paid \$1m extra in rates, in order to finance the operating capital reserve. So part of the 7.6% rate increase, which is actually a 20% increase if you account for the commercial waste removal, was because the staff made the \$1m mistake.

Why were the figures so far off the mark and what steps have been put in place to make sure this doesn't happen again?

Does the 10 year Long Term Financial Plan (LTFP) include the impact of the redevelopment of East Perth Fire Station and Leederville Car Park, both of which have been significant contributors to the rates.

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Page 4



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ANNUAL MEETING OF ELECTORS MINUTES

2 FEBRUARY 2023

*David MacLennan, CEO, mentioned that the LTFP lists the proposed rates for the next 10 years, which will be adjusted, if required, to meet the needs at the time they are approved by Council,*

*The East Perth Power Station and Leederville Car Park are not included in the LTFP. The State Government is committed to the redevelopment of the Power Station, but the project has not been confirmed yet. If it did go ahead it would have a huge impact on the City's rates revenue, as the development could include residential, office and commercial components. There is no agreement on the sale of the Leederville Car Park, and will not be until Council makes a final decision. It would be premature to include these projects at this stage as too much is still unknown.*

*The Chief Financial Officer stated that the \$1m difference was due to the timing of the different reports, as the first report included estimates and the OAG report had the confirmed figures. The \$1m difference is within the City's level of tolerance.*

**3.3 Ben Hodson of West Perth**

Stated that the LTFP and Annual Report are living documents and appreciate the effort that goes into creating them. I congratulate the Council for setting aside money for underground power. I understand that inflation is high and expect some rate increases. The increase for underground power, which is going to be ongoing, how will that be absorbed, what will happen to those funds at the end of the project?

*The Presiding Member, Mayor Emma Cole, mentioned that there will be underground power financial modelling done for the next financial year, which will be publicly available. Options to pay for underground power which are not from the rates are being considered. Payback periods for residents must be at a level that residents can achieve, and that period is not yet known. The cost is estimated to be \$3500 - \$5000 per household and the City is not sure how residents would prefer to pay this cost. The reserve is to cover project management and financing costs.*

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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**4 GENERAL BUSINESS**

**NOTE:** Prior to receiving of motions the Presiding Member, Mayor Emma Cole, called for any further comments in relation to the annual report.

**Phil Brown of North Perth**

Thanked the City on behalf of Tools n Things Library for their help and assistance over the last three years. This community product has come from nothing three years ago, to a place where we have 170 subscribers from the local community. Stated that the Library has loaned out 12,700 items, as varied as a macadamia nut cracker to a lawn roller, with bread makers and sewing machines as a side order. The Library has six community members on our committee and eight community members who volunteer in the day to day running of the Library. The building in which the Library operates has been improved as they have required more space. Throughout this period the City have been supportive and encouraging and have reacted promptly to any request. The Library thanked the Mayor, Councillors, Administration and the local community for their support.

*The Presiding Member, Mayor Emma Cole congratulated Mr Brown on the impact he and the members of the Tool Library are having in the community.*

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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**Motions with notice (Presented in person)****4.1 Lloyd Blake OAM of Mt Hawthorn****Motion – Mt Hawthorn Lesser Hall:**

1. Mt Hawthorn RSL request City of Vincent consider the permanent display of the R S L logo above the entry to the Lesser Hall and renaming to RSL Hall Mount Hawthorn.
2. Request a flag pole at the hall entry, which would add ceremony to local commemorative festivals, community and RSL events.

**Moved: Lloyd Blake Seconded: Ben Hodsdon**

Lloyd Blake made the following comments:

Stated that the RSL currently operates from the Mt Hawthorn Lesser Hall. Suggested that the name of the Hall be changed, as a marketing tool for veterans that are unaware of the location of the RSL. Mentioned that there are scholarships available for the children of veterans, which most people are unaware of.

**CARRIED**

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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## 4.2 Betty Bryant of Mount Hawthorn

**Motion 1 – Requirement for Green Space**

That developers, both private and public, be required to set aside or allocate a certain percentage of the land to be 'green space', not covered by roads/driveways or building footprint for each new development or extension.

**Moved: Betty Bryant Seconded: Ben Hodsdon**

Betty Bryant made the following comments:

Stated that green space should be required for new developments, this would be better for biodiversity, shade and connection between the parks.

The following electors spoke in support of the motion.

Ben Hodsdon

Norelle O'Neill

Michael Rosario

*The Presiding Member, Mayor Emma Cole, mentioned that the City's Local Planning Policy Built Form has a requirement for development on private land to provide 30% canopy or 15% deep soil zone. This requirement has not been formally approved by the WA Planning Commission, and speaks more to deep soil, but deep soil means that there cannot be hardstand. She mentioned that as this would be a condition of approval it would be enforceable, but the City relies on the public to advise of any compliance issues.*

**CARRIED**

**Motion 2 – Rodenticides**

That the use of rodenticides be strongly discouraged, and in particular, the use of second generation rodenticides be banned from use in the City.

**Moved: Betty Bryant Seconded: Gary Bryant**

Betty Bryant made the following comments:

Stated that the rodenticides used, do not disseminate, so the rodents are poisonous when eaten, often poisoning owls, dogs and cats. Alternatives are available and should be considered.

**CARRIED**

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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## 4.3 Paul Kaplan of Leederville

Motion – Australia Day:

1. That Vincent Council does not hold citizenship ceremonies on 26 January.
2. That citizenship ceremonies be held before 26 January.
3. That the Vincent Council voice their support for the movement to change the date of Australia Day.

**Moved: Paul Kaplan Seconded: Ashley Wallace**

Paul Kaplan made the following comments:

Congratulated Council for moving the citizenship ceremony this year from 26 January, and suggests that in future the ceremony is held before that date. The uncertainty felt by migrants would be alleviated by the earlier ceremony.

Stated that the date of Australia Day is a day of sorrow and pain, and this goes against our values. The date of 26 January represents the eradication and dispossession of Aboriginal people from their land, as well as the violence, discrimination and exploitation of the Aboriginal community since that date.

The following electors spoke against the motion:

Marie Slyth

Don Barba

**CARRIED**

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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## 4.4 Linda Harris of Leederville

**Motion – Pathway within Britannia Reserve**

That the City limit the pathway within Britannia Reserve to Pedestrian use only, enforced by use of signage.

**Moved:** Linda Harris **Seconded:** Norelle O'Neill

Linda Harris made the following comments:

Stated that for the elderly, people with prams, or in wheelchairs and mobility scooters plus toddlers learning to walk, Britannia Reserve is becoming quite dangerous. This is due to the increased number of speeding cyclists, e-scooters and skate boards. There is no need for these vehicles to go through the park, there are good alternatives. Mentioned that the legislation requires signage to stop cyclists using the footpaths.

Norelle O'Neill spoke in support of the motion

**CARRIED**

## 4.5 Ben Hodsdon of West Perth

**Motion – Pedestrian Safety:**

4.5.1 That the City of Vincent-addresses the safety issues for pedestrians at the corner of Fitzgerald Street and Newcastle Street in this financial year 2022/23.

4.5.2 That the City of Vincent places a bollard or visual deterrent to offer a pedestrian refuge and protection of the Heritage listed building on the corner Newcastle Street and Fitzgerald Street. (similar to what exists on the City of Perth side of the fore mentioned intersection).

**Moved:** Ben Hodsdon **Seconded:** James McDougall

Ben Hodsdon made the following comments:

Stated that he has noticed there is a conflict between vehicles and pedestrians. Cars turning the corner are not aware that the pedestrian has right of way, as the sign is very small and a distance away. Suggested that the sign be moved closer and made larger.

Mentioned that his building is heritage listed, and trucks cutting the corner have damaged his building. He suggested that a visual indicator would remind trucks of the danger.

James McDougall spoke in support of the motion.

**CARRIED**

## 4.6 Jennifer Hart of North Perth

**Motion – Menzies Street Traffic**

Request review of current access and traffic flow of Menzies Street, North Perth. Consider changing to cul-de-sac or one way to reduce "rat run" effect and speeding cars.

**Moved:** Jennifer Hart **Seconded:** Paul Barankewitsch

Jennifer Hart made the following comments:

Requesting review of existing traffic management treatments, there are issues with visibility when entering Menzies Street and there are many cars that speed down the street.

**CARRIED**

**ANNUAL MEETING OF ELECTORS MINUTES****2 FEBRUARY 2023****4.7 Don Barba of North Perth****Motion – Remove Parking levy of \$1**

1. That Council immediately APPROVES the removal of the \$1 levy at the View Street and Rosemount Hotel car parks and does not discriminate between the parking facilities at Flinders and Coogee Street, Mount Hawthorn and the aforementioned in the heart of North Perth.
2. That Council APPROVES the parking facility at View Street and the Rosemount Hotel receives the same FREE three-hour parking as those in the heart of Mount Hawthorn.

**Moved: Don Barba      Seconded: Jennifer Hart**

Don Barba made the following comments:

Mentioned that the Council recently introduced a \$1 levy for the first hour at the View Street and Rosemount Hotel car parks, with no consideration of and parking on adjacent streets. This has had a negative impact on businesses, the local community and parking on adjacent streets, which are being used for free parking. Stated that he feels that residents in all areas should have the same treatment, as parking in adjacent suburbs have no fees for parking. Stated that the CEO has advised that paid parking was introduced due to close proximity to the CBD, if that is the principle, why is it not applied to other car parks that are closer to the CBD? Are ratepayers in North Perth subsidising the free three hour parking in the Mount Hawthorn city centre? Mentioned that he feels the City is not complying with the City's Car Parking Strategy 2010.

Jennifer Hart spoke in support of the motion.

*David MacLennan, CEO advised that he had sent Mr Barba an email including the history of this levy. This decision is being presented to Council in April 2023, to evaluate the impact it has had. The City's approach to paid car parking is to respond to the situation in the area, not necessarily a blanket parking regime. The supply of bays reaching capacity in a car park also has an impact on the decision. The Rosemount Hotel car park is owned by the owners of the Hotel, and the City has a management agreement over it.*

*The City studies, identifies and tracks usage of the City's car parking, both on street and in car parks, and parking regimes will be rolled out to suit those areas. The City has appointed a consultant to update our precinct management car parks, which can be found on the City's website, which have dictated the current situation. The consultant will produce a series of recommendations which may result in Council possibly considering some changes in terms of parking restrictions on a precinct by precinct basis. The trend is that the closer to the CBD the higher the levels of traffic and the higher the level of paid parking.*

Michael Rosario spoke in support of the motion and queried what the cost of the consultant would be.

*David MacLennan, CEO, advised that the cost for the consultant would be just under \$50,000.*

*The Presiding Member, Mayor Emma Cole, mentioned that when this decision was made as part of the current budget, to introduce \$1 hour paid parking, it was always intended that this would be a trial and a further report will come to Council in April, which will include data from Rangers and ticket machines regarding occupancy and the impact the levy has had.*

Don Barba closed debate by mentioning that the key point was the discrimination against residents of North Perth. He is concerned that as a North Perth ratepayers he is subsidising the free parking in other centres. How can the City discriminate against one part of the City of Vincent in favour of another? Mount Hawthorn and North Perth ratepayers cannot be treated differently.

*A/Executive Director Strategy & Development advised that the decision was based on a study which showed that the occupancy of the car park was over the threshold for a parking intervention.*

**CARRIED**

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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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**Motions with notice (not being presented in person)****4.8 Karen Shirley of North Perth****Motion 1 – Chemical Sprays**

Strongly advocates for the reduction and elimination of chemical sprays in local community parks, especially glyphosates.

**Moved: John Viska Seconded: Greg Johnson**

John Viska made the following comments:

The use of glyphosates has adverse effects and Council should investigate alternatives, such as extreme heat.

**CARRIED**

**Motion 2 – Pedestrians Crossing Charles Street**

I am also in favour of better ways for pedestrians to cross Charles Street, particularly between Bourke and Vincent Street, for those of us who try to stay fit and walk from Loftus side of North Perth to Hyde Park. It is nearly impossible to cross safely in peak hour and Vincent traffic lights usually are congested and car fumes are high.

*The Presiding Member, Mayor Emma Cole, called for an Elector to move and second the motion. In the absence of a mover or seconder from the public gallery, Mayor Cole advised that this proposed motion would be considered a question and a response will be included in the report that goes to Council.*

**4.9 Ann Dragon of North Perth and Joe Courtney of Perth**

*The Presiding Member, Mayor Emma Cole, decided to combine the motions from Ann Dragon and Joe Courtney, as they relate the same issue.*

**Motion – Indigenous Voice**

1. That the City of Vincent conduct a Civic Awareness campaign surrounding The Voice Referendum.
2. That City of Vincent support YES for the Indigenous Voice to Parliament referendum.

*The Presiding Member, Mayor Emma Cole, called for an Elector to move and second the motion. In the absence of a mover or seconder from the public gallery, Mayor Cole advised that this proposed motion would be considered a comment.*

**4.10 Ian Scott of North Perth****Motion – CCTV rebate program**

Request the City adopt a CCTV rebate program for residents.

*The Presiding Member, Mayor Emma Cole, called for an Elector to move and second the motion. In the absence of a mover or seconder from the public gallery, Mayor Cole advised that this proposed motion would be considered a question and will provide a response in writing.*



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ANNUAL MEETING OF ELECTORS MINUTES2 FEBRUARY 2023

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## 4.11 Colin Scott of North Perth

**Motion – speed humps**

That the City of Vincent engages in a comprehensive assessment of all existing speed humps, recently proposed speed humps and all future speed humps in order gain better results for the local resident efficacy and efficiency co-existing with ease of movement in their own neighbourhood, the potential for removal of older speed humps and the adherence to Australian standards when implementing/planning any new speed humps.

**Moved: Michael Rosario      Seconded: : Marie Slyth**

Michael Rosario made the following comments:

Stated that if Council is moving to 40km/h in the City, speed humps may not be relevant.

Marie Slyth spoke in support of the motion

**CARRIED**

**Motions without notice**

## 4.12 Ashlee La Fontaine of North Perth

**Motion – Refund of rates**

If the 2.1% is to fund longer payback periods to Western Power for other upcoming Underground Power Projects, I move that ratepayers within the previous Highgate East State Underground Power Project be refunded or credited towards their rates next year.

Questions:

1. Why is the rise in rates so high at 7.6%? Particularly given the ever increasing number of ratepayers in Vincent from the increasing number of households?
2. Why were the residents of the Highgate East State Underground Power Project area, subject to the 2.1% of the 7.6% rise in rates for a service they cannot access?

**Moved: Ashlee La Fontaine      Seconded: Dudley Maier**

*David MacLennan CEO, provided a response to question 2 and advised that question 1 has already been answered with a similar question under 3.1. The City raises rates to fund a variety of projects and services. The rates are also used to build up reserves to meet future obligations, which include the Underground Power Project. The property owner will pay for the cost of the underground power related to their property, in order to make the cash flow payments in advance of recouping the money from the homeowner, the monies will remain in reserve. Council will decide every year the level of rates to cover the City's obligations.*

Ashlee La Fontaine made the following comments:

Stated that she believes that rates are for services such as maintenance, roads, traffic management and rubbish collection and ratepayers should not pay for a service they can't access. The 2.1% of the 7.6% increase in rates is to allow residents longer pay back periods for underground power projects, which is clearly a service not available to those that have already paid for underground power. It is not reasonable to expect residents of these areas to pay for a service they can't access, and makes me concerned about the management of the budget and the sacrifices that have had to be made by the residents, twice, and that these ratepayers should be refunded.

Dudley Maier spoke in support of the motion

**CARRIED**

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## 4.13 Marie Slyth of West Perth

**Motion 1 – Creation of cul-de-sac**

City of Vincent take action to address local traffic issues that will be caused by the Bunnings Development approval, prior to construction of the development. Council consider installing a cul de sac at the laneway entrance approximately 50m from the intersection of Newcastle and Strathcona Streets.

**Moved: Marie Slyth Seconded: Michael Rosario**

Marie Slyth made the following comments:

Mentioned that the timber yard means that timber trucks go down their streets, causing traffic jams. The additional traffic could ruin the precinct.

Michael Rosario spoke in support of the motion

**CARRIED**

**Motion 2 – Removal of tree**

Council remove the giant jacaranda on the verge in front of 89 Carr Street and replace with smaller species.

**Moved: Marie Slyth Seconded: Michael Rosario**

Marie Slyth made the following comments:

She loves trees but the jacaranda tree outside her house could cause damage to her house.

Michael Rosario spoke in support of the motion

**CARRIED**

## 4.14 John Viska of North Perth

**Motion 1 – Conservation Plan Hyde Park**

Move that the City of Vincent commission a new conservation plan for Hyde Park, utilising funding that it qualifies for from the Heritage Council of WA.

**Moved: John Viska Seconded: Ashlee La Fontaine**

John Viska made the following comments:

Hyde Park was put onto the State Register of Heritage Places in 1998. The conservation management plan was passed in 2003. This should be revisited in case it needs to be updated, the plan specified that it should be reviewed later 5 years, but this has not happened. As Hyde Park is in the register the City can apply for funding to create this plan.

Ashlee La Fontaine spoke in support of the motion.

**CARRIED**

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## 4.15 Greg Johnson of Mt Hawthorn

**Motion 1 – Complimentary parking**

That Council returns to the former one hour complimentary policy as indicated being possible by Mayor Cole, in light of this significant loss of foot traffic Council acknowledge the loss of the competitive advantage, and therefore the former complimentary one hour free policy needs to be re-instated.

**Moved: Greg Johnson   Seconded: John Viska**

Greg Johnson made the following comments:

Stated that at the June 21<sup>st</sup> Council meeting a proposal by an agenda item was put to rescind the long standing carpark policy from complimentary first hour, to it being ceased altogether. Prior to council voting on the agenda item members of small business constituency verbally addressed the meeting, pointing out the competitive advantage this existing policy brought to the City of Vincent. Further the council's own commissioned survey came back overwhelmingly in favour of retaining the one hour free parking.

Consequently in response the CEO David MacLennan proposed, without notice, a compromise of a \$1 fee for the first hour and Mayor Cole affirmed the compromise with a provision for a future review, noting the former policy could be re-instated. The Council now has a report on the Barlee Street carpark, indicating that an additional revenue of \$6,000 was collected and it was defined as 'significant', but at the expense of approximately 1,500 less patrons using the carpark due to this disincentive.

No commentary was observed in respect of the loss of approximately 1,500 patrons in the use of the carpark. Parking is critical to the success of the businesses in the City. Getting it wrong will jeopardise a lot of businesses, especially as there are other places to shop and online shopping is becoming more popular.

Dudley Maier spoke in support of the motion

**CARRIED**

**Motion 2 – Commercial Waste**

That Council explain why commercial business were charged for a non-provided service, and advise how much money was collected in the rescinding of the commercial waste service and refund rates collected in the 2021/22 year for services that were not provided.

**Moved: Greg Johnson   Seconded: Dudley Maier**

Greg Johnson made the following comments:

Stated that in 2021 the City of Vincent cancelled all waste services to commercial businesses, thereby requiring the businesses themselves to undertake their own arrangements in respect of their waste disposal.

This has had a considerable cost impost on the small businesses of the City of Vincent and a commensurate cost decrease in respect of the Council's waste budget for this service.

In that year a credit to recognise the change was issued on the Rates Notice for 'Commercial waste rebate' for the cancelled waste collection service.

Why was the commercial waste not refunded in 2022, or the rates reduced by the amount of the previous rebate?

The 7.6% rate levy is the same gross rate as the previous period, even though the service has not been provided.

Dudley Maier spoke in support of the motion

**CARRIED**

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**ANNUAL MEETING OF ELECTORS MINUTES****2 FEBRUARY 2023****Public comment**

The Presiding Member, Mayor Emma Cole called for further speakers, and Mr Caraher requested permission to make a statement, which Mayor Cole granted.

**Damien Caraher of Perth**

Expressed his thanks for the Council's help with the development at 48 Egina Street, Mt Hawthorn, which will be completed this year.

**4.16 Dudley Maier of Highgate****Motion 1 – Capital Expenditure**

**Moved: Dudley Maier      Seconded: Marie Slyth**

That the City undertakes a reconciliation of its capital expenditure budget going back to 2014 that shows exactly where the unspent funds have gone, and provides it to Council and the City's ratepayers. I also request that the City commits to seeking independent analysis and advice in relation to the budgeting skills and delivery capacity of its project management team.

Dudley Maier made the following comments:

Stated that historically the City's capital expenditure budget has far exceeded what is actually spent each year on capital works. Since 2014 it has budgeted for approximately \$50M that it has not spent. Understand that budgeted works that are not spent should be kept in reserve for future capital expenditure projects. The \$50M has not shown up in a reserve over the years and movement in the reserve does not mirror movement in the capital expenditure. Since 2014 the average contribution to the reserve has been around \$0.5M. Queried where the underspend is going if it is not going into the planned projects or the reserve. Requested a review of the project management team that is responsible for the gross overstatement in the budgets.

**CARRIED**

**Motion 2 – Street Tree Selection Tool**

**Moved: Dudley Maier      Seconded: Jonathan Hallett**

That the community expresses its disappointment at the continued failure of the Administration to publish or make publicly available the Tree Selection Tool in accordance with Council's decision of 5 April 2022 and requests that the tool be made publicly available by 31 March 2023.

Dudley Maier made the following comments:

Stated that Council resolution was that the Tree Selection Tool should be made publicly available. The risk of not making this tool available gives the impression that the City has something to hide.

**CARRIED**

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**Motion 3 – E-Waste****Moved: Dudley Maier   Seconded: Greg Johnson**

That the City provide e-waste drop off facilities in places that are convenient to City ratepayers.

Dudley Maier made the following comments:

Stated that at the moment if ratepayers have any e-waste they have to take it to Tamala Park or Balcatta Recycling Centre, which is not convenient, especially if you do not have a car. This leads to most people just adding it to the general waste. If the process was more convenient it may improve the recycling rates of e-waste, suggested the Admin Building or Beatty Park as collection points.

Greg Johnson spoke in support of the motion

**CARRIED**

**Motion 4 – Code of Conduct****Moved: Dudley Maier   Seconded: Greg Johnson**

That the Code of Conduct be amended to make it clear that Council Members, in particular the Mayor, can not purport to speak on behalf of the Council on any planning issue being determined by a third party unless that issue has been formally considered by Council and a formal opinion adopted.

Dudley Maier made the following comments:

Mentioned that the Mayor spoke at two JDAP meetings recently, in her role as Mayor. On 1 November 2022 relating to the Bunnings development and on 16 December she spoke in favour of the Celsius development in Fitzgerald Street. On both occasions the documents showed that she was speaking as the Mayor, not a private citizen. and she spoke without Administration recommendations being considered by Council as a whole. Presenting these items to Council allows ratepayers to see where individual Council Members stand. Stated that if the the Mayor does present to these meetings, she should only speak on behalf of Council, which is the approach that other Councils have taken.

**CARRIED**

## ANNUAL MEETING OF ELECTORS MINUTES

2 FEBRUARY 2023

**5 CLOSURE**

There being no further business, the Presiding Member, Mayor Emma Cole, declared the meeting closed at 8.26pm with the following persons present:

<b>PRESENT:</b>	Cr Emma Cole Cr Susan Gontaszewski Cr Ross Ioppolo Cr Jonathan Hallett Cr Dan Loden Cr Ron Alexander	Presiding Member South Ward North Ward South Ward North Ward North Ward
<b>IN ATTENDANCE:</b>	David MacLennan Tara Gloster  Peter Varris  Rhys Taylor Joslin Colli  Lisa Williams Peter Ferguson  Luke McGuirk Wendy Barnard	Chief Executive Officer A/Executive Director Strategy & Development A/Executive Director Infrastructure & Environment Chief Financial Officer A/Executive Manager Corporate Strategy & Governance Manager Marketing and Partnerships Executive Manager Information & Communication Technology Manager Engineering Council Liaison Officer

**Public:** Approximately 10 members of the public.

These Minutes were confirmed by the Council as a true record and accurate of the Ordinary Meeting of the Annual Meeting of Electors held on 2 February 2023.

Signed: . Mayor Emma Cole

Dated



**13 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**14 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN  
(WITHOUT DISCUSSION)**

Nil

**15 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES****16 URGENT BUSINESS**

Nil

**17 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE  
CLOSED**

Nil

**18 CLOSURE**