



# Ordinary Meeting of Council Agenda

**to be held on Tuesday 5 March 2019 at 7.00pm  
Fitzroy Town Hall**

## **Arrangements to ensure our meetings are accessible to the public**

Council meetings are held at either the Richmond Town Hall or the Fitzroy Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (off Moor Street at Fitzroy, entry foyer at Richmond).
- Interpreting assistance is available by arrangement (*tel. 9205 5110*).
- Auslan interpreting is available by arrangement (*tel. 9205 5110*).
- A hearing loop is available at Richmond only and the receiver accessory is available by arrangement (*tel. 9205 5110*).
- Proposed resolutions are displayed on large screen.
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available at each venue.

## **Recording and Publication of Meetings**

An audio recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during Public Question Time or in making a submission regarding an item before Council), you agree to this publication. You should be aware that any private information volunteered by you during your participation in a meeting is subject to recording and publication.

**[www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)**

## **Order of business**

- 1. Statement of recognition of Wurundjeri Land**
- 2. Attendance, apologies and requests for leave of absence**
- 3. Declarations of conflict of interest (Councillors and staff)**
- 4. Confidential business reports**
- 5. Confirmation of minutes**
- 6. Petitions and joint letters**
- 7. Public question time**
- 8. General business**
- 9. Delegates' reports**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

## 1. Statement of Recognition of Wurundjeri Land

*“Welcome to the City of Yarra.”*

*“Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present.”*

### 1A. Presentation to Officers in Receipt of Recent Awards

## 2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

### Councillors

- Cr Danae Bosler (Mayor)
- Cr Misha Coleman (Deputy Mayor)
- Cr Mi-Lin Chen Yi Mei
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Mike McEvoy
- Cr Daniel Nguyen
- Cr James Searle
- Cr Amanda Stone

### Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager – Chief Executive’s Office)
- Lucas Gosling (Director - Community Wellbeing)
- Gracie Karabinis (Acting Group Manager – People, Culture and Community)
- Chris Leivers (Director – City Works and Assets)
- Diarmuid McAlary (Director - Corporate, Business and Finance)
- Bruce Phillips (Director - Planning and Place Making)
- Mel Nikou (Governance Officer)

## 3. Declarations of conflict of interest (Councillors and staff)

## 4. Confidential business reports

### Item

- 4.1 Contractual matters; AND Proposed developments; AND Matters relating to legal advice
- 4.2 Contractual matters

## **Confidential business reports**

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act 1989*. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

### **RECOMMENDATION**

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act 1989*, to allow consideration of:
  - (a) contractual matters;
  - (b) proposed developments; and
  - (c) matters relating to legal advice.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act 1989* until Council resolves otherwise.

## **5. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Ordinary Council Meeting held on Tuesday 19 February 2019 be confirmed.

## **6. Petitions and joint letters**

## **7. Public question time**

Yarra City Council welcomes questions from members of the community.

### Public question time procedure

Ideally, questions should be submitted to Council in writing by midday on the day of the meeting via the form available on our website. Submitting your question in advance helps us to provide a more comprehensive answer. Questions that have been submitted in advance will be answered first.

Public question time is an opportunity to ask questions about issues for which you have not been able to gain a satisfactory response on a matter. As such, public question time is not:

- a time to make statements or engage in debate with Councillors;
- a forum to be used in relation to planning application matters which are required to be submitted and considered as part of the formal planning submission;
- a forum for initially raising operational matters, which should be directed to the administration in the first instance.

If you wish to raise matters in relation to an item on this meeting agenda, Council will consider submissions on these items in conjunction with and prior to debate on that agenda item.

When you are invited by the meeting chairperson to ask your question, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your questions to the chairperson;
- ask a maximum of two questions;
- speak for a maximum of five minutes;
- refrain from repeating questions that have been asked previously by yourself or others; and
- remain silent following your question unless called upon by the chairperson to make further comment or to clarify any aspects.

## **8. General business**

## **9. Delegates' reports**

## **10. Questions without notice**

## 11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 - 2021 Annual Progress Report	7	15	Aldo Malavisi - Community Partnerships Unit Manager
11.2	Draft Expression of Interest for the restoration and use of the building at 150-152 Hoddle Street, Abbotsford	17	24	Michael Ballock – Executive Planner
11.3	Local Area Place Making Study - Scotchmer-North Fitzroy Precinct 3	25	41	Dennis Cheng – Manager Traffic and Engineering
11.4	Trial Mid-Block Road Closure on Gleadell Street	42	50	Dennis Cheng – Manager Traffic and Engineering
11.5	Mid-Year and 2019/20 Budget Review	51	54	Ange Marshall – Chief Financial Officer
11.6	Councillor Attendance at ALGA 2019 National Conference	55	56	Ivan Gilbert – Group Manager Chief Executive's Office

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

### Public submissions procedure

When you are invited by the meeting chairperson to make your submission, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your submission to the chairperson;
- speak for a maximum of five minutes;
- confine your remarks to the matter under consideration;
- refrain from repeating information already provided by previous submitters; and
- remain silent following your submission unless called upon by the chairperson to make further comment.

## 12. Notices of motion

Nil

## 13. Urgent business

Nil

---

**11.1 Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 - 2021 Annual Progress Report**

---

## **Executive Summary**

### **Purpose**

To provide the annual progress report for 2018 of the Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021.

To seek the endorsement for the second year action plan (2019) of the Partnership Strategy and Action Plan 2018 – 2021 between Yarra City Council and Yarra Neighbourhood Houses.

### **Key Issues**

The Memorandum of Understanding (MOU) and Partnership Strategy 2018 – 2021 define a shared vision for Council and the Houses where collaboration, trust and flexibility can achieve resilient and empowered communities in a rapidly changing environment. The original Memorandum of Understanding was developed following an extensive consultation process in 2007 with all Houses and various Council Units and endorsed by Council in 2008. The Memorandum of Understanding and Partnership Strategy is reviewed every four years in line with the Council Plan. The Memorandum of Understanding was reviewed in 2017 and endorsed by Council in February 2018.

All Houses continue to consolidate their strengths to address the impacts of the changing political, financial and demographic realities by developing new strategies and seeking new opportunities and partnerships to respond to the changes in positive and creative ways.

In moving forward the Yarra Neighbourhood House Network continues to seek collaborative projects, create safe and inclusive spaces, promote sustainability initiatives, provide employment pathways and develop a core message to promote neighbourhood houses, their purpose, value and community benefit to a new demographic.

### **Financial Implications**

There are no financial implications from this annual progress report of the Memorandum of Understanding and the Partnerships Strategy 2018 – 2021.

In 2018/19 Council allocated \$694,535.17 to Yarra's nine Neighbourhood Houses through the Neighbourhood House Funding Program. The funding is based on the model that was adopted by Council in February 2012 and since reviewed in 2015.

### **PROPOSAL**

That Council:

- (a) note the progress report for 2018 of the Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021; and
- (b) endorse the second year action plan for 2019 of the Partnership Strategy and Action Plan 2018 – 2021.

---

## 11.1 Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 - 2021 Annual Progress Report

---

Trim Record Number: D18/210474

Responsible Officer: Group Manager People, Culture and Community

### Purpose

1. The purpose of this report is to:
  - (a) provide Council with the annual progress report for 2018 of the Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021; and
  - (b) seek Council's endorsement for the second year action plan (2019) of the Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021.

### Background

2. Neighbourhood Houses play a vital role in building vibrant local communities. They are important places of inclusion and access and provide valuable social, recreational, educational and training opportunities that enable people to achieve their potential. They connect people in local communities through the vast volunteering opportunities they provide and the wide range of activities on offer.
3. The Victoria government provides recurrent funding to Neighbourhood Houses in accordance with Victorian Government priorities through the Neighbourhood House Coordination Program (NHCP) "to support the coordination of a service that provides community development activities consistent with the aims of the Neighbourhood House Coordination Program". (*Neighbourhood House Coordination Program Guidelines 2016–2019 and sector information*). Other sources of income include the Department of Education and Early Childhood Development, Local Government, the Federal Government, Philanthropic Organisations and funds generated by Neighbourhood Houses themselves.
4. Neighbourhood Houses are funded through the Department of Health and Human Services to support the provision of community development programs and activities that lead to community strengthening outcomes by:
  - (a) supporting diversity and promoting community participation and inclusion;
  - (b) facilitating community development and capacity building in support of individuals and groups within communities;
  - (c) supporting lifelong learning opportunities for people to improve their access to training and employment pathways; and
  - (d) undertake community development processes to address locally identified priorities and needs.
5. Community development practice is based on the premise that communities have strengths and assets.
6. Additionally Neighbourhood Houses in Yarra are governed by independent and volunteer Governance Committees and run by paid, staff and volunteers.
7. In February 2018, Council formally adopted the Memorandum of Understanding 2018 – 2021 (MOU). Council also adopted the Partnership Strategy and Action Plan 2018 – 2021 with Yarra's nine Neighbourhood Houses (the Houses) in February 2018. The Strategy and Action Plan sets out four key areas for action in line with the Council Plan 2017-2021 with actions that support and strengthen the collaborative partnership between Council and the Houses. The nine Houses that are signatories to the MOU Strategy and Action Plan are:
  - (a) Alphington Community Centre;
  - (b) Belgium Avenue Neighbourhood House;



- (c) Carlton Neighbourhood Learning Centre;
  - (d) Collingwood Neighbourhood House;
  - (e) Finbar Neighbourhood House;
  - (f) Fitzroy Learning Network;
  - (g) Holden Street Neighbourhood House;
  - (h) North Carlton Railway Neighbourhood House; and
  - (i) Richmond Community Learning Centre.
8. The Strategy and Action Plan confirms and clarifies roles, relationships, partnering opportunities and mutual benefits of a more coordinated, collaborative approach between the Houses and Council. It reflects the strong working relationships of the Houses with a range of Council's branches e.g., Library Services, Open Space Planning and Design Unit, Waste Minimisation, Environment Management Unit, Strategic Transport, Building and Property Management and Maintenance, Communications, Emergency and Risk Management, Leisure Services, Social Policy & Research, Aged and Disability Services and Family, Youth and Children's Services.
9. The Strategy and Action Plan is an active document that provides a collaborative environment for the Houses to work in partnership with the various units/branches across Council to deliver appropriate and responsive programs and activities to Yarra residents. The Action Plan is reviewed annually to maintain flexibility.

Achievements of the Partnerships Strategy and Action Plan for 2018

10. All Houses delivered on the four key action areas from the Strategy and Action Plan for 2018. **(Attachment One)**. The following are some of the highlights of 2018:
- (a) *Action Area 1: A Healthy Yarra: Community Health, Safety and Well-being:*
    - (i) Fitzroy Learning Network (FLN) in partnership with Yarra Libraries and other local agencies delivered the "Community Wellbeing" event at the Atherton Gardens estate to promote awareness and information on mental health and well-being issues and support services. In addition FLN continues to provide a range of youth programs in partnership with Yarra's Youth Services to promote participation and engagement and support young people to reach their full potential;
    - (ii) Belgium Avenue Neighbourhood House (Belgium Avenue) and Collingwood Neighbourhood House (Collingwood) continue to activate the "Gathering Place" at the two estates to provide safe spaces for residents to connect, engage and share experiences and create a sense of belonging. Both Houses offer a range of health and wellbeing programs and activities, such as yoga and relaxation and healthy eating workshops, to engage residents from the Housing estates to participate, connect and improve their health outcomes;
    - (iii) Collingwood continues to successfully provide music performances and family events such as rollerblading in the Collingwood underground carpark for the residents of the estate as well as for the broader community. The underground carpark is an important space for promoting arts and culture to the local community, providing an inclusive environment and engaging with a diverse community to provide a sense of belonging and safety;
    - (iv) North Carlton Railway Neighbourhood House (Railway House) continue to strengthen partnerships with local schools, to engage families, children and young people in a range of skills based and peer support activities. The House in partnership with Yarra Youth Services provides a program where young people have the opportunity to participate and engage in healthy eating, fitness and sporting activities and mental wellbeing in a safe and supported environment;

- (v) Alphington Community Centre (Alphington) in collaboration with the Yarra Libraries provided the Book Bike and Storytime program for young families. In addition Alphington provides ongoing playgroups to support, resource and connect families in the local area. Alphington also provides regular workshops on health and wellbeing for example “improve your gut health”. The Alphington Men’s shed continues to provide activities to help men maintain connections to community, for skills development and to promote health and wellbeing;
  - (vi) Carlton Neighbourhood Learning Centre (CNLC) provides a range of health and wellbeing programs to newly arrived communities to improve their sense of belonging and connection to community through programs such as “Stories of Food” where students learn English by sharing their personal recipes for food and cooking. Participants are able to connect through food, develop cross cultural understanding and improve their physical and mental wellbeing. This project was awarded the “Innovative Community Development Initiative” prize by the North East Neighbourhood House Network region;
  - (vii) Richmond Community Learning Centre (RCLC) provides a range of health and wellbeing activities for babies, children and parents such as playgroups, music activities, yoga and relaxation to support healthy and engaged families;
  - (viii) Holden St Neighbourhood House (Holden St) is delivering ‘After Dark’ classes to expand access and inclusion to a broader demographic and to residents who may not be able to attend programs during business hours. Residents have opportunities to access a safe space, participate in programs to improve their social connections and health outcomes;
  - (ix) All Neighbourhood Houses are exploring the concept of creating “safe spaces” to welcome and support people experiencing family violence. Managers from several Houses attended training on “Identifying Family Violence” organised through the Northern Integrated Family Violence Services. The information was shared with all Managers via the Neighbourhood House Network; and
  - (x) All Houses participated in two presentations (February and April 2018) on Results Based Accountability (RBA) by Council’s Coordinator, Community Planning. RBA is an assessment tool for programs and activities provided by Houses. In addition individual Houses organised follow up sessions for their specific staff and committee members to further understand and implement the RBA tool.
- (b) *Action Area 2: An inclusive Yarra: Inclusion, diversity and uniqueness are welcomed, respected and celebrated:*
- (i) “From the Heart” - a special community event was presented by Yarra’s Neighbourhood House Network (the Network) in partnership with Council, Yarra Libraries, Ewing Trust, Neighbourhood Justice Centre, Bendigo Bank and Dimattina to celebrate Sustainability Week 2018. With over 400 residents attending, the event showcased the work of all nine Neighbourhood Houses. Activities on the day included, choirs, arts and crafts, sustainability activities such as composting, children’s activities, health and wellbeing activities, information on adult learning programs, and barista services provided by VCAL students. This is an annual event that promotes the community development work and programs of all the Houses to the Yarra residents;
  - (ii) Collingwood and Belgium Ave both delivered festivals and events across the two estates such as the Lunar Festival, Harvest Day Festival, Moon Lantern Soiree and LGTB event- “Love is in the park” and the annual Gala Ball. These popular and inclusive events acknowledge and celebrate the diverse and unique communities living in Yarra;
  - (iii) Fitzroy Learning Network (FLN) in partnership with Council, Yarra Libraries, Ewing Trust, Victorian Multicultural Commission, Cultivating Communities and Fitzroy Legal Service, organised “Bridges2Harmony” in Condell Reserve, Fitzroy. This annual community event promotes cross cultural diversity and celebration,

community connection and engagement for the diverse communities in Fitzroy. Approximately 800 residents attended the event;

- (iv) Belgium Ave, RCLC, and CNLC partnered with Yarra Libraries to once again deliver “Community Connections Day” to cross promote activities and services provided by the Houses and Libraries. The Library Coordinator, Community Learning and Partnerships and Community Programs Librarian continue to meet with individual Houses to promote and support specific House projects and events via the Library newsletter and on social media; and
  - (v) Holden Street in collaboration with Yarra Libraries organised the “Movies in the Park” attended by approximately 500 residents. Prior to the movie, participants were able to engage in a range of sustainability activities, such as composting, recycling, art and craft, children’s activities and music performances. This annual diverse and cross generational event brings together the local community to engage, participate and contribute;
- (c) *Action Area 3: A sustainable Yarra: Council leads on sustainability and protects and enhances its natural environment:*
- (i) Finbar in collaboration with Yarra Libraries delivered its annual Urban Field Day to promote its community garden activities, food and seed sharing project, composting and worm farming, children’s activities and health and wellbeing activities to celebrate, connect and engage with the local community. In addition Finbar was the Yarra Sustainability Awards winner for 2018 for the “Community Action: Urban Regeneration Project”;
  - (ii) Additionally Finbar in partnership with Yarra’s Sustainability Engagement Officer are delivering the “Worm Farming” project to local residents living in a nearby apartment complex to improve knowledge and access to composting and organic gardening. Three large wheelie bin worm farms have been installed on the rooftop of the complex with ongoing support and education on how to operate the worm farms;
  - (iii) RCLC has delivered the popular “Fruit Squad” project via Burnley Backyard to engage the local community in harvesting excess fruit, promote social connections, food sharing, sustainability and reduce food waste and landfill;
  - (iv) RCLC have also partnered with Finbar to develop their knowledge and skills in establishing a compost bucket exchange program based on the Finbar model. The two Houses are also partnering to design and introductory course to “Permaculture and Urban Agriculture” to engage and educate the local residents and improve their capacity for sustainable gardening;
  - (v) Railway House in partnership with the local secondary school has delivered the VCAL (Victorian Certificate of Applied Learning) Gardening Project. The VCAL students have the opportunity to learn about food growing, composting, worm farming and reducing food waste and landfill. The program provides a strong sense of inclusion and belonging where the young people have opportunities to engage positively, learn and participate;
  - (vi) CNLC integrates the Gardening and Food programs with its adult learning programs to support their learning objectives. The kitchen garden provides fresh, free produce to the students and for the community luncheons hosted in partnership with Open Table; and
  - (vii) Holden St in partnership with Council’s Urban Agriculture Officer is undertaking fruit tree planting in the adjacent park. This project is an extension of the many sustainability programs offered at the House such as the rain water garden, compost bins, worm farms, food growing, waste minimisation and recycling drop off points. The sustainability programs are integrated with the learning and education programs to increase participants’ knowledge skills and awareness. In addition Holden Street provides a “Repair and Share” program to provide

opportunities for developing skills in repairing household items, reducing landfill and connecting with other participants.

(d) *Action Area 4: A prosperous Yarra: Local businesses prosper and creative and knowledge industries thrive:*

- (i) The Network engaged with Council's Economic Development Unit to develop an understanding of the services provided, and explore how the Houses and participants can access these resources and services. The Network and individual houses will continue to explore the potential for partnership opportunities with activities carried out by the Economic Development Unit in 2019.

11. Yarra's Neighbourhood Houses are unique in creating spaces and opportunities for people to connect, learn, participate and contribute in their local community through social, educational, recreational and support activities that enable people to achieve their potential, using a unique community development approach.
12. All the nine Houses respond to locally identified needs and priorities and each is as diverse as the community it reflects. According to the neighbourhood houses survey for 2017 by the peak body Neighbourhood Houses Victoria (NHVic), approximately 3,800 people visited a Yarra Neighbourhood House in an average week. This included students, volunteers, children in child care or playgroups, people from other organisations participating in training/meetings and "drop-ins". Approximately 85% of the participants were involved in programed activities.
13. All nine Houses provide a range of activities that meet the needs of the local community such as accredited vocational education & training, art and craft, children's activities and child care, community choirs, community events and lunches, digital literacy, English language classes, sustainability projects, health and wellbeing classes, men's shed, seniors and youth groups as well as programs for refugee and recently arrived communities.
14. In February 2018 several Houses were visited by the Mayor, Cr Daniel Nguyen. The Houses visited were: Fitzroy Learning Network, North Carlton Railway House, Carlton Neighbourhood Learning Centre, Finbar Neighbourhood House, and Holden St Neighbourhood House. This is an annual activity for the new Mayor to become familiar with the programs and activities delivered at the Houses and connect with the participants.

### **External Consultation**

15. The Action Plan is reviewed annually to maintain flexibility. The review process was facilitated by the Manager of the North East Neighbourhood House Network (NENHN) in November 2018 and involved all House Managers, staff and representatives from their respective Governance Committees. The final document has been endorsed by all the Houses and Committees of Governance (**Attachment Two**).

### **Internal Consultation (One Yarra)**

16. Internal consultation for the review of the Action Plan was undertaken with Council Officers from various Branches including: Community Partnerships, Library Services, Aged and Disability Services, Open Space Planning and Design, Sustainability, Waste Minimisation, Urban Agriculture and Economic Development. The review process was coordinated by Officers from the Community Partnerships Unit who have the major responsibility for managing the relationship with the nine Houses. The implementation of the Action Plan 2019 is co-monitored by the Network and Council's Community Partnerships Unit.

### **Financial Implications**

17. There are no financial implications from the annual progress report of the Action Plan 2018 or from the Action Plan 2019.
18. In 2018/19 Council allocated \$694,535.17 to Yarra's nine Neighbourhood Houses through the Neighbourhood House Funding Program. The funding is based on the model that was adopted by Council in February 2012 and reviewed in October 2015.

19. Further to the Neighbourhood House Funding Program, Council has a capital responsibility as it is the landlord to four of the Houses: Holden Street Neighbourhood House, North Carlton Railway Neighbourhood House, Richmond Community Learning Centre, Burnley Backyard and landlord to the land adjacent to Belgium Avenue Neighbourhood House on which a portable is located and used to provide a range of activities. These financial responsibilities of Council as landlord will not change.
20. As a result of a Statewide campaign: “We deliver, Will you?” for additional funding the State Government allocated \$21.8 million to the Neighbourhood House sector over the next four years. This has resulted in RCLC having increased funding from 20 hours to 25 hours per week through the Neighbourhood House Coordination Program (NHCP).

### **Economic Implications**

21. The direct and indirect economic implications that Yarra’s Houses have on the Yarra community and businesses are primarily around the adult education that occurs within the Houses. This provides opportunities for adults to learn new skills and creates pathways for transition into the workforce, education or further training. This includes the English classes, programs and activities that assist and support newly arrived communities to participate and engage fully in their local community.
22. In addition, the Houses provide a variety of full and part time employment for teachers, childcare workers, administration, project workers, community development workers, arts wellbeing practitioners, financial and IT staff that are important sources of local employment.
23. Yarra’s Houses have a high volunteer participation rate. This contribution to Yarra’s economy is significant in terms of economic and social capital.

### **Sustainability Implications**

24. The Strategy and Action Plan have an important role in continuing to strengthening the relationship between the Houses and Council’s Open Space Planning and Design, Waste Minimisation and Urban Agriculture and Sustainability Units in educating and supporting Houses in their sustainability initiatives.
25. Carlton Neighbourhood Learning Centre’s (CNLC) multicultural food garden, workshops in the living classroom and Open Table Feasts encourage knowledge on growing food, composting, minimising landfill and provide a gathering place for sharing and learning skills for sustainable living. The “Stories of Food” project that integrates learning English with growing and cooking food was an award winning community development project.
26. Finbar continues to expand its Community Garden Project in collaboration with Council’s Sustainability Engagement Officer. The House, with the support of Council, is supporting local residents living in a nearby apartment complex to learn about worm farming by helping to install large wheelie bin worm farms. In addition the House has installed three aerobins in the front garden to increase community awareness and access to composting. The liquid fertiliser from the aerobins is shared with the local community. Further to this, the House has set up collection bins for the community to dispose of their ‘e-waste’, such as mobile phones, batteries and help reduce landfill. The House also offers regular workshops on organic and sustainable gardening to educate and inspire the local community to start their own gardens. Finbar delivers an “Urban Field Day” event promoting a range of sustainability activities to the local community such as composting, worm farming, waste minimisation, recycling and how to grow organic gardens.
27. Holden St continues to be a demonstration House for the local community with its many environmental and sustainability activities for reuse, recycling and limiting energy consumption. The House is part of the ‘Sustainable Living’ Festival with its many environmental features, such as solar panels and lights, water tanks, permaculture and rainwater gardens as well as herb gardens and worm farms. In addition the House provides gardening and preserving workshops and has a produce swap program. The House also has a “Repair and Share” program where participants learn skills in repairing household items and reducing landfill.

28. RCLC in partnership with Council's Sustainability Engagement Officer runs the volunteer "Burnley Fruit Squad" to harvest excess fruit from local residents, minimise food waste, promote sustainable food initiatives, share fresh fruit with the community and help improve food security for vulnerable groups in Yarra.
29. Alphington continues to strengthen its composting and gardening initiatives with support from local groups to establish a new market garden and an urban orchard in addition to providing sustainability workshops, food preserving and participating in the recently established Alphington Farmers Market.
30. Railway House is actively promoting recycling practices to its participants and to the local community to improve knowledge on the correct disposal of rubbish and recyclable items. The House also provides workshops with a local artist for children using recyclable items for art activities. In addition the Gardening Group provides workshops on plant selection, care and maintenance for small urban spaces and is engaging with the local VCAL students to teach them about composting, herb growing and tree planting.
31. Additionally the Gardening Group is engaged in discussions with Council Officers to redevelop the disused bocce courts pavilion into a shared community garden. In March 2018 Council held a community consultation at Railway House on redevelopment of the bocce courts. Following a report to Council in June 2018, Councillors agreed to develop the disused bocce courts into a shared growing space and retain one lane for bocce. The Gardening Group has developed a draft design for the site and is currently engaged in discussions with Council Officers from Waste Minimisation and Urban Agriculture, Open Space Planning and Design and Community Partnerships. Once agreement has been reached on the draft design, it will then go out for consultation.

### **Social Implications**

32. The Houses play a key role in community development through: building knowledge, developing skills, increasing levels of resilience, mutuality and trust within the community. The Houses have a track record in:
  - (a) community building and strengthening through cultural events and festivals celebrating and showcasing Yarra's culturally and linguistically diverse communities (CALD);
  - (b) providing appropriate and responsive community services: for children, young people, the elderly, LGTB communities, people with disabilities, CALD, refugee and newly arrived and disadvantaged communities;
  - (c) providing opportunities to improve community health and well-being and social connectedness, through a range of exercise programs and community gym memberships; and
  - (d) Offering accessible and affordable education, skills development, life-long learning and training opportunities and employment pathways.

### **Human Rights Implications**

33. The Strategy and Action Plan recognises and respects the *Charter of Human Rights and Responsibilities Act 2006* by actively supporting the Charter's substantive rights through the programs and activities offered by the Houses.

### **Communications with CALD Communities Implications**

34. All Houses deliver a range of programs, services and activities to CALD communities across Yarra. There are no implications for the way the Houses communicate, engage with or deliver services to their CALD communities.
35. As part of their core business, all Houses, engage with CALD, refugee and newly arrived communities through educational programs, social activities such as community lunches and cultural celebrations such as Refugee Week, Cultural Diversity events and Lunar New Year.

36. Some Houses also have individuals from CALD backgrounds on Committees of Governance, acting as facilitators for specific groups such as playgroups, and leading specific community development projects such as supporting African Women's Groups. Houses also support a wide variety of ethno-specific groups by auspicing their activities.

### **Council Plan, Strategy and Policy Implications**

37. The Partnerships Strategy and Action Plan 2018 – 2021 relates to the new Council Plan 2017 – 2021 via the following strategic objectives:
- (a) A healthy Yarra: Community Health, Safety and well-being are a focus in everything we do;
  - (b) An inclusive Yarra: Inclusion Diversity and Uniqueness are welcomed respected and celebrated;
  - (c) A sustainable Yarra: Council leads on sustainability and protects and enhances its natural environment; and
  - (d) A prosperous Yarra: Local businesses prosper and creative and knowledge industries thrive.

### **Legal Implications**

38. The Strategy and Action Plan is not legally binding on either or both parties.

### **Other Issues**

39. Council continues to provide publicity and marketing support to Houses by including articles on programs, services, activities and events delivered by Houses in Yarra News, Yarra website and social media, to improve knowledge and access to more diverse groups.

### **Conclusion**

40. The Strategy and Action Plan acknowledges the valuable relationship between Council and the Houses and provides a framework of trust and collaboration to deliver programs and activities that enable people to achieve their full potential and benefit the Yarra community.
41. The Strategy and Action Plan defines a shared vision for Council and the Houses, where collaboration, trust and flexibility can achieve healthy, creative, connected and resilient communities in a rapidly changing environment.
42. All Houses continue to build on their strengths to address the impacts of the changing political, financial and demographic realities by developing new strategies and seeking new opportunities and partnerships to respond to the changes in positive and creative ways.
43. The Network continues to seek out partnership projects, engage with diverse communities, develop a core message to promote neighbourhood houses, their purpose, value and community benefit to a new demographic and increase capacity to accommodate the increasing and changing community needs.
44. The Partnership Strategy and Action Plan 2018 – 2021 is based on the strategic objectives of the Council Plan which demonstrates the level of commitment by the Houses to work in partnership with Council.

### **RECOMMENDATION**

1. That Council:
- (a) note the progress report for 2018 of the Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021; and
  - (b) endorse the Action Plan 2019 of the Yarra City Council and Neighbourhood Houses Partnership Strategy and Action Plan 2018 – 2021.

**CONTACT OFFICER:** Katherine Vrettas  
**TITLE:** Community Planner  
**TEL:** 9205 5174

**Attachments**

- 1 [⇒](#) Yarra City Council and Neighbourhood House Partnership Strategy and Action Plan - Year 1 Actions 2018
- 2 [⇒](#) Yarra City Council and Neighbourhood House Partnership Strategy and Action Plan - Year 2 Actions 2019



---

**11.2 Draft Expression of Interest for the restoration and use of the building at 150-152 Hoddle Street, Abbotsford**

---

Trim Record Number: D19/20064

Responsible Officer: Director City Works and Assets

**Purpose**

1. The purpose of this report is to seek Council endorsement of the draft Expression of Interest for the restoration and use of the building at 150-152 Hoddle Street, Abbotsford, colloquially known interchangeably as the *Sailors and Soldiers Building* or the *Memorial Hall*.

**Background**

2. On 16 October 2018, Council resolved:

*That in the matter of the "Soldiers and Sailors" Building at 150 - 152 Hoddle Street, Collingwood (also known as the Soldiers Memorial Hall - RSL), Council:*

- (a) *note recent representations made by members of the Tramways and East Melbourne RSL;*
- (b) *note Council's now adopted Property Strategy and the associated Property Assessment Framework, which is to formally guide the process of reviewing all properties, over a period; and*
- (c) *request officers to bring forward a comprehensive report to the first Council meeting in November:*
  - (i) *detailing the history of the ownership and occupancy of that property;*
  - (ii) *noting that Council has received a number of representations/suggestions concerning the future possible uses of the site, including but not limited to, affordable housing, RSL activities, Arts, Cultural and Social hubs;*
  - (iii) *referencing Council's Property Strategy and noting the Property Assessment Framework requires Officers to report back to Council outlining the range of potential opportunities for the future management of Council properties and to also include options for Council consideration re future potential development and use of such properties; and*
  - (iv) *detailing the statutory requirements on the Council should it proceed with any future arrangements concerning development, occupancy and/or use of Council properties.*

3. A report was presented to the meeting on 13 November 2018 and Council resolved:

*That:*

- (a) *Council note the report in respect of the building at 150-152 Hoddle St, Abbotsford;*
- (b) *Council acknowledge the keen community interest in this site and note the previous 2013 expression of interest process;*
- (c) *Council seeks a narrow scope Expressions of Interest (EOI) responses for uses that provide support services and assistance to returned services veterans and noting that the EOI proposal should respond fully to the following requirements:*
  - (i) *provide satisfactory evidence of a financial capacity to undertake and complete the identified works and restoration and a demonstrated capacity to undertake and supervise the works;*

- (ii) *undertake all necessary preliminary assessments of the building to restore the integrity of the building and make it fit for purpose, including that the outcome of this step would produce a scope of works costed by a Quantity Surveyor and a conservation management plan to be agreed by Council;*
  - (iii) *have Council approval of the final design;*
  - (iv) *include an assessment of the requirements to upgrade all services to the building;*
  - (v) *have prior approval by Council of the tender to undertake the works;*
  - (vi) *have clearly identified inspection and hold points during the construction of the building to ensure the restoration is undertaken to Council's satisfaction;*
  - (vii) *demand completion of the restoration within a specified time frame;*
  - (viii) *provide for the ongoing maintenance of the building;*
  - (ix) *be consistent with the directions of the Collingwood Town Hall Urban Design Framework;*
  - (x) *include the restoration and preservation of the Honour Roll contained inside 150 Hoddle Street; and*
  - (xi) *include a forward plan to provide for community access and use of the building in the future.*
- (d) *As a first step in this process, Officers report back to Council with a draft Expression of Interest brief (and proposed criteria) and a proposed time frame for conducting the Expression of Interest, as well as information relating to:*
- (i) *any zoning, heritage or cultural obligations/constraints; and*
  - (ii) *structural constraints on the restoration of the building.*

## **History**

4. On 22 May 1920, Emma Davies sold the site to The Mayor, Councillors & Citizens of the City of Collingwood for 1,050 pounds; the Certificate of Title shows the owner as the Mayor Councillors and Citizens of the City of Collingwood. No other changes in ownership are recorded on the Title.
5. In 1920/21 the property was rated as Returned Soldiers Hall rooms and managed by the Memorial Hall Committee which appears to have effectively acted as a committee of management on behalf of the City of Collingwood.
6. In 1923 the foundation stone was laid, which means that the existing building must have been demolished. The building was completed in August 1924 and was a memorial to the "soldiers of the district who took part in the Great War, is to be at the disposal of citizens for social purposes." (Herald Sun 24 August 1924)
7. On 9 July 1950, the then Collingwood Council entered into an in-perpetuity peppercorn lease with *Returned Soldiers', Sailors' and Airmen's Imperial League of Australia* to use the building subject to a number of conditions.
8. RSL Victoria Office have advised that the Collingwood RSL Branch which appears to have occupied the building from 1950 onwards was formally discontinued in 2010, although it appears the building was vacated some time earlier.
9. At the November 2018 Council meeting some of this history was challenged, however no further information has been provided to Council to support any changes to the above information.

## **Uses of the building**

10. From 2005 onwards, Council has received a number of documented and verbal proposals to use the site (for both temporary and more permanent uses), including:

- (a) Community, arts and cultural uses (as per the 2013 Expression of Interest process);
  - (b) art exhibition space;
  - (c) child care facility;
  - (d) affordable housing proposal
  - (e) church meeting hall;
  - (f) community meeting spaces and flexible areas;
  - (g) family violence hub;
  - (h) use as a facility to meet the needs of Returned Service men and women;
  - (i) use of the outdoor area since 2017 for raised garden beds by Collingwood College; and
  - (j) 2018 filming application.
11. A number of the earlier proposals were not pursued on the basis they were premature due to work being undertaken to prepare the Collingwood Town Hall Urban Design Framework.
12. Some of these proposals have not been presented to, or formally been considered, by Council.

### **Collingwood Town Hall Urban Design Framework**

13. The Collingwood Town Hall Precinct Urban Design Framework (UDF) was adopted by Council on 17 August 2010. The UDF underwent broad community consultation from 20 April to 15 May 2009 including:
- (a) Individual discussions with State Government agencies;
  - (b) the draft UDF being placed on Council's website, with an invitation to make submissions;
  - (c) publication of a fact sheet which provided a summary of the key elements of the draft UDF; information regarding public display and information day/s and inviting submissions;
  - (d) availability of the fact sheet in all libraries and the Collingwood and Richmond Town Halls;
  - (e) mail out of fact sheet to the owners and occupiers of land directly affected by the draft UDF and those in the immediate neighbourhood inviting their submissions regarding the draft UDF and inviting them to attend the public information session;
  - (f) notices in the Yarra Leader and Melbourne Times, as well as press releases advising of the exhibition of the draft UDF and the proposed information day;
  - (g) display of material in the Collingwood Town Hall foyer during the consultation period; and
  - (h) an information day on 7 May 2009 in the Town Hall foyer to provide the opportunity to interested persons to ask questions and seek further information. The information day was well attended.
14. The purpose of the UDF was stated as:
- This urban design framework (UDF) has been prepared to guide development in the Precinct surrounding the Collingwood Town Hall (the Precinct). The City of Yarra has considerable land holdings around the Town Hall. Much of this land is underdeveloped or vacant, offering considerable potential to enliven the Precinct by facilitating appropriate day time and after hour's uses and activities. Specifically the UDF provides a framework to:*
- (a) *Provide a vision for the long term development of the Precinct;*

- (b) *Realise the opportunity to create a community/civic/employment hub;*
- (c) *Realise opportunities for creating a very successful people place;*
- (d) *Provide an alternative opportunity for the City of Yarra to possibly develop a centralised municipal office;*
- (e) *Explore opportunities for affordable and other forms of housing in the Precinct;*
- (f) *Guide Council investment in capital works to enhance the public domain within the Precinct; and*
- (g) *Guide policy development for land use, activities and appropriate built form responses, to be implemented through appropriate statutory planning mechanisms.*

15. The issue and opportunity identified in the land ownership section is the "...extensive area of public land provides the opportunity for a significant comprehensive development."

### **Expression of Interest**

16. The draft Expression of Interest (EOI) requires that respondents address the following matters as a minimum:
- (a) details of the organisation's capacity and experience in the provision of services to returned service men and women;
  - (b) provision of satisfactory evidence of the financial capacity to undertake and complete the works and restoration and a demonstrated capacity to undertake and supervise the works to completion;
  - (c) provision of a detailed plan to:
    - (i) undertake all necessary preliminary assessments of the building to restore the integrity of the building and make it fit for purpose;
    - (ii) establish a procurement process consistent with Council's Occupational Health and Safety policies and social and environmental procurement policies
    - (iii) produce a scope of works costed by a Quantity Surveyor and a conservation management plan to be agreed by Council and Council approval of the final design;
    - (iv) include an assessment of the requirements to upgrade all services to the building; and
    - (v) have prior approval by Council of the tender and principal contractors to undertake the works;
  - (d) Proposed inspection and hold points during the planning and construction works to ensure the restoration is undertaken to Council's satisfaction including completion of the restoration within a specified time frame to be agreed with Council;
  - (e) provision for the ongoing maintenance of the building;
  - (f) a reconciliation, to Council's satisfaction, of the proposal against directions of the Collingwood Town Hall Urban Design Framework including;
    - (i) delivering on UDF principles;
    - (ii) opportunities for the refurbished facility to contribute to the precinct; and
    - (iii) how the reinstatement and use of the building will contribute to the Collingwood Town Hall precinct;
  - (g) a plan for the restoration and preservation of the Honour Roll contained inside 150-152 Hoddle Street; and
  - (h) a plan to provide for community access and use of the building in the future.

17. The draft EOI is contained in Attachment 1.
18. Officers have developed draft criteria for the consideration of these matters as part of the review and assessment of any responses to the EOI. These draft criteria are outlined in Attachment 2.
19. The draft EOI and the assessment criteria have been peer reviewed by consultants with expertise in this area.

### **Engineering report**

20. In January 2019, the Bonacci Group undertook an inspection of the building and have prepared a report (Attachment 3). The Bonacci Group have previously provided Council structural engineering advice on the Memorial Hall building.

21. The report found that the building had continued to deteriorate in some cases due to insufficient stiffness within footings on highly reactive clay.

22. The report concludes:

*The building has a number of fundamental structural issues including foundations that, from the observations made on site as part of the inspection and review process, are undersized and supported on reactive clays. Seasonal movements and lack of footing stiffness has caused reflective cracking in the walls throughout the building. All walls will require underpinning.*

23. The report recommends a number of rectification works which it acknowledges will be “*slow and difficult and ultimately costly*”.

### **Planning controls**

24. The site at 150-152 Hoddle St, Abbotsford is within a Public Use Zone Schedule 6 (Local Government). Hoddle Street is zoned Road Zone Schedule 1 (RDZ1). Immediately south of the site is a General Residential Zone Schedule 2 (GRZ2) occupied by St Phillips Church. Further south and on the north side of Vere Street, the land is zoned Neighbourhood Residential Zone Schedule 1. The PUZ6 continues at the rear of the Vere Street properties owned by Council and included the Collingwood Town Hall. To the east is the Hurstbridge and South Morang rail lines, Gahan Reserve and a residential area zoned NRZ1. The zones are displayed in the Figure 1 below.

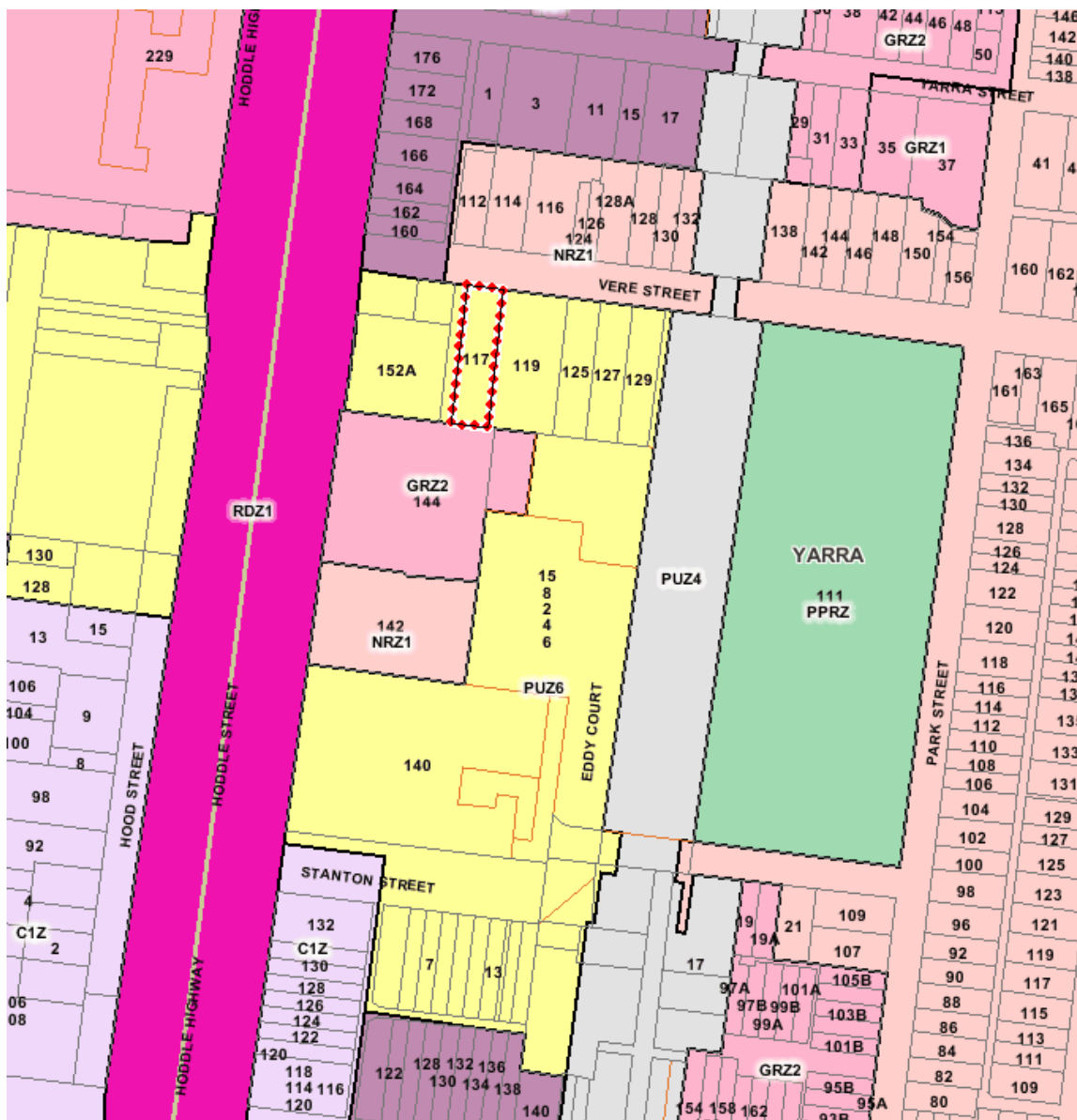


FIGURE 1: ZONING MAP

25. The site at 150-152 Hoddle St, Abbotsford is partly also covered by the Design and Development Overlay Schedule 2 (Main Roads and Boulevards) and an area of potential Aboriginal Cultural Heritage Sensitivity.
26. The site is also covered by the Heritage Overlay and is graded as a significant building in the Charles Street Precinct (HO313).
27. Attachment 4 summarises the planning controls that effect the site. In brief, a permit is required for any buildings and works as well as for any use that is not for local government purposes. These requirements come from the zone as well as the Heritage Overlay. Because the building is existing, a Cultural Heritage Management Plan is not required.

**External Consultation**

28. No external consultation with the broader community has occurred specifically in relation to this report or its recommendations. However, public notification and hearing of submissions will be required should Council determine to enter a long term lease with a service provider.

**Internal Consultation (One Yarra)**

29. The relevant internal departments have been consulted in preparation of this paper.

### **Financial Implications**

30. The approach adopted in this paper is that the restoration of the building and its use should be at no direct cost to Council.

### **Economic Implications**

31. The Property Strategy formalises assessment and evaluation principles, thus ensuring due consideration of economic implications.

### **Sustainability Implications**

32. Council has the ability to substantially influence the sustainability of new development proposed for this site, and where practical sustainability criteria has been included in the criteria for the EOI.

### **Social Implications**

33. Council has the ability to control the community outcomes for the sites and precinct.

### **Human Rights Implications**

34. There are no human rights implications.

### **Communications with CALD Communities Implications**

35. At this stage there are no communication with CALD community implications.

### **Council Plan, Strategy and Policy Implications**

36. Council's adopted Property Strategy provides a framework for the assessment of these properties. This has been outlined above.

### **Legal Implications**

37. At this stage there are no legal implications, however legal advice may be required in the lease of the property.

### **Options**

38. Council can approve the draft EOI, require modifications or a complete revision of the draft.

### **Conclusion**

39. The building at 150-152 Hoddle St, Abbotsford requires substantial investment to restore it to a standard suitable for any occupation and any productive use. Further assessment may be required to ensure that the building can be restored.
40. Putting this historic building to a productive use is the best means of ensuring its continued viability and preservation. The development of a conservation management plan is an appropriate means of achieving this outcome. As such, this is a key criteria in the proposed EOI.
41. There are a number of potential services that could use the building. An important consideration for Council, is its adopted Collingwood Town Hall Urban Design Framework and how the reuse of the building supports and implements the UDF.

## RECOMMENDATION

1. That:

- (a) Council note the officer's report with respect to the Expression of Interest for the restoration and use of the building at 150-152 Hoddle Street, Abbotsford;
- (b) Endorse the attached draft Expression of Interest and call for responses to the document;
- (c) Receive a further report on the responses to the Expression of Interest; and
- (d) The attached structural engineering advice and planning controls review be attached to the Expression of Interest.

**CONTACT OFFICER:** Michael Ballock  
**TITLE:** Executive Planner Strategic Projects  
**TEL:** 9205 5669

### Attachments

- 1⇒ Draft EOI - Final
- 2⇒ Expression of Interest assessment criteria
- 3⇒ 152 Hoddle Street Abbotsford - Soldiers and Sailors Memorial Hall - Structural Report 2019 - Rev2
- 4⇒ Planning controls review



---

**11.3 Local Area Place Making Study - Scotchmer-North Fitzroy Precinct 3**

---

## **Executive Summary**

### **Purpose**

To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Scotchmer-North Fitzroy precinct (LAPM 3).

To seek Council endorsement for referral for budget consideration in 2019/20, 2020/21 and 2021/22.

To seek Council endorsement of the proposal to advocate to VicRoads for implementation of the proposed treatments on the arterial roads.

### **Key Issues**

The LAPM study for the Scotchmer-North Fitzroy precinct (LAPM 3) was undertaken between October 2017 and February 2019.

The first phase of engagement sought community input on precinct issues and ideas via the *Your Say Yarra* online platform and at a face-to-face drop-in session. The predominant concerns raised in the precinct were rat-running and truck traffic on local streets, pedestrian and bike rider safety, and new development.

A local area study group was formed and met in February 2018 consisting of twelve (12) community members, an external consultant, Ward Councillors and Council Officers. This group provided additional insights on local issues and informed the direction of the draft LAPM 3 plan. A further phase of broad community engagement on the draft LAPM 3 plan took place over June and July 2018.

Most of the proposed treatments were well received, with mixed results for entry bans and closures that would restrict vehicle access. The study group met again in September 2018 to discuss the consultation results. The meeting recommended that Council undertake further investigation and consultation on a proposal to close Rae Street and Brunswick Street North at the Capital City Trail to address continued traffic and safety concerns.

Consultation on five options for Rae Street, Brunswick Street North and the Capital City Trail was undertaken in November and December 2018. The majority of the community remained opposed to entry bans and closures.

A recommended LAPM 3 plan has now been prepared (see **Attachment 1**). Council officers are recommending the plan be adopted by Council.

Key recommendations in the plan include bicycle and pedestrian improvements, upgraded traffic calming treatments, intersection improvements and partial road closures. The recommended plan contributes to place making by improving pedestrian and cyclist infrastructure, as well as providing opportunities for landscaping located within kerb extensions and other infrastructure.

Effective traffic management which improves the safety, accessibility and amenity of an area encourages use of the space by the community, which has a place making benefit.

A list of priority projects on the arterial roads has also been formulated for advocacy to VicRoads.

## **Financial Implications**

The estimated cost to deliver all actions in the recommended LAPM 3 plan is in the order of \$1.94M (excl. GST).

With Council endorsement, and allocation of funding in the 2019/20 budget, implementation of the plan can begin in July 2019.

Officers note the draft 2019/20 Budget contains an amount of \$500,000 (excl. GST), and that this would need to be confirmed as part of the budget adoption in June 2019.

The remaining works will be subject to allocation in future budgets, with officers proposing a funding split in the order of \$720,000 (excl. GST) allocated in 2020/2021 and \$720,000 (excl. GST) allocated in 2021/2022. Officers recommend spreading the expenditure over multiple years, primarily to ensure the project is fundable in the context of all other Council priorities, and noting the expenditure already approved for LAPM works in Precincts 13 and 19 over this period.

The proposed Council funding for LAPMs in 2019/2020 enables Council to deliver on its commitment to contribute 50:50 to match the \$1M grant provided by VicRoads for the investigation and delivery of projects that improve road safety on local streets.

Opportunities to fund LAPM treatments through other mechanisms will also be considered.

## **PROPOSAL**

That Council:

- (a) Endorses the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Scotchmer-North Fitzroy precinct (LAPM 3).
- (b) Endorses the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation.
- (c) Notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program.
- (d) Notes that implementation of the recommended LAPM plan for the Scotchmer-North Fitzroy precinct (LAPM 3) can commence in July 2019, pending confirmation of \$500,000 (excl. GST) currently contained in the draft 2019/20 Budget, which will be determined in June 2019.
- (e) Refers this amount to the 2019/20 Budget process for consideration.
- (f) Notes the remaining works to implement traffic management and place making treatments identified for LAPM 3 will be subject to funding consideration in future budgets, with Officers proposing a funding split in the order of \$720,000 (excl. GST) allocated in 2020/2021 and \$720,000 (excl. GST) allocated in 2021/2022.

---

## 11.3 Local Area Place Making Study - Scotchmer-North Fitzroy Precinct 3

---

Trim Record Number: D19/7601

Responsible Officer: Director City Works and Assets

### Purpose

1. To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Scotchmer-North Fitzroy precinct (LAPM 3).
2. To seek Council endorsement for referral for budget consideration in 2019/20, 2020/21 and 2021/22.
3. To seek Council endorsement of the proposal to advocate to VicRoads for implementation of the proposed treatments on the arterial roads.

### Background

#### Local Area Place Making LAPM

4. LAPM is the precinct-based approach to planning and managing Council's local road network. It aims to improve local streets for people by managing vehicle traffic and improving conditions for pedestrians and cyclists.
5. The LAPM 3 study has been undertaken in accordance with Council's LAPM Policy 2017 (See **Attachment 2**).
6. The LAPM Policy supersedes the Local Area Traffic Management (LATM) Policy first adopted in 2014. The change reflects a multi-disciplinary approach to improving local streets in the City of Yarra by integrating urban design, place making and traffic engineering.
7. The LAPM studies are primarily a traffic management study which includes elements of urban design, place making and landscaping where these complement or enhance traffic treatments. The current scope for LAPMs does not seek to deliver place making initiatives which are not explicitly linked to traffic management treatments.
8. Effective traffic management which improves the safety, accessibility and amenity of an area encourages use of the space by the community, which has a place making benefit.

#### Scotchmer-North Fitzroy Precinct 3

9. The LAPM 3 study area is bounded by Nicholson Street, May Street, St Georges Road, Brunswick Street and Alexandra Parade in Fitzroy North.
10. The study area comprises approximately 3,500 properties and is predominantly residential with the exception of:
  - (a) Retail/commercial uses fronting Nicholson Street and St Georges Road;
  - (b) Retail/commercial uses at the eastern end of Scotchmer Street, including Piedimonte's Supermarket;
  - (c) Merri Creek Primary School, on Miller Street and Ida Street;
  - (d) Deutsche Schule Melbourne, on Barkly Street and Dean Street;
  - (e) Simmonds Catholic College, on Nicholson Street and Alexandra Parade; and
  - (f) The Capital City Trail and adjacent Janet Millman Reserve.
11. Engagement with the community is a key component of the LAPM process. The input of the community to identify the issues and needs in their neighbourhood, together with evidence-based analysis, forms the basis for the development of the LAPM plan.

12. Traffic engineering and transport planning consulting firm O'Brien Traffic was engaged to assist Council's Traffic Engineering unit to investigate, develop and consult on a recommended LAPM 3 plan for the Scotchmer-North Fitzroy precinct in December 2017.

### External Consultation

13. With the assistance of Council's Communications and Engagement unit, a new approach to community engagement was undertaken with the aim of reducing confusion, repetition and the formality of previous studies. A move to online surveys and interactive mapping also reduced costs associated with printing, delivery and data entry of hard copy paper surveys. Community engagement for LAPM 3 was delivered in four stages.
14. There has been an extended and involved engagement and investigative process, involving officers, experts and the community to explore and discuss traffic management issues, ideas and possible treatments.

#### Stage One – Identify issues and ideas (October-November 2017)

15. An information postcard titled *Taking it to the streets – North Fitzroy* was sent to all properties in the study area, inviting the community to identify the issues and ideas to improve their neighbourhood streets and the safety of pedestrians and cyclists. The study was also advertised through Council's *Facebook* page, *Yarra Life* electronic bulletins and *Yarra News*.
16. *Your Say Yarra* was the primary engagement platform, providing further information on the study, an invitation to nominate as a community volunteer on the Local Area Study Group, and an online survey and interactive mapping tool for feedback.
17. During Stage One we received:
  - (a) 430 visitors to *Your Say Yarra*, 94 survey responses and 272 issues and ideas identified on the interactive map;
  - (b) 21 emails and phone calls; and
  - (c) 30 visitors attended a drop-in session at the Holden Street Neighbourhood House on 9 November 2017.
18. The predominant concerns raised in the precinct were rat-running and truck traffic on local streets, pedestrian and bike rider safety, and new development.
19. The first Local Area Study Group meeting was held on 22 February 2018. The group included residents from all parts of the precinct and representatives of Merri Creek Primary School and Moreland City Council. Ward Councillors, Council Officers and the consultant were also part of the Local Area Study Group. The purpose of the first Local Area Study Group meeting was to discuss local insights on the issues identified in Stage One and inform a draft LAPM 3 plan.

#### Stage Two – Draft LAPM plan (June and July 2018)

20. A second information brochure for *Taking it to the streets – North Fitzroy* was sent to all properties in the study area and 242 owner non-occupiers, inviting feedback on the draft LAPM 3 plan. See **Attachment 3**. Further promotion was provided on Council's *Facebook* page, electronic bulletins and an email to previously registered participants.
21. Feedback was encouraged through the online interactive mapping platform *Social Pinpoint* which provided further information on the treatments, a 'like' or 'dislike' survey, and discussion forum.
22. Residents of neighbouring Moreland City Council raised concerns about a lack of direct consultation and the potential impact from the study. Information brochures were sent to 500 Moreland properties between May Street and Glenlyon Road, Fitzroy North inviting them to participate.
23. During Stage Two we received:

- (a) Feedback from 601 users on *Social Pinpoint*, who collectively “liked/disliked” 2,494 times and provided 730 comments on the discussion forum;
- (b) 76 emails and phone calls; and
- (c) 55 visitors attended two drop-in sessions at Holden Street Neighbourhood House on 21 June and 5 July 2018.

24. There were mixed levels of support for proposed treatments to restrict vehicle access on some streets by using entry bans and closures. Otherwise most proposed treatments received majority support. Table 1 details the results.

**Table 1: Stage Two consultation results for draft LAPM 3 plan**

Number	Description	Responses	Like	Dislike
1	Install median island on Miller St to stop right turns in and out of Rae St and White St (cyclists excepted)	158	54%	46%
2	Upgrade existing give way slow points with full width speed humps that are bus and bike friendly, and expand garden beds where possible	64	63%	37%
3	No right turn from Nicholson St into Miller St 4pm-6pm Mon-Fri	72	35%	65%
4	No right turn from Nicholson St into Clauscen St 4pm-6pm Mon-Fri	52	38%	62%
5	No right turn from Nicholson St into Barkly St 4pm-6pm Mon-Fri	51	41%	59%
6	Widen median island and install cyclists holding rails on Holden Street at Rae St intersections	98	91%	9%
7A	Close Rae St at Capital City Trail and expand parkland	136	51%	49%
7B	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Rae St	87	91%	9%
8A	Close Brunswick St North at Capital City Trail and expand parkland	172	38%	62%
8B	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Brunswick St North	102	84%	16%
9	No right turn from Miller St into St Georges Rd 4pm-6pm Mon-Fri	67	67%	33%
10	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Brunswick St North	84	89%	11%
11	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Rae St	61	90%	10%
12	Advocate VicRoads for redesign of intersection of Reid St / Alfred Cres / St Georges Rd, such as traffic signals, relocation of nearby pedestrian crossing and tram stop upgrade	121	87%	13%
13	Zebra crossing and bike sharrows at roundabout of Reid St and Rae St	61	79%	21%
14	Zebra crossing and bike sharrows at roundabout of St Georges Rd South, Rae St and Church St	33	85%	15%
15	Kerb extensions and new traffic islands at Freeman St and St Georges Rd South	30	80%	20%
16	Kerb extensions and new traffic islands at Freeman St and Rae St	31	74%	26%

17	Zebra crossing and bike sharrows at roundabout of Newry St and St Georges Rd South	19	84%	16%
18	Zebra crossing and bike sharrows at roundabout of Newry St and Rae St	37	86%	14%
19	Zebra crossing and bike sharrows at roundabout of York St and Rae St	33	97%	3%
20A	Close laneway west of Rae St (residents excepted)	21	86%	14%
20B	No entry to laneway behind 1-37 Rae St from York St, make northbound only from Alexandra Pde	36	86%	14%
21	Partial road closure on Rae St - No exit to Alexandra Pde	107	60%	40%

25. At the second Local Area Study Group meeting held on 20 September 2018, the community’s response to the draft LAPM 3 plan was considered and the group worked to develop a recommended LAPM 3 plan. Discussion focussed on treatments where mixed feedback and concerns were raised in the community, as follows:

- (a) Proposed treatment 1 – Install median island on Miller Street to stop right turns in and out of Rae Street and White Street (cyclists accepted). Concerns were raised that the proposed median island treatment would divert traffic to other streets such as Taylor Street and Clauscen Street and that no countermeasures for other streets were being proposed. It was agreed that the treatment be implemented on a trial basis and the traffic impact on surrounding streets monitored and addressed as necessary;
- (b) Proposed treatment 3, 4, 5 - No right turn bans from Nicholson Street into Miller Street, Clauscen Street and Barkly Street 4-6pm Monday to Friday. While the community consultation showed a lack of support for the right turn bans, there was concern that if the turn bans were not implemented, there would be no change in traffic volumes in these streets. The treatments were not recommended to proceed;
- (c) Proposed treatment 7A and 8A – Closure of Rae Street and Brunswick Street North at Capital City Trail and expand parkland. Council Officers advised that a full road closure of Brunswick Street North was not practical at this time due to southbound right turn bans from St Georges Road into Scotchmer Street which prohibit an alternative access into the local area between 7:30am and 9:30am weekdays;
- (d) VicRoads advised they are not willing to remove these turn bans which were installed to improve tram operations;
- (e) While the closure of Rae Street received 51% support, implementing this closure would divert traffic to Brunswick Street North. There was concern that Rae Street and Brunswick Street North closures could not be considered in isolation, as traffic would transfer to streets that remain open;
- (f) There was a strong view that the alternative option of a raised crossing at the Capital City Trail for Brunswick Street North was not sufficient to address the traffic and safety issues. A petition signed by 47 residents of Brunswick Street North was also submitted requesting a closure. See **Attachment 4**. The group requested alternative options be considered. Additional consultation was subsequently undertaken, with five alternative options proposed. These options are outlined in Table 3;
- (g) Proposed treatment 7B and 8B – Raised priority crossing for pedestrians/cyclists of Capital City Trail at the intersections of Rae Street and Brunswick Street North. The proposed treatments received good levels of support from the community. However, as stated above, further options in addition to the raised priority crossings were requested;

- (h) Proposed treatment 9 – No right turn from Miller Street into St Georges Road, 4-6pm Monday to Friday. Merri Creek Primary School expressed concerns regarding the impact the proposed turn ban would have on parents collecting children from after school care. It was advised that the preferred alternative route would be to exit via Holden Street and that dedicated right turn signals could be advocated to VicRoads to improve access to St Georges Road. The benefits of the proposed turn ban were agreed and it was recommended to proceed with this treatment;
  - (i) Proposed treatment 20A/B – Close laneway behind 1-37 Rae Street (residents accepted) or No Entry to laneway from York Street (northbound only from Alexandra Parade). The preferred option, based on the results of the community consultation, was for a No Entry to the laneway at York Street (i.e. northbound only from Alexandra Parade) and this was generally supported by the group; and
  - (j) Proposed treatment 21 – Partial road closure on Rae Street – no exit to Alexandra Parade. There was general agreement from the group to the partial road closure and it was recommended to proceed.
26. Some members of the working group expressed a level of frustration with the LAPM process. Feedback from the group included the process being delayed, too lengthy, with a reliance on community consultation instead of technical expertise. There were also concerns raised by the group and through the consultation that underlying transport and planning issues extend beyond the LAPM boundaries and municipality, and consequently need to be addressed by Council.
  27. Council Officers note the concerns raised. A review of the LAPM Policy (**Attachment 2**) is proposed to be conducted in 2019 to clarify and consider the scope, noting the transition from traffic management to place making, changes to community engagement tools, and feedback from the community and internal stakeholders.
  28. Some group members were concerned that the results of the Like/Dislike survey process may have been unduly influenced by respondents living outside the LAPM precinct or not directly impacted by the treatments.
  29. The Like/Dislike survey data is a tool that assists Council Officers to understand the level of community support for proposed treatments. Council Officers' expert assessment of the likely effectiveness of treatments forms the basis for decision making and formulation of the recommended LAPM plan.
  30. The LAPM Policy (**Attachment 2**) does not specifically define who should be counted in the community consultation, however previous LAPM studies have focussed on the feedback of those living in the LAPM precinct and those directly-impacted in the street.
  31. Further assessment of the Stage Two consultation results was undertaken to restrict to LAPM 3 respondents only and remove any duplicate email responses. Responses were also limited to one response per property address as another parity check. Table 2 shows the feedback from respondents living in the LAPM precinct, and only in the context of those proposals that impacted vehicle access using entry bans and closures.
  32. The assessment does not indicate that the survey results were skewed by those respondents living outside the LAPM precinct. The levels of support for treatments by all respondents (Table 1) were similar to the level of support by LAPM 3 respondents only (Table 2) with the exception of the Capital City Trail closure at Rae Street (7A) which was not supported by LAPM 3 respondents only.

**Table 2: Stage Two consultation results for draft LAPM 3 plan by Scotchmer-North Fitzroy respondents only – based on email and property address (in bracket)**

Number	Description	Responses	Like	Dislike
1	Install median island on Miller St to stop right turns in and out of Rae St and White St (cyclists excepted)	108 (100)	53% (52%)	47% (48%)

3	No right turn from Nicholson St into Miller St 4pm-6pm Mon-Fri	56 (40)	37% (36%)	63% (64%)
4	No right turn from Nicholson St into Clausen St 4pm-6pm Mon-Fri	40 (36)	42% (44%)	58% (56%)
5	No right turn from Nicholson St into Barkly St 4pm-6pm Mon-Fri	40 (38)	45% (45%)	55% (55%)
7A	Close Rae St at Capital City Trail and expand parkland	101 (89)	48% (48%)	52% (52%)
8A	Close Brunswick St North at Capital City Trail and expand parkland	139 (120)	35% (36%)	65% (64%)
9	No right turn from Miller St into St Georges Rd 4pm-6pm Mon-Fri	40 (36)	73% (75%)	27% (25%)
20A	Close laneway west of Rae St (residents excepted)	20 (18)	85% (83%)	15% (17%)
20B	No entry to laneway behind 1-37 Rae St from York St, make northbound only from Alexandra Pde	32 (28)	84% (82%)	16% (18%)
21	Partial road closure on Rae St - No exit to Alexandra Pde	84 (72)	55% (51%)	45% (49%)

33. Based on the Table 2 results above, the working group generally accepted the recommended treatments, with the exception of the proposed Capital City Trail closures at Rae Street (7A) and Brunswick Street North (8A).

The pros and cons of the proposed Capital City Trail closures were debated by the working group. Issues raised included the traffic impact to surrounding streets if one or both closures occurred, the impact to Fitzroy North local traffic movements, and that safety and traffic issues would remain or be exacerbated by the raised priority crossings.

34. The working group recommended that Council further investigate treatment options for Rae Street and Brunswick Street North in the vicinity of the Capital City Trail, and consult further with the community.

Stage Three – Further consultation on Rae Street and Brunswick Street North at Capital City Trail (November and December 2018)

35. O'Brien Traffic undertook a further assessment of various options for Rae Street and Brunswick Street North in the vicinity of the Capital City Trail, to address continued traffic and safety concerns. See **Attachment 5**.
36. Council Officers reviewed the report and proposed five options that could be installed in conjunction with the preferred raised priority crossings on the Capital City Trail at Rae Street and Brunswick Street North. See **Attachment 6** for details of each option and a “pros and cons” list.
37. An information postcard for *Taking it to the streets – North Fitzroy* was sent to all properties in the study area and 500 Moreland properties between May Street and Glenlyon Road, Fitzroy North. Further promotion was provided on Council’s *Your Say Yarra* page and an email sent to previously registered LAPM 3 participants.
38. During Stage Three we received:
- (a) Feedback from 679 users on *Your Say Yarra*;
  - (b) 22 emails and phone calls; and



- (c) 25 visitors attended a drop-in session at Holden Street Neighbourhood House on 10 December 2018.

- 39. As per the further assessment of the Stage Two consultation results, the Stage 3 results were also assessed to ensure that the results were not skewed by respondents living outside the LAPM 3 precinct. Any duplicate email responses were removed and responses were limited to one response per property address.
- 40. Table 3 details the results of the Stage 3 consultation.

**Table 3: Stage Three consultation results for alternatives to closures of Rae Street and Brunswick Street North at Capital City Trail by Scotchmer-North Fitzroy respondents only – based on email and property address (in bracket)**

Treatment Option	Responses	Like	Dislike	Not Sure
<b>Option 1</b> - Right turn bans in the morning and afternoon peak from Holden St into Brunswick St North	404 (304)	36% (37%)	55% (53%)	9% (10%)
<b>Option 2</b> – Install median island on Holden St at Brunswick St North preventing right turns in and out	406 (305)	14% (13%)	81% (81%)	5% (6%)
<b>Option 3</b> – Install median island on Holden St at Brunswick St North and Dean St preventing right turns in and out	410 (309)	28% (28%)	67% (66%)	5% (6%)
<b>Option 4</b> - Rae St closure at Capital City Trail and Brunswick St North northbound closure at Park St	403 (303)	11% (13%)	82% (79%)	7% (8%)
<b>Option 5</b> - Combined full closure of Rae St and Brunswick St North at the Capital City Trail	412 (309)	26% (23%)	72% (75%)	2% (2%)

- 41. Based on the Stage Three feedback it is apparent that the wider community does not support further treatments to restrict vehicle access to Rae Street and Brunswick Street North, with respondents generally opposed to all options. It should be noted that the exception to this was feedback from respondents that live in Brunswick Street North, with 74% of these respondents in support of Option 5, the full closure of Rae Street and Brunswick Street North.
- 42. VicRoads’ most recent available crash statistics for the five year period ending January 2019 were obtained for the section of Brunswick Street North between Holden Street and Scotchmer Street. Seven crashes were recorded as follows:
  - (a) 18 May 2015, cyclist travelling south on Brunswick St North was struck by a car turning left into Scotchmer St;
  - (b) 3 July 2015, cyclist travelling eastbound on Capital City Trail was struck by car travelling south on Brunswick St North. Cyclist failed to give way;
  - (c) 16 February 2016, cyclist travelling eastbound on Capital City Trail was struck by car travelling south on Brunswick St North. Cyclist failed to give way;
  - (d) 19 April 2016, cyclist travelling eastbound on Capital City Trail was struck by car travelling south on Brunswick St North. Cyclist failed to give way;
  - (e) 23 June 2016, cyclist travelling westbound on Scotchmer Street was struck by a car turning right into Brunswick St North. Cyclist was riding illegally on footpath;

- (f) 7 December 2016, cyclist travelling westbound on Holden Street was struck by a car turning right into Brunswick St North. Driver failed to give way; and
  - (g) 14 March 2018, cyclist travelling eastbound on Scotchmer Street was struck by a car travelling southbound on Brunswick St North. Driver failed to give way.
43. These statistics show there is a specific road safety issue at the intersection of the Capital City Trail and Brunswick St North, with three recorded crashes involving cyclists and cars at this location. The remaining four crashes are located either at the Holden Street or Scotchmer Street intersections with Brunswick St North and relate to cars/cyclists failing to give way or in one instance a cyclist riding illegally on the footpath.
44. There have been no reported crashes along the length of Brunswick St North between Holden Street and Scotchmer Street (excepting the cluster at the intersection with the Capital City Trail) over the five year period ending January 2019. A road closure of Brunswick St North would not make a significant improvement to cyclist safety at the Holden Street or Scotchmer St intersections.
45. Officers therefore recommend that raised priority crossings be installed at the Capital City Trail as these treatments will address the recorded crashes at these locations, and were strongly supported by the Stage Two Consultation results. In addition, officers also recommend the following treatments to address the traffic speed in Brunswick St North:
- (a) Install kerb extensions to narrow the road at the intersection with Park Street;
  - (b) Upgrade the existing speed humps to Council standard and install kerb extensions at the speed humps to narrow the road between Park Street and Scotchmer Street;
  - (c) Upgrade the existing speed humps to Council standard between Scotchmer Street and St Georges Road; and
  - (d) Install line marking to visually narrow the vehicle lanes.

Stage Four – Recommended LAPM plan (February 2019)

46. An information postcard for *Taking it to the streets – Fitzroy North* was sent to all properties in the study area and 500 properties in Moreland to view the recommended LAPM 3 plan online, request a hard copy and invited interested parties to attend the Council meeting where the recommended plan for the Scotchmer-North Fitzroy precinct will be considered.
47. Further promotion was provided via an email to 457 registered LAPM 3 participants.
48. The recommended LAPM 3 plan is summarised in Table 4. The recommended LAPM 3 plan is found as **Attachment 1**. The consultant final report for LAPM 3 is found as **Attachment 7**.

**Table 4: Recommended LAPM 3 plan for Scotchmer-North Fitzroy**

Number	Description
1	Install median island on Miller St to stop right turns in and out of Rae St and White St (cyclists excepted)
2	Upgrade existing give way slow points on Miller St with full width speed humps and bike cut throughs, and expand garden beds where possible
3	No right turn from Miller St into St Georges Rd 4pm-6pm Mon-Fri
4	Change stop priority on Rae St and Barkly St, modify islands
5	Widen median island and install cyclists holding rails on Holden Street at Rae St intersections
6	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Rae St
7	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Brunswick St North

8	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Rae St
9	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Brunswick St North
10	Install kerb extensions to narrow the road, upgrade speed humps and line marking in Brunswick Street North
11	Zebra crossing and bike sharrows at roundabout of Reid St and Rae St
12	Advocate VicRoads for redesign of intersection of Reid St / Alfred Cres / St Georges Rd, such as traffic signals, relocation of nearby pedestrian crossing and tram stop upgrade
13	Zebra crossing and bike sharrows at roundabout of St Georges Rd South, Rae St and Church St
14	Kerb extensions and new traffic islands at Freeman St and St Georges Rd South
15	Kerb extensions and new traffic islands at Freeman St and Rae St
16	Zebra crossing and bike sharrows at roundabout of Newry St and St Georges Rd South
17	Zebra crossing and bike sharrows at roundabout of Newry St and Rae St
18	Install "No access to Alexandra Pde, Local Residents Only" sign to deter through traffic using York Place
19	Zebra crossing and bike sharrows at roundabout of York St and Rae St
20	Close laneway west of Rae St (residents excepted)
21	Partial road closure on Rae St - No exit to Alexandra Pde

49. It should be noted that Treatment 4 to change the stop priority at the cross-intersection of Rae Street and Barkly Street was not consulted on during Stage Two. It was however identified by community members during the consultation process. Council Officers are satisfied that this treatment, combined with modifications to the existing traffic islands, provides safety benefits for all road users at the intersection and improves cycling along Rae Street. The treatment does not impact local access.
50. It should be noted that Treatment 10 to install kerb extensions to narrow the road, upgrade speed humps and line marking in Brunswick St North was not consulted on during Stage 2 or Stage 3. As noted above, due to the fact that all proposed options to restrict vehicle access to Brunswick St North were not supported by the community, officers recommend Treatment 10 to address traffic speed in the street. The treatment dose not impact local access.
51. Arterial roads are managed by VicRoads, the state road authority. As such any works on these roads require VicRoads approval. A list of priority projects on the arterial roads has also been formulated through the LAPM 3 study. The recommended priority projects on the arterial roads for advocacy to VicRoads are listed in Table 5.

**Table 5: Priority projects for advocacy to VicRoads in Scotchmer-North Fitzroy LAPM 3**

VicRoads road	Projects to advocate
Brunswick Street and St Georges Road	<ul style="list-style-type: none"> <li>• A reduced speed limit</li> <li>• Tram stop upgrades</li> <li>• Widen crossing point at Capital City Trail to maximise capacity for pedestrians and bike riders crossing at the traffic lights</li> <li>• Holden St intersection - right turn signals in and out of Holden Street, bike signal head starts</li> </ul>

	<ul style="list-style-type: none"> <li>• Scotchmer Street intersection - right turn signals in and out of Scotchmer Street, bike signal head starts</li> <li>• Raised threshold treatments at side street intersections for improved pedestrian access</li> <li>• Redesign of the intersection of Reid St and Alfred Cres, such as traffic signals, relocation of nearby pedestrian crossing and tram stop upgrade.</li> </ul>
Nicholson Street	<ul style="list-style-type: none"> <li>• A reduced speed limit</li> <li>• Tram stop upgrades</li> <li>• Widen crossing point at Capital City Trail to maximise capacity for pedestrians and bike riders crossing at the traffic lights</li> <li>• Raised threshold treatments at side street intersections for improved pedestrian access.</li> </ul>
Alexandra Parade	<ul style="list-style-type: none"> <li>• More time for pedestrians and trams to cross Alexandra Parade on Nicholson Street and Brunswick Street.</li> </ul>

52. A copy of the recommended traffic management plan has been referred to Ambulance Victoria, Metropolitan Fire Brigade and Victoria Police and no objections were received.

**Internal Consultation (One Yarra)**

53. The following Council teams were consulted through the study:

- (a) Economic Development;
- (b) Compliance;
- (c) Construction Management;
- (d) City Works;
- (e) Waste Management and Cleansing;
- (f) Engineering Services;
- (g) Asset Management;
- (h) Open Space Planning and Design;
- (i) Open Space Planning Maintenance;
- (j) Parking Management;
- (k) Statutory Planning;
- (l) Strategic Transport;
- (m) Social Policy; and
- (n) Urban Design.

54. The following internal feedback was provided:

- (a) Open Space Planning and Design advised that the *Inner Circle Railway Linear Park Reserve Masterplan 2006* refers to the intersection of Brunswick Street North and the Capital City Trail as requiring traffic management and safety improvements in regards to cyclist movements. Traffic Engineering will work closely with Open Space Planning and Design during the detailed design stage for the raised priority crossings at Brunswick Street North and Rae Street;
- (b) Waste Management and Cleansing identified general issues related to waste service vehicle access. Traffic Engineering will work closely with Waste Management and Cleansing to ensure that designs can accommodate waste service vehicles;
- (c) Strategic Transport contributed to the discussion regarding bike infrastructure in the precinct, such as bike lanes, conflict points and bike parking opportunities; and

- (d) Several suggestions were received during the Stage One consultation for trees and landscaping. These were referred to Council’s Urban Design and City Works teams for consideration as part of the annual street tree program for new and replacement trees. Suggestions for trees in the median of St Georges Road South, between Brunswick Street and Nicholson Street, were investigated and ruled out due to underground services.

**Financial Implications**

55. Implementation of the recommended plan has been estimated to cost approx. \$1.94M (excl. GST). The cost estimate is detailed in Table 6, and has been split into two portions:
- (a) Traffic Management – Traffic treatments and lighting costs; and
  - (b) Place Making – Infrastructure such as kerb and footpath works, drainage, landscaping.

**Table 6: Cost estimates for Recommended LAPM 3 plan**

Number	Description	Traffic Management	Place Making	Cost estimate
1	Install median island on Miller St to stop right turns in and out of Rae St and White St (cyclists excepted)	\$40,000	\$10,000	\$50,000
2	Upgrade existing give way slow points on Miller St with full width speed humps and bike cut throughs, and expand garden beds where possible	\$350,000	\$100,000	\$450,000
3	No right turn from Miller St into St Georges Rd 4pm-6pm Mon-Fri	\$1,000	\$Nil	\$1,000
4	Change stop priority on Rae St and Barkly St, modify islands	\$75,000	\$10,000	\$85,000
5	Widen median island and install cyclists holding rails on Holden Street at Rae St intersections	\$50,000	\$10,000	\$60,000
6	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Rae St	\$150,000	\$20,000	\$170,000
7	Give pedestrians and bike riders on Capital City Trail priority with a raised crossing at Brunswick St North	\$160,000	\$30,000	\$190,000
8	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Rae St	\$23,000	\$15,000	\$38,000
9	Zebra crossing and bike sharrows at roundabout of Scotchmer St and Brunswick St North	\$23,000	\$15,000	\$38,000

10	Install kerb extensions to narrow the road, upgrade speed humps and line marking in Brunswick Street North	\$80,000	\$100,000	\$180,000
11	Zebra crossing and bike sharrows at roundabout of Reid St and Rae St	\$40,000	\$60,000	\$100,000
12	Advocate VicRoads for redesign of intersection of Reid St / Alfred Cres / St Georges Rd, such as traffic signals, relocation of nearby pedestrian crossing and tram stop upgrade	\$Nil	\$Nil	\$0
13	Zebra crossing and bike sharrows at roundabout of St Georges Rd South, Rae St and Church St	\$30,000	\$18,000	\$48,000
14	Kerb extensions and new traffic islands at Freeman St and St Georges Rd South	\$110,000	\$50,000	\$160,000
15	Kerb extensions and new traffic islands at Freeman St and Rae St	\$110,000	\$30,000	\$140,000
16	Zebra crossing and bike sharrows at roundabout of Newry St and St Georges Rd South	\$33,000	\$55,000	\$88,000
17	Zebra crossing and bike sharrows at roundabout of Newry St and Rae St	\$23,000	\$15,000	\$38,000
18	Install "No access to Alexandra Pde, Local Residents Only" sign to deter through traffic using York Place	\$500	\$Nil	\$500
19	Zebra crossing and bike sharrows at roundabout of York St and Rae St	\$33,000	\$15,000	\$48,000
20	Close laneway west of Rae St (residents excepted)	\$1,000	\$Nil	\$1,000
21	Partial road closure on Rae St - No exit to Alexandra Pde	\$40,000	\$10,000	\$50,000
	Total Cost	\$1,372,500	\$563,000	\$1,935,500

56. Many of the additional costs associated with the Place Making portion in Table 6 (approx. \$563,000) can be attributed to correcting existing site issues such as realigning and widening pedestrian pram ramps and median island openings, improving pram ramp grades to be DDA compliant, and upgrading drainage. Historical footpath and road design in the precinct does not meet current engineering and DDA standards in many locations. Whilst the proposed treatments could be implemented at a lower cost (approx. \$1,372,500) by limiting works to line marking and signage, this would not provide the best place making, accessibility and safety outcomes for the community, especially vulnerable road users such as the elderly, children and the mobility impaired.
57. Significant costs are also associated with upgrade of lighting for proposed zebra crossings.
58. Additional costs are also required in LAPM 3 to amend, supply and install bluestone treatments as required under the Road Material Policy due to the Heritage Overlay in the precinct.
59. The recommended plan contributes to place making by improving pedestrian and cyclist infrastructure, as well as providing opportunities for landscaping located within kerb extensions and other infrastructure.
60. With any new infrastructure, there are ongoing maintenance and renewal costs. These will be referred to the annual budget process as part of the operational budget to ensure appropriate maintenance of these assets.
61. Funding allocation for all LAPM related studies and works has been submitted to Council's Capital bids program 2019/2020 for \$1M. This reflects the commitment Council made in 2016 to match the VicRoads grant allocation of \$1M towards LAPM works in Yarra over 2017/18, 2018/19 and 2019/20.
62. The implementation of the recommended LAPM plan for the Scotchmer-North Fitzroy precinct (LAPM 3) can commence in July 2019 with up to \$500,000 (excl. GST) of works in the first year.
63. The remaining works to implement LAPM 3 will be subject to the annual Capital Works Program budget process with proposed allocations of an additional \$720,000 (excl. GST) in 2020/2021 and \$720,000 (excl. GST) in 2021/2022.
64. Opportunities to fund LAPM treatments through other mechanisms will be considered including:
  - (a) Future capital road works such as road reconstruction;
  - (b) Future utility service road works such as for water mains;
  - (c) Future private development contributions or public realm improvements;
  - (d) Australian Government Black Spot Program; and
  - (e) Other Council or Victorian Government projects.

### **Economic Implications**

65. There are no economic implications associated with the recommended plan.

### **Sustainability Implications**

66. The recommended LAPM 3 plan and priority projects for advocacy to VicRoads improves pedestrian and cyclist safety and connectivity, thus supporting sustainable transport options and usage. Sustainable materials will be utilised where appropriate.

### **Social Implications**

67. LAPMs are designed to consider community needs, and to deliver a safer environment and improved amenity.

### **Human Rights Implications**

68. There are no identified human rights implications associated with this report.

### **Communications with CALD Communities Implications**

69. A language advisory panel was included in all consultation material including contact details and reference number to access Council's interpreter service.

### **Council Plan, Strategy and Policy Implications**

70. Objective Six of the Council Plan 20117-2021 refers to A Connected Yarra, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed. The Plan includes Strategy 6.1 Manage traffic movement and promote road safety within local roads specifically identifies the Local Area Place Making program (Initiative 6.1.1).
71. The road materials used will be in line with Council's Infrastructure – Road Materials Policy.
72. Council's Strategic Transport Statement 2012 commits to improve pedestrian crossings, facilities and priority projects.

### **Legal Implications**

73. Council has an overall obligation under the *Road Management Act 2004* to manage the local road network in a manner that gives due consideration to community safety.
74. Approval for all Major Traffic Control Items will be sought from VicRoads.

### **Other Issues**

75. The proposed Council funding for LAPMs in 2019/2020 enables Council to deliver on its commitment to contribute 50:50 to match the \$1M grant provided by VicRoads for the investigation and delivery of projects that improve road safety on local streets.
76. Traffic management and place making remain some of the highest priorities for our community. The LAPM process is proven to be a successful model for planning and implementing upgrades in partnership with the community. As precincts continue to evolve, there will be an ongoing need for Council to fund LAPM studies and projects into the future.

### **Conclusion**

77. A recommended LAPM plan has been developed for the Scotchmer-North Fitzroy precinct (LAPM 3) in consultation with the community and through an evidence-based analysis.
78. A priority list of traffic management treatments for delivery on arterial roads has been formulated to advocate to VicRoads for implementation.
79. Implementation of the recommended LAPM plan for the Scotchmer-North Fitzroy precinct (LAPM 3) can commence in July 2019 with up to \$500,000 (excl. GST) of works in the first year, subject to the allocation of funding in the 2019/20 budget.
80. The remaining works will be subject to allocation in future budgets, with officers proposing a funding split in the order of \$720,000 (excl. GST) allocated in 2020/2021 and \$720,000 (excl. GST) allocated in 2021/2022. Officers recommend spreading the expenditure over multiple years, primarily to ensure the project is fundable in the context of all other Council priorities, and noting the expenditure already approved for LAPMS works in precincts 13 and 19 over this period.



## RECOMMENDATION

1. That Council:
  - (a) endorses the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Scotchmer-North Fitzroy precinct (LAPM 3);
  - (b) endorse the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation;
  - (c) notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program;
  - (d) notes that implementation of the recommended LAPM plan for the Scotchmer-North Fitzroy precinct (LAPM 3) can commence in July 2019, pending confirmation of \$500,000 (excl. GST) currently contained in the draft 2019/20 Budget, which will be determined in June 2019;
  - (e) refers this amount to the 2019/20 Budget process for consideration; and
  - (f) notes the remaining works to implement traffic management and place making treatments identified for LAPM 3 will be subject to funding consideration in future budgets, with Officers proposing a funding split in the order of \$720,000 (excl. GST) allocated in 2020/2021 and \$720,000 (excl. GST) allocated in 2021/2022.

**CONTACT OFFICER:** Dennis Cheng  
**TITLE:** Manager Traffic and Civil Engineering

### Attachments

- 1 [⇒](#) Fitzroy North recommended LAPM 3 plan Feb 2019
- 2 [⇒](#) Local Area Place Making LAPM Policy 2017
- 3 [⇒](#) Taking it to the streets - North Fitzroy LAPM Draft LAPM plan brochure June 2018
- 4 [⇒](#) Brunswick Street North closure resident petition
- 5 [⇒](#) Alternatives to Rae Street and Brunswick Street closure at Capital City Trail report - O'Brien Traffic November 2018
- 6 [⇒](#) Alternative options for Rae Street and Brunswick Street North closure at Capital City Trail November 2018
- 7 [⇒](#) LAPM 3 Scotchmer North Fitzroy final report O'Brien Traffic January 2019

---

**11.4 Trial Mid-Block Road Closure on Gleadell Street**


---

## Executive Summary

### Purpose

To present to Council a report as requested on the option of trialling a mid-block closure of Gleadell Street to through traffic and recommendations to improve pedestrian and cyclist safety on Gleadell Street.

### Key Issues

The process for trialling a mid-block closure of Gleadell Street is covered by the *Local Government Act 1989* which includes provisions for the closure of roads. Council would be required to submit a detailed traffic engineering assessment of any road closure proposal to VicRoads, as well as undertake a community engagement on the proposal.

Any trial mid-block closure of Gleadell Street would be expected to take nine months for the assessment, consultation and approval process to be completed.

The current preferred approach to considering major changes to local streets and giving full consideration to local needs, is through a wider area study such as a Local Area Place Making (LAPM) process. This precinct requires considerable analysis due to the many different land uses and the significant stakeholder usages of these spaces. An overall traffic, access and movement study should be undertaken before any significant decisions are made.

The Highett Precinct (LAPM 15), which includes Gleadell Street, is third highest in priority for study and is nominally planned to commence in three years' time, subject to future priority assessment and funding allocation. Officers believe this is good timing for consideration of traffic treatments in this precinct given the changes currently occurring in the precinct, and expect the potential impact of more students moving between both campuses of Richmond High School will be better understood by then.

However, if Council resolved to progress with a trial more immediately, three short term options to improve pedestrian and cyclist safety on Gleadell Street have been identified by Council officers. These include installation of a raised threshold treatment at the intersection of Gleadell Street and Highett Street, possible changes to the car parking arrangements to allow installation of a cycle lane on the west side of Gleadell Street, and consideration of making the street one-way for vehicular traffic.

### Financial Implications

A traffic, access and movement study would require consultants to undertake an analysis which would require funding. Other options are costed below for Council's information.

#### Option 1: Temporary mid-block closure of Gleadell Street

The assessment required by VicRoads pursuant to the Local Government Act to determine the potential impacts and undertake the necessary community consultation is estimated to cost in the order of \$40,000. There is currently no budget allocation for the required assessment and consultation.

The lowest cost infrastructure option for a trial mid-block road closure would be in the order of \$3,000, with post-implementation survey cost of \$5,000.

#### Option 2: Raised threshold treatment on Gleadell Street at Highett Street

The cost to design and build a raised threshold treatment on Gleadell Street at Highett Street intersection is estimated at approximately \$150,000.

Option 3: Cycle lane on the west side on Gleadell Street

The cost for changing to parallel parking and installing a cycle lane is estimated at approximately \$20,000. The loss of approximately 30 car parking spaces would have a financial impact to Council of approximately \$30,000 per annum.

Option 4: Convert Gleadell Street to one-way

The assessment required by VicRoads pursuant to the Local Government Act to determine the potential impacts and undertake the necessary community consultation is estimated to cost in the order of \$40,000. There is currently no budget allocation for the required assessment and consultation.

The minimum capital cost for implementing one-way starts at approximately \$100,000, with post-implementation survey cost of \$5,000.

Officers note that Options 1, 3 and 4 may result in the reallocation of traffic movements into nearby streets. The current preferred approach to considering major changes to local streets and giving full consideration to local needs, is through the Local Area Place Making (LAPM) process.

**PROPOSAL**

1. That Council:
  - (a) notes the process pursuant to Schedule 11, 10(1)(c) of the *Local Government Act 1989* required to trial a road closure on Gleadell Street;
  - (b) refers the consideration of a road closure and other possible traffic management treatments on Gleadell Street to the LAPM 15 (Highett Precinct) study which will consider traffic needs and impacts across the whole neighbourhood bound by Bridge Road, Burnley Street, Church Street and Victoria Street, Richmond;
  - (c) consider implementing Option 2; a raised threshold treatment on Gleadell St at its intersection with Highett Street, noting that this would require a budget allocation in the order of \$150,000, which has not been budgeted for at this stage; and
  - (d) considers an allocation of \$150,000 for these works as part of the 2019/20 budget deliberations.

---

## 11.4 Trial Mid-Block Road Closure on Gleadell Street

---

Trim Record Number: D19/12947

Responsible Officer: Director City Works and Assets

### Purpose

1. To present an update to Council on the option of trialling a mid-block closure of Gleadell Street to through traffic and recommendations to improve pedestrian and cyclist safety on Gleadell Street.
2. This report was requested by Council at its meeting on 16 October 2018.

### Background

3. At its meeting on 16 October 2018, Council adopted the following Resolution;

*“That Council:*

*(a) receives a further report in February 2019 which includes:*

- (i) a process for undertaking a trial mid-block road closure on Gleadell Street; and*
- (ii) recommendations for measures to immediately improve pedestrian and cycling safety on Gleadell St, including at the intersections of Bridge Rd and Highett St;”*

#### Precinct approach

4. It is important that this Council request is considered in the context of the broader precinct.
5. The new Richmond High School land use is a further important aspect to the precinct.
6. The following section however addresses the specific Council resolution from the Council Meeting on 16 October 2018.

#### Process for trialling a mid-block road closure

7. The *Local Government Act 1989* (the Act) includes provisions for the closure of roads. Permanent and temporary road closures are treated the same under the Act. Under the provisions, any person or organisation has the right to make a submission on a road closure proposal and VicRoads is required to review the proposal and prepare a report for Council to consider.
8. Council would be required to submit a detailed traffic engineering assessment of any road closure proposal to VicRoads. The traffic assessment would involve data collection (e.g. traffic volume and speed counts, origin/destination surveys and intersection and queuing surveys), analysis and modelling. The assessment must identify potential impacts of the road closure and note how those impacts can be mitigated. In addition to this, VicRoads requires a summary of public submissions relating to the road closure proposal in the information provided by Council.
9. An independent traffic consultant would need to be engaged to undertake the traffic assessment for the proposal as Council does not have the required computer software to perform the traffic modelling work.
10. VicRoads would require a minimum of one month following receipt of the traffic assessment to consider its position and prepare a report to Council.
11. Following receipt of the VicRoads report to Council, the community can be consulted on the trial closure based on the key findings of the traffic assessment and VicRoads report.

12. In line with Section 223 of the Local Government Act, the consultation period will be a minimum of 28 days following the date on which the public notice is published. There would also be a requirement to cater for any person who wishes to make their submission in person at a meeting of the Council.
13. A final report which considers feedback from VicRoads and any further community submissions would then be provided to Council for Council consideration and a decision.
14. Should Council decide to pursue the trial closure of Gleadell Street, it is expected to take nine months for the assessment, consultation and approval process to be completed. (See **Attachment 1**).
15. Whilst officers strongly support undertaking trials and view road closures as an effective measure to reduce through traffic and improve safety for road users, it should be noted that the installation of temporary traffic signage and bollards alone, whilst providing a low-cost solution, may impact the visual amenity of the street if implemented without strategic consideration to urban design.
16. The current preferred approach to considering major changes to local streets and giving full consideration to local needs, is through a precinct wide approach such as the Local Area Place Making (LAPM) process.
17. Decision making in the LAPM process is determined on an evidence based approach with treatments identified and developed based on the input of the wider community. The strategic approach adopted in LAPMs ensures that the key traffic issues are addressed by selecting treatments which benefit the broader precinct rather than considering individual streets in isolation. The process also enables improvements to the public realm through integrating urban design and place making into decisions about designing streets.
18. The collaborative approach of the LAPM process also enables the community to work from first principles in the consideration of traffic treatments based on a range of options and an informed position. This approach ensures that traffic treatments are not considered in isolation, as well as limiting some of the risks associated with locking in the outcome or proposal before the impacts and potential trade-offs are identified and tested with the community.

#### Status on Council's LAPM program

19. Council has committed to a three year LAPM program. LAPM studies will be undertaken in Scotchmer (LAPM 3) and North Carlton (LAPM 2) in 2018/19, followed by delivery in subsequent years. Completed LAPM studies in Princes Hill (LAPM 1), Rose (LAPM 9), Gold (LAPM 10), Abbotsford (LAPM 13) and Bendigo (LAPM 19) are planned to be delivered over the next two to three years.
20. Each year, officers identify which precincts are the highest priority for a LAPM study (see **Attachment 2**). Officers have completed the annual prioritisation ranking assessment and identified that East Clifton Hill (LAPM 6) is the next highest priority for study, followed by West Clifton Hill (LAPM 5).
21. The Highett Precinct (LAPM 15), which includes Gleadell Street, is third highest in priority for study and is nominally planned to commence in three years' time, subject to future priority assessment and funding allocation. Officers will continue to monitor changes in the precinct – including any road safety issues within the vicinity of the Richmond High School as it expands over the coming years – and adjust the priority ranking as appropriate.

#### Short-term options to improve pedestrian and cyclist safety on Gleadell Street

22. VicRoads' most recent available crash statistics for the five year period ending January 2019 were obtained for Gleadell Street. Three crashes were recorded as follows:
  - (a) 11 January 2019, cyclist travelling westbound on Highett Street was struck by a car turning right into Gleadell Street;

- (b) 19 January 2017, cyclist travelling westbound on Highett Street was struck by a car turning left out of Gleadell Street; and
  - (c) 6 October 2016, cyclist travelling eastbound on Bridge Road was struck by a car turning left into Gleadell Street.
23. These statistics show there is an over representation of crashes involving vehicles turning into or out of Gleadell Street and into the path of cyclists travelling along Highett Street and Bridge Road. There have been no reported crashes along Gleadell Street over the five year period ending January 2019. A mid-block closure of Gleadell Street would not make a significant improvement to cyclist safety at the intersections.
  24. A cyclist volume survey undertaken in October 2018 indicated that in the AM peak period (7am-9am) there were 23 cyclists using Gleadell Street. In the PM peak period (5pm-7pm) 21 cyclists were recorded using Gleadell Street. These volumes are considered to be consistent with Gleadell Street's status as a local road, and do not indicate that Gleadell Street is currently used as a cyclist commuter route.
  25. In September 2018 a raised pedestrian crossing was built on Gleadell Street in front of Richmond High School to improve pedestrian connectivity and safety. Further detailed investigation and surveys are required to assess the effectiveness of this pedestrian crossing.
  26. Introducing raised threshold treatments on Gleadell Street at its intersections with Bridge Road and Highett Street would be the most effective treatment to reduce the likelihood and severity of crashes at these locations.
  27. Raised threshold treatments are considered an effective measure to improve the street environment by providing visual cues to car drivers that vulnerable road users are in the area. The physical level difference introduced by raised threshold treatments also lowers the speed of vehicles.
  28. Raised threshold treatments were installed along Wellington Street between Alexandra Parade and Johnston Street as part of the Victorian Government Blackspot Program. These treatments have reduced both the frequency and severity of incidents involving vulnerable road users travelling on Wellington Street and cars turning into or out of side streets.
  29. VicRoads is in the process of altering the intersections along Bridge Road to extend the kerbs and raise the pavement as part of their Bridge Road Pedestrian Improvement Project. This project includes the installation of a raised threshold treatment on Gleadell Street at its intersection with Bridge Road and is expected to be delivered by the end of FY 2018/19.
  30. The process for raising the pavement on Gleadell Street at its intersection with Highett Street would require investigation of pedestrian access, all traffic modes using the street, drainage and underground services. A detailed design would be required to ensure all road users can be safely and conveniently accommodated. To undertake the design work for a raised threshold treatment would take approximately two months at a cost of \$10,000.
  31. There would be no requirement to seek VicRoads consent to consider a raised threshold treatment at Gleadell/Highett Streets.
  32. A report was presented to Council on 16 October 2018, outlining other options that could be considered to improve the safety of pedestrians and cyclists on Gleadell Street. These included possible changes to the car parking arrangements to allow installation of a cycle lane on the west side of Gleadell Street, and consideration of making the street one way for vehicular traffic.
  33. The inclusion of a bicycle lane on the west side of Gleadell Street would require a change from the existing 90 degree parking arrangement to parallel parking. This change would remove the risk of cars reversing into the proposed cycle lane and improve safety for both cyclists and crossing pedestrians.

34. The change of parking on the west side of Gleadell Street from 90 degree parking to parallel parking requires the loss of approximately 30 car parking spaces, and may have an impact on key stakeholders such as the Richmond Recreation Centre, Richmond Union Bowling Club, Gleadell Street Market and others. The process for changing to parallel parking requires community engagement with key stakeholders, and would take up to three months to complete.
35. There is no evidence of reported crashes involving cyclists and vehicles along the length of Gleadell Street, and this option is not recommended at this time.
36. Converting Gleadell Street into a one-way street, either northbound or southbound, would reduce the number of vehicle movements in the street and could improve safety for cyclists and pedestrians. Similarly to the mid-block road closure option, making Gleadell Street one-way may result in the reallocation of traffic movements into nearby streets. Officers would need to consider the possible impacts that either a northbound or southbound one-way system would have on local access and amenity, as well as road safety in the broader area.
37. The process for implementing one-way traffic on Gleadell Street is similar to a road closure and is treated in the same way under the Local Government Act. Should Council decide to pursue the one-way option, it would be expected to take nine months for the assessment, consultation and approval process to be completed.
38. There is no evidence of reported crashes involving cyclists and vehicles along the length of Gleadell Street, and this option is not recommended at this time.

#### **External Consultation**

39. Should Council proceed with the option to close Gleadell Street to through traffic, a number of key stakeholders would need to be consulted. These include Richmond Union Bowling Club, Richmond High School, Victorian School Building Authority (VSBA), Richmond Multicultural Children's Centre, Lynall Hall, Leo Berry Gym, Bridge Church, building owners and tenants in the precinct and Gleadell Street Market stall holders.
40. The Richmond High School principal has recently been consulted on the option to close Gleadell Street. It was agreed that further usage data should be collected once movement patterns associated with the school have been established. This data will assist in determining the appropriate option(s) for the street in consultation with the community and other stakeholders.
41. Gleadell Street Market stall holders have previously indicated concern with the removal of parking in the street associated with the recently installed raised pedestrian crossing at the Richmond High School. Additional consultation with stall holders on a trial mid-block closure would be required.

#### **Internal Consultation (One Yarra)**

42. Council's Urban Design Unit has been consulted and advised that the Bridge Road Streetscape Masterplan recognises that Gleadell Street be established as a civic hub to support community and institutional uses in the Town Hall and Gleadell Street Precinct. The Masterplan identifies traffic measures and a shared zone to focus on pedestrian priority and walking connections, as well as improved bicycle priority and access. A mid-block road closure may impact on the Urban Design intent for the Town Hall and Gleadell Street Precinct.
43. Council's Compliance and Parking Services team has been consulted on the option to close Gleadell Street. They advise undertaking further consultation with key stakeholders including Gleadell Street Market stall holders.
44. Richmond Recreation Centre has been consulted on the option to close Gleadell Street. Officers have advised that the Richmond Recreation Centre receives regular bus movements related to school swimming classes and other activities. A mid-block closure would impact bus movements as buses would not be able to turn around safely at the closure point.

Reversing or three point turn movements represent significant safety issues for buses and cyclists/pedestrians.

45. Removal of parking and infrastructure works to create a turning area may be possible, but would have impacts on parking availability to local traders, the Richmond Recreation Centre and Gleadell Street Market stall holders, and would also add significantly to the capital cost of the project.

### **Financial Implications**

#### Option 1: Temporary mid-block closure of Gleadell Street

46. Should Council decide to pursue the temporary road closure of Gleadell Street, the level of assessment required by VicRoads pursuant to the Local Government Act to determine the potential impacts and undertake the necessary community consultation is estimated to cost in the order of \$40,000. There is currently no budget allocation for the required assessment and consultation.
47. The lowest cost infrastructure option for a trial mid-block road closure would be the installation of signage and bollards, and temporary traffic management to provide a safe worksite. The cost of this infrastructure option is in the order of \$3,000 and would need to be allocated within existing budgets. There would be limited maintenance costs associated with this option.
48. There would be a need for Council to undertake traffic data collection on Gleadell Street and other nearby streets in order to monitor the impact of the road closure. The cost of these surveys would be in the order of \$5,000.

#### Option 2: Raised threshold treatment on Gleadell Street at Highett Street

49. The cost to design and build a raised threshold treatment on Gleadell Street at Highett Street intersection is estimated at approximately \$150,000.
50. As noted in paragraph 25 above, the raised threshold treatment option at Gleadell Street and Bridge Road is being delivered as part of the VicRoads Bridge Road Pedestrian Improvement Project.

#### Option 3: Cycle lane on the west side on Gleadell Street

51. The cost for changing to parallel parking and installing a cycle lane is estimated at approximately \$20,000. The loss of approximately 30 car parking spaces would have a financial impact to Council of approximately \$30,000 per annum.

#### Option 4: Convert Gleadell Street to one-way

52. Should Council decide to pursue the option making Gleadell Street one-way, the level of assessment required by VicRoads pursuant to the Local Government Act to determine the potential impacts and undertake the necessary community consultation is estimated to cost in the order of \$40,000. There is currently no budget allocation for the required assessment and consultation.
53. The capital cost for implementing one-way starts at approximately \$100,000. This would involve line marking, kerb extensions and signage as a minimum infrastructure cost.
54. There would be a need for Council to undertake traffic data collection on Gleadell Street and other nearby streets in order to monitor the impact of the conversion to one-way. The cost of these surveys would be in the order of \$5,000.

### **Economic Implications**

55. The permanent loss of on-street parking as a result of any road closure on Gleadell Street may have an adverse impact on the Gleadell Street Market, Richmond Recreation Centre, Bridge Road/Church Street shops and eating establishments.

### **Sustainability Implications**

56. There are no sustainability issues arising from the recommendations contained in this report.



### **Social Implications**

57. Implementation of a raised threshold treatment on Gleadell Street at its intersection with Highett Street could provide social benefits such as public seating and gathering spaces, as well as improvements to road safety.

### **Human Rights Implications**

58. There are no human rights issues arising from the recommendations contained in this report.

### **Communications with CALD Communities Implications**

59. There is no communication with CALD communities required for this report.

### **Council Plan, Strategy and Policy Implications**

60. Implementation of a raised threshold treatment on Gleadell Street at its intersection with Highett Street to provide a safer environment for road users is in line with Council's Safe Travel Strategy.

### **Legal Implications**

61. There are no legal implications arising from the recommendations contained in this report.

### **Other Issues**

62. Council officers regularly receive requests from members of the community for Council to close roads across the municipality to address issues such as traffic using local roads as opposed to using arterial roads. In each case, members of the community are advised that road closures will only be considered as part of the LAPM process for the respective precincts, as this is the most appropriate mechanism in which to study, identify and communicate potential traffic impacts associated with a road closure and consider submissions from the public on the proposal.
63. The consideration of a road closure on Gleadell Street, outside of the LAPM process, is not consistent with officers' previous responses to road closure requests in the municipality. Before a decision can be made about closing a road, analysis of the traffic impacts to this street and roads within the precinct need to be undertaken, and this is ideally done as part of a LAPM process.

### **Conclusion**

64. A trial mid-block road closure is possible in Gleadell Street and officers acknowledge that such treatment would reduce through traffic in the street. It is also recognised that road closures could provide opportunities to further enhance the streetscape character on Gleadell Street.
65. There is evidence of reported crashes involving cyclists and vehicles at the intersections of Gleadell Street with Bridge Road and Highett Street, but not along the mid-section of Gleadell Street.
66. A raised threshold treatment at Gleadell/Highett Streets is the most effective way of improving cyclist and pedestrian safety on Gleadell Street. Providing a raised threshold treatment is considered to be a higher priority than providing a mid-block road closure or making Gleadell Street one-way at this time.
67. Officers note that Griffiths Street and Palmer Street also represent opportunities for similar raised threshold treatments to improve road safety, especially given the location of Richmond High School. The VSBA have been urged to assist in funding treatments of this type as part of the Richmond High School development, but have not agreed to this to date. The investigation and any proposed implementation of these treatments should be addressed through the LAPM 15 (Highett Precinct) study.

## RECOMMENDATION

1. That Council:
  - (a) notes the process pursuant to Schedule 11, 10(1)(c) of the *Local Government Act 1989* required to trial a road closure on Gleadell Street;
  - (b) refers the consideration of a road closure and other possible traffic management treatments on Gleadell Street to the LAPM 15 (Highett Precinct) study which will consider traffic needs and impacts across the whole neighbourhood bound by Bridge Road, Burnley Street, Church Street and Victoria Street, Richmond;
  - (c) consider implementing a raised threshold treatment on Gleadell Street at its intersection with Highett Street, noting that this would require a budget allocation in the order of \$150,000, which has not been budgeted for at this stage; and
  - (d) considers an allocation of \$150,000 for these works as part of the 2019/20 budget deliberations.

**CONTACT OFFICER:** Dennis Cheng  
**TITLE:** Manager Traffic and Civil Engineering  
**TEL:** 9205 5712

### Attachments

- 1  Attachment 1 – Expected timescale for trial mid-block road closure process
- 2  Attachment 2 - LAPM Priority List February 2019

---

## **11.5 Mid-Year and 2019/20 Budget Review**

---

Trim Record Number: D19/21569

Responsible Officer: Director Corporate, Business and Finance

### **Purpose**

1. For Council to consider funding the following projects referred to the mid-year budget review:
  - (a) Creative Yarra additional grant funding; \$60k for 2019/20 and \$60k for 2020/21;
  - (b) Celebrate Yarra additional grant funding; \$80k for 2019/20, \$80k for 2020/21, and \$80k for 2021/22;
  - (c) Replacement of Climate Emergency banners at Collingwood & Fitzroy Town Halls; \$5k;
  - (d) Bicycle Network Infrastructure; \$200k;
  - (e) Victoria St Litter & Oil Interceptor; \$150k;
  - (f) Building Energy Infrastructure; \$400k; and
  - (g) Activity Centre Design; \$160k.

### **Background**

2. At its meeting on 19 February 2019, Council received its 2018/19 mid-year financial report. The report indicated a modest above budget net income surplus of \$332k (excluding \$3m grant associated with depot relocation).
3. A number of projects had previously been referred to the mid-year financial report for funding consideration. Councillors requested further information on these projects and for these to be considered again at its next meeting, which is the purpose of this report.

### **External Consultation**

4. External consultation was not required.

### **Internal Consultation (One Yarra)**

5. Internal consultation with the responsible officers for these projects has occurred.

### **Financial Implications**

6. The financial implications will be for Council to utilise its modest forecast above budget surplus of \$332k to fund a selection of the projects referred to the mid-year budget review. This then reduces the amount of cash available going in to the 2019/20 budget year by the same amount.

### **Economic Implications**

7. There are no economic implications.

### **Sustainability Implications**

8. There are no sustainability implications.

### **Social Implications**

9. There are no social implications.

### **Human Rights Implications**

10. There are no Human Rights implications.

### **Communications with CALD Communities Implications**

11. Communications with CALD Communities was not required.

### **Council Plan, Strategy and Policy Implications**

12. There are no Council Plan, Strategy, or Policy implications.

### **Legal Implications**

13. There are no legal implications.

### **Projects Referred to Mid-Year Budget Review**

#### Creative Yarra & Celebrate Yarra Grants – \$140k in 2019/20, \$140k in 2020/21, \$80k in 2021/22

14. Some clarity was requested around the requirements of the Creative Yarra and Celebrate Yarra grants, as they are for future years' budgets. The reason that funding for these programs is being sought through the mid-year budget review process is because the applications for those grants are called for early on in the calendar year, and the organisation needs to be clear on how much funding is available to offer. If these bids were subject to the Annual Budget process, the timing would be too late. For example, applications for the 2019/20 grants are being called for now, whereas Council won't resolve on its 2019/20 Budget until late June 2019. If Council only funds the 2019/20 part of the request, the same situation will occur for the 2020/21 and 2021/22 grants, again due to the timing of when the applications go out and when Council resolves on its Budget.

#### Bicycle Network Infrastructure - \$200k

15. The proposed new initiative bids for 2019/20 include an allocation of funding for Stage 2 of the Wellington Street separated bike lane project which has a planning permit to proceed. This is currently in tender evaluation and a report will be presented to Council shortly.
16. Some external funding is likely for the Wellington Street project which would then enable some relocation to other cycling projects for consideration. That will become clearer over the next couple of months.
17. Projects as possible candidates for that reallocation of funding are being arranged for Councillors to consider should the external funding eventuate.
18. NB. Some Councillors have sought information on signage on bike lanes to seek better and safer traffic flow between vehicles and bikes – some allocation could be provided to this should Councillors see that as a priority (say \$30 to \$40k)

#### Victoria St Litter & Oil Interceptor - \$150k

19. The approximate cost of this project is \$150k. It consists of detailed design and construction of a Gross Pollutant Trap oil interceptor to capture and remove litter and pollutants from the Victoria street drainage line. This project is deliverable in 2018/19 with an appropriate budget allocation.

#### Building Energy Infrastructure - \$400k

20. Since the budget considerations in June 2018, Council received a report on 18 December, 2018 entitled *Buildings and Street Lighting Energy Efficiency Opportunities*. This was to report against the Annual Plan Action milestone (3.2) to 'provide a public report to Council with a prioritised list of building energy projects on Council buildings'
21. This report outlined the trend analysis of Council's gross greenhouse emissions and related actions.
22. The report highlighted that a key priority opportunity for Council is to continue to reduce Council building energy use by optimising the substantial existing sustainable plant that Council has already invested in, and actively manage the operation of buildings and equipment with energy efficiency in mind.
23. The current new initiative bids under consideration for 2019/20 include a 'Building Optimisation Officer' which would be required to achieve these performance outcomes of the existing plant and in refurbishments and new builds.

24. The December report also indicated that a further major opportunity for emission reduction is to commence a *stage 2 of street lighting efficiency retrofits*.
25. The submission to the 2019/20 budget allocation is for an allocation of \$200,000 in the renewal budget as a start-up program to commence this work for a renewal of some 200 lights on major roads. This would commence a program over some 7 years to replace lights on the major roads saving about \$285,000 and between 700 to 1,000 tCO<sub>2</sub>e per annum. The full costings over the 7 years would be approximately \$2m. Potential Grants and rebates may exist for this program over the 7 years.
26. NB. Some other possible projects were outlined to Councillors for consideration as part of the December 2018 report to Council (provided in a Board Books Memo dated 18 December under the Planning and Transport tab entitled '*Prioritised List of Buildings and Street Light Energy Efficiency Opportunities*')

Activity Centre Design - \$160k

27. The previous 2018/19 bid comprised of 4 components being:

(a)	Judd Street carpark feasibility	\$25k
(b)	Cremorne Street Intersection	\$50k
(c)	Burnley Station	\$60k
(d)	Cremorne Public realm	\$25k
	<b>Total</b>	<b>\$160k</b>

28. The Judd Street carpark analysis has been prepared internally during the second quarter of 2018/19. This provides a basis for some consideration of this carpark for future conversations.
29. The Cremorne Street intersection maybe able to be funded by the State as part of the Cremorne investigations – this is yet to be determined.
30. The Burnley / Swan intersection precinct is an important emerging precinct and some design money would be ideal. As part of the 'Inner Metropolitan Partnership' there is a possibility of this area being funded, in part, by the State for an 'access, place and movement' study. Council would need to fund part of this study. An allocation of say \$10K in 2019/20 to match a contribution by the State would be ideal and enable the study to proceed.
31. The Cremorne public realm has 2 current new initiative bids for 2019/20 for consideration by Council. Further work in Cremorne is ideal but requires analysis and considerations with the program with the Victorian Planning Authority.

**Options**

32. Council has the following options:
  - (a) Accepting the officer's recommendation; or
  - (b) Holding all of the forecast surplus for carry over into the 2019/20 Budget; or
  - (c) Changing the officer's recommendation and choosing different projects from the ones referred to the mid-year review to fund.

**Conclusion**

33. Council has a small amount of forecast above budget surplus available - \$332k - to potentially allocate to projects referred to the mid-year budget review.
34. Officers have confirmed that sufficient funding is available to allocate this \$332k in the 2018/19 financial year.
35. The recommendation below is based on deliverability of projects in the remainder of the 2018/19 financial year.

## RECOMMENDATION

1. That Council, having noted the 2018/19 December Financial report:
  - (a) allocate the following amounts from the mid-year budget review forecast above budget surplus:
    - (i) \$140k to the Creative Yarra and Celebrate Yarra grants and in the future years of Council's long term financial strategy, build this amount into the base operating budget for 2020/21 onwards, with an additional amount of \$80k also added in from 2021/22 onwards;
    - (ii) \$42k to the Bicycle Network Infrastructure; and
    - (iii) \$150k to the Victoria Street Litter & Oil Interceptor;
  - (b) allocate \$5k for the replacement of the Climate Emergency banners at Collingwood & Fitzroy Town Halls, from forecast savings from Council's 2018-19 Capital Works program; and
  - (c) refer for further budget considerations to the 2020/21 budget process:
    - (i) the Building Energy Infrastructure; and
    - (ii) the Activity Centre Design.

**CONTACT OFFICER:** Ange Marshall  
**TITLE:** Chief Financial Officer  
**TEL:** 9205 5544

### Attachments

There are no attachments for this report.

---

## **11.6 Councillor Attendance at ALGA 2019 National Conference**

---

Trim Record Number: D19/21342

Responsible Officer: Group Manager Chief Executive's Office

### **Purpose**

1. To approve attendance by Councillors, at the principal national local government convention, the National General Assembly of the Australian Local Government Association (ALGA), to be held from 16 – 19 June 2019 at the National Convention Centre, Canberra.

### **Background**

2. Council has in recent years successfully submitted a number of motions to the ALGA National General Assembly.
3. Council has generally been represented at both the National General Assembly and the State Council by one or two Councillors, in order to present the Council's motions and also meet other Councillors from around the nation/state and learn of issues being addressed by local governments and importantly, methods of dealing with same.
4. Council's Expense Entitlement Policy provides:
  - (a) "Councillors' attendance at interstate and overseas conferences and Council's payment of airfares is subject to the approval of the Council;" and
  - (b) "Subject to the availability of funds, Council shall pay for the cost of registration fees, accommodation and travelling expenses, meals and other incidental expenses associated with authorised attendance at conferences and seminars."
5. Expressions of interest have been sought from Councillors, with the Mayor (Cr Danae Bosler) and Deputy Mayor (Cr Misha Coleman) expressing a desire to attend.

### **Consultation**

6. Not relevant to this report.

### **Financial Implications**

7. The costs associated with attendance by the Mayor and Deputy Mayor at the Assembly are estimated at \$4,130, broken down as follows:
  - (a) Conference registration – 2 attendees at \$900 each = \$1,800;
  - (b) Airfare - 2 attendees at \$550 each = \$1,100;
  - (c) Accommodation – 1 Councillor at \$730 (Cr Bosler does not require accommodation); and
  - (d) Meals, taxis and other incidentals – Total for two Councillors - \$500.
8. Provision is made in the Council budget for Councillors to attend approved conferences.

### **Economic Implications**

9. There are no economic implications.

### **Sustainability Implications**

10. There are no sustainability implications.

### **Social Implications**

11. Not applicable to this report.

### **Human Rights Implications**

12. There are no Human Rights implications associated with this report.

### **Communications with CALD Communities Implications**

13. There are no communications with CALD communities implications associated with this report.

### **Council Plan, Strategy and Policy Implications**

14. The attendance at peak body conferences enables discussion with Councillors across the nation to compare issues, processes, services standards which assist Council in formulating its own plans, strategies and work procedures.

### **Legal Implications**

15. There are no legal issues concerned with attendance by Councillors at the National General Assembly or the State Council, save that details of interstate travel (dates, attendees and costs) must be recorded in the interstate travel register, in accordance with the *Local Government (General) Regulations*, in respect of the National General Assembly.

### **Other Issues**

16. None applicable.

### **Options**

17. None applicable.

### **Conclusion**

18. That Council authorise the attendance of the Mayor and Deputy Mayor at the National General Assembly 2019.

## **RECOMMENDATION**

1. That, pursuant to Council's Expense Entitlement Policy, Council approve attendance by the Mayor (Cr Danae Bosler) and Deputy Mayor (Cr Misha Coleman) at the Australian Local Government Association (ALGA) National General Assembly in Canberra from 16 – 19 June 2019.

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

### **Attachments**

There are no attachments for this report.