



Agenda

Council Meeting

6.30pm, Tuesday 16 May 2023

Richmond Town Hall

Council Meetings

Council Meetings are public forums where Councillors come together to meet as a Council and make decisions about important, strategic and other matters. The Mayor presides over all Council Meetings, and they are conducted in accordance with the City of Yarra Governance Rules.

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

Question Time

Yarra City Council welcomes questions from members of the community.

Registration

To ask a question, you will need to register and provide your question by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Asking your question

During Question Time, the Mayor will invite everyone who has registered to ask their question. When your turn comes, come forward to the microphone and:

- state your name;
- direct your question to the Mayor;
- don't raise operational matters that have not been previously raised with the organisation;
- don't ask questions about matter listed on tonight's agenda
- don't engage in debate;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to ask your question, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't ask a question or make comments which:

- relate to a matter that is being considered by Council at this meeting;
- relate to something outside the powers of the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- deal with a subject matter already answered;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Addressing the Council

An opportunity exists to make your views known about a matter that is listed on the agenda for this meeting by addressing the Council directly before a decision is made.

Registration

To ask address Council, you will need to register by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Addressing the Council

Before each item is considered by the Council, the Mayor will invite everyone who has registered in relation to that item to address the Council. When your turn comes, come forward to the microphone and:

- state your name;
- direct your statement to the Mayor;
- confine your submission to the subject being considered;
- avoid repeating previous submitters;
- don't ask questions or seek comments from Councillors or others; and
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to speak, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't make any comments which:

- relate to something other than the matter being considered by the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held on the first floor at Richmond Town Hall. Access to the building is available either by the stairs, or via a ramp and lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to stand at a lectern to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

If you are unable to participate in this environment, we can make arrangements to accommodate you if sufficient notice is given. Some examples of adjustments are:

- a translator in your language
- the presence of an Auslan interpreter
- loan of a portable hearing loop
- reconfiguring the room to facilitate access
- modification of meeting rules to allow you to participate more easily

Recording and Publication of Meetings

A recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during 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.

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confirmation of minutes**
6. **Question time**
7. **Council business reports**
8. **Notices of motion**
9. **Petitions and joint letters**
10. **Questions without notice**
11. **Delegates' reports**
12. **General business**
13. **Urgent business**
14. **Confidential business reports**

1. Acknowledgment of Country

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

- Cr Claudia Nguyen Mayor
- Cr Edward Crossland Deputy Mayor
- Cr Michael Glynatsis Councillor
- Cr Stephen Jolly Councillor
- Cr Herschel Landes Councillor
- Cr Anab Mohamud Councillor
- Cr Bridgid O’Brien Councillor
- Cr Amanda Stone Councillor
- Cr Sophie Wade Councillor

Council staff

Chief Executive Officer

- Sue Wilkinson Chief Executive Officer

General Managers

- Brooke Colbert Governance, Communications and Customer Experience
- Kerry McGrath Community Strengthening
- Peter Moran Infrastructure and Environment
- Mary Osman City Sustainability and Strategy
- Jenny Scicluna Corporate Services and Transformation

Governance

- Phil De Losa Manager Governance and Integrity
- Rhys Thomas Senior Governance Advisor
- Mel Nikou Governance Officer

3. Announcements

An opportunity is provided for the Mayor to make any necessary announcements.

4. Declarations of conflict of interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 18 April 2023 be confirmed.

6. Question time

An opportunity is provided for questions from members of the public.

7. Council business reports

Item		Page	Rec. Page	Report Presenter
7.1	E-Scooter Update	9	15	Simon Exon - Unit Manager Strategic Transport
7.2	30km/h Speed Limit Trial Expansion - Fitzroy and Collingwood	17	27	Fadi Fakhoury – Manager Infrastructure, Traffic and Civil Engineering
7.3	Yarra Moves Physical Activity Action Plan 22-24 - Year 1	28	35	Sally Jones – Manager Property and Leisure
7.4	Annual Plan Progress and Financial Report Third Quarter 2023	36	48	Wei Chen - Chief Financial Officer
7.5	Governance Report - May 2023	49	51	Phil De Losa – Manager Governance and Integrity
7.6	C1627 Street Sweeping Services	52	55	Brett Gambau – Manager City Works

8. Notices of motion

Item		Page	Rec. Page	Report Presenter
8.1	Notice of Motion No.2 of 2023 - Short-stay accommodation in Yarra	56	57	Sophie Wade - Councillor

9. Petitions and joint letters

An opportunity exists for any Councillor to table a petition or joint letter for Council's consideration.

10. Questions without notice

An opportunity is provided for Councillors to ask questions of the Mayor or Chief Executive Officer.

11. Delegate's reports

An opportunity is provided for Councillors to table or present a Delegate's Report.

12. General business

An opportunity is provided for Councillors to raise items of General Business for Council's consideration.

13. Urgent business

An opportunity is provided for the Chief Executive Officer to introduce items of Urgent Business.

14. Confidential business reports

Nil

7.1 E-Scooter Update

Reference	D23/162067
Author	Simon Exon - Unit Manager Strategic Transport
Authoriser	General Manager City Sustainability and Strategy

Purpose

1. To update Council on the recent extension of the e-scooter share trial and other state government announcements regarding the use of private e-scooters.

Critical analysis

History and background

2. On 18 May 2021, Council resolved to submit an expression of interest (EOI) to the Department of Transport to participate in the Victorian Government's 12 month e-scooter trial.
3. The Council resolution is as follows:
That Council:
 - (a) *submit a competitive expression of interest to the Department of Transport to be considered for the Victorian Government's electric scooter trial; and*
 - (b) *seek to act in collaboration with the City of Melbourne, and that the CEO of Yarra seek to work with the CEO of the City of Melbourne to form a joint MOU to establish rules, management and placement of the trial.*
4. As part of the EOI submission to DoT, Council was required to:
 - (a) demonstrate potential benefits of e-scooters for the municipality;
 - (b) provide a description of the infrastructure within the municipality that e-scooters could use e.g. shared paths, bicycle lanes, local roads with a speed limit of 50km/h or less;
 - (c) confirm Council commits to working with DoT on a communications plan and implementing marketing and communication strategies to promote the trial; and
 - (d) confirm Council commits to working with DoT and meet the conditions of the trial, including participating on a steering committee.
5. On 2 September 2021, Yarra was confirmed as a participant of the trial along with the cities of Melbourne, Port Phillip and Ballarat.
6. The trial is a state government led project albeit with heavy involvement from the Councils that have put themselves forward to participate. The State Government set up two bodies to conduct and evaluate the trial:
 - (a) Steering Committee: made up of representatives from Victoria Police, Councils, DTP (Department of Transport and Planning, formerly Department of Transport) and other stakeholder groups; and
 - (b) Oversight Panel: made up of Parliamentary secretaries, their representatives, and selected experts.

7. A joint procurement process was conducted across the participating Councils lead by the City of Melbourne to select e-scooter share operators. Following a comprehensive evaluation process, two successful operators were identified in December 2021. The successful operators were Neuron and Lime. All the participating Councils have identical service agreements with these operators. At this time no other operators were permitted to provide e-scooter share services in Yarra.
8. A copy of the cross-council operator agreement was uploaded to the Yarra web page at the commencement of the trial.
9. Officers from all participating Councils have been working very closely together since the commencement of the trial and are strongly aligned on e-scooter policy and operational issues from a local government perspective. Council officers have participated in the DTP steering committee and have continually provided information to support the safe and successful operation of the trial. Council has also provided community e-scooter share feedback data directly to DTP to inform the ongoing evaluation process,
10. Council has continually stressed that the Victorian Government has a critical role to play in setting a state-wide policy framework on e-scooters. This includes setting operational standards to avoid a situation where all 79 councils across Victoria have to develop their own versions of the same policy.
11. The 12 month trial was originally due to finish in January 2023.
12. In late 2022, DTP requested a two month extension to allow additional time for the state government to finalise its evaluation study, complete various internal processes and make recommendations to the Premier and Cabinet. The trial was subsequently extended to late March 2023.
13. The e-scooter share operator agreements implemented by all participating Councils were also extended to March 2023. This was done under CEO delegation specifically 'pursuant to an Instrument of Delegation authorised by Resolution of Council' as stated in the operator agreement.

[Update on the current extended period](#)

14. On 30 March 2023, Minister for Roads and Road Safety (Hon Melissa Horne MP) announced a further six month extension of the e-scooter share trial to 5 October 2023.
15. Additionally, it was also announced that from 5 April 2023 the legal use of privately owned e-scooters under trial conditions would come into effect and this would
 - (a) *'allow for further monitoring of use, and collection of additional data to evaluate and inform future regulations'*.
16. Various rules for private e-scooter use were stated to support the trial and mitigate safety risks including a speed limit cap of 25km/h.
17. State government also announced that other councils can join the trial if they wish to. It is understood that a small number of councils are potentially interested in doing this, but none have at this point in time.
18. The trial extension also allows for additional e-scooter share providers to join in the trial provided there is an agreement in place with the relevant councils. Previously it was limited to two operators who were successful via the tender process. No additional operators have been added to date.
19. In line with the Victorian Government's extension of the e-scooter trial, the council operator agreements were extended under the same CEO delegation and will expire on 5 October 2023. Councillors were informed of the state government announcement regarding private e-scooters and the extension of the scooter share trial in Yarra at this time.
20. Across the world, other cities are grappling with how to balance the convenience e-scooters provide for travel with safety concerns they present.

21. A report published by the state government summarising the findings of the e-scooter trial to date is provided as **Attachment One**. Key observations in the report are:
22. That e-scooters have various benefits including:
 - (a) reduced emissions and congestion;
 - (b) increased transport connectivity;
 - (c) enabling economic activity;
 - (d) improved first and last-kilometre connections;
 - (e) improved activity levels in neighbourhoods and precincts;
 - (f) reduce congestion and carbon emissions;
 - (g) enhance security and safety for some users; and
 - (h) delivers economic benefits, jobs and local business.
23. That e-scooters bring with them the following issues including:
 - (a) safety of e-scooters for riders;
 - (b) safety of e-scooters alongside other road users;
 - (c) safety of pedestrians on footpaths;
 - (d) poor parking of trial e-scooters on footpaths; and
 - (e) lack of enforcement by police.
24. These observations are broadly consistent with those found in other cities and other countries including the UK where there were nearly 15 million e-scooter rentals over an 18 month period as informed in a detailed report by the national government. The overall message in that report being that e-scooters increase transport options and bring many benefits including reduced car ownership and car use but they also have various issues that need to be responded to in a holistic manner by multiple parties (not just local government).
25. Management responses include combinations of legislation, monitoring e-scooter operators, geo-fencing places where e scooters should not be used, enforcement of rules, targeted behaviour change programs, making it easy for people to report issues, and provision of new infrastructure (e.g. e-scooter parking areas particularly in busy trip end areas like concert venues).

Discussion

26. All participating councils are working closely with state government and the e-scooter share operators to manage the e-scooter share trial.
27. Whilst thousands of trips on e-scooters have now been made in Yarra and the data shows that the vast majority of e-scooter share users are following the rules, it is important that Council actively listens and responds to feedback from the community including issues and concerns that have raised regarding pedestrian safety, obstructions caused by scooters on footpaths and inappropriate user behaviour.
28. Council is particularly aware of the issues related to e-scooters being inappropriately parked blocking footpaths and obstructing movement along footpaths. Various council teams including Strategic Transport, Enforcement and Communications are working closely with the community including Council's Disability Advisory Committee, e-scooter share operators and the state government on this issue.
29. Operators have indicated that they are aware of the need to be proactive in removing obstructions quickly and that they play a major role in influencing the behaviour of their customers. Operators are using various targeted approaches including:
 - (a) Geo- fencing so scooters can't be parked illegally;

- (b) membership suspensions and instant bans for doing the wrong thing (e.g. riding without a helmet); and
- (c) and various formal warnings,

to encourage as many of their customers as possible to think of others when using e scooter share and to do the right thing.

- 30. Further measures and rules have been introduced to manage e-scooters since the start of the trial commenced in response to issues that have become evident. Matters of particular interest include;

E Scooter Parking

- 31. The parking of e scooters on busy and/or narrow footpaths is one of the issues that has been raised regularly by the community during the trial. The parking of e-scooters on footpaths can create access issues for example for people with reduced mobility, disability, or vision impairment.
- 32. Designated e scooter parking is being trialled at three sites across inner Melbourne with the Yarra trial locations at Gertrude and Brunswick Streets and Bridge Road in response to community feedback. If this is successful and a state government decision is made to facilitate e-scooter share on an ongoing basis then dedicated e-scooter parking in appropriate locations will likely need to be deployed throughout Yarra. Officers are currently considering this.
- 33. In addition, given the specific concerns raised by wheelchair users, a sub group of Yarra's Disability Advisory Committee has been formed to discuss and work together to help address this issue with officers.
- 34. Geo fencing technology will also likely have a role in assisting improved behaviour for end of trip parking.

Geo fencing technology

- 35. Geo fencing technology has the potential to play a key role in assisting to manage a number of the issues associated with e-scooters that have become evident during the trial. This technology is used widely in other jurisdictions.
- 36. Geofencing technology is advancing rapidly and is becoming increasingly accurate in determining an e-scooter precise location. According to Lime *"One of the common ways we use GPS is creating geofenced areas, or 'zones' that allow us to create specific rules based on the location of the scooter, from designating parking areas to reducing the maximum speed limit on busy corridors."*
- 37. Officers are looking to best practise examples elsewhere to work with operators to maximise the beneficial use of this technology in the Yarra context. This may include limiting speeds, limiting use of e-scooters to certain streets and to force scooters to be parked in specific areas (i.e. away from narrow footpaths where obstructions are very problematic).

Education and Awareness

- 38. E-scooters are a new technology and there is a need for ongoing education to support the appropriate use of e scooters.
- 39. This is a key activity for State Government given this is a State led project that could have State-wide implications depending on decisions made following the completion of the trial.
- 40. Notwithstanding the expectation that the State lead this work, all participating trial Councils including Yarra have undertaken a range of awareness and education raising activities via multi-channel communication regarding e-scooters since the commencement of the trail. A significant amount of additional targeted work using multi-media is now being done following the extension announcement which is discussed further under next steps.
- 41. A behaviour change campaign targeted at young people who are the biggest users of e-scooters is also being developed for Yarra.

Enforcement

42. The e-Scooter rules include the following;
 - (a) Users must wear a helmet;
 - (b) Users must travel on roads with a speed limit of 60km or less;
 - (c) Users must travel on bike lanes or shared-use paths – no riding on footpaths;
 - (d) Speed limit 20km;
 - (e) No passengers/dinking; and
 - (f) Ride single file.
43. The current law governing E-Scooters in Victoria, both privately owned and ones for commercial hire are the *Road Safety Road Rules 2017 (Vic)* and the amendments introduced by the *Road Safety Road Rules Amendment (Electric Scooter Trial) Rules 2021 (Vic)*.
44. Currently regulations are enforced by Victoria Police.
45. Council is also working to make it easier for the community to quickly and easily report issues that they see such as e-scooters blocking footpaths. This includes work to strengthen the obligations for the operators to drive better enforcement and compliance and to ensure that these issues are resolved more quickly and on a consistent basis in line with the requirements of the signed user agreement.

Insurance

46. Another recent management measure is that e-scooter share companies are now expected to provide insurance for third-party injuries or damage. This means if a rider has an accident they are personally covered by insurance for any third-party injuries or damage they cause.

[Next steps](#)

47. Yarra has been active throughout the trial and is undertaking further initiatives following the extension of the trial that promote good behaviour for people using e-scooters and make it easier for members of the community to report any issues.
48. These are summarised as follows:
 - (a) The Yarra web page has been updated to reflect changes to the rules of the extended e-scooter trial;
 - (b) The Yarra web page has been revised to make it easier for the community to get the information it requires on the trial, to provide any specific incident feedback directly to operators, to provide general feedback to Council and to access relevant material from the Victorian Government website;
 - (c) An article on e-scooters is featured in the 19th May 2023 issue of Yarra Life to broaden community awareness of the topic. This reinforces the road rules, how to report any issues and how to park an e-scooter safely;
 - (d) Updates to the trial are being shared and posted regularly on social media websites such as Facebook and Instagram;
 - (e) A digital educational campaign has been developed using posters and QR codes to raise awareness, guide users on parking and provide instructions on appropriate user behaviour in accordance with the road rules. It has an emphasis on safety, respect for all road users and pedestrians;
 - (f) An education campaign specifically targeting young people on social media is in the planning phase with a view to going live in June which reinforces rules concerning appropriate e-scooter parking, no riding on footpath, wearing a helmet, and thinking about the welfare of the wider community; and

- (g) Council will work with operators to provide safety and education programmes in the community that enable the local community to try the scooters in a supervised environment before officially signing up. This will complement the digital campaign.
49. Council will continue to work collaboratively with operators to ensure scooters are managed in accordance with the service agreement.
50. The three CEO's of the participating councils are meeting regularly to coordinate activity regarding e-scooters and present a coordinated position to the state government as the project sponsor. This is in addition to the significant amount of work being done at officer level across the councils.
51. E-scooter technology is evolving very quickly. New functions to limit vehicle speed in specific areas, motion sensing and refinement the geo fencing technology to support end trip parking should provide Councils and operators more control over how, when and where people use e-scooter share to manage issues. Other tools and e-scooter best practice management systems adopted elsewhere are being reviewed and will be implemented where appropriate.
52. Budget bids have been submitted to Council for next year that will improve the on-road bike network which will encourage people not to use e-scooters on footpaths. Research suggests that one of the biggest cause of people e-scootering on footpaths are safety concerns about using e-scooters on roads.
53. Council has provided a submission to assist the Parliament of Victoria, Legislative Assembly Economy and Infrastructure Committee inquiry in the impact of road safety behaviours on vulnerable road users. E-scooter users, cyclists, and pedestrians are all defined as vulnerable road users and the Council submission covers multiple road safety topics related to these transport modes.

Options

54. No options are proposed in this report as it is for information only.

Community and stakeholder engagement

55. Participating councils have formally written to the Secretary of the Department of Transport and Planning requesting that information relating to the trial and the evaluation results be made available to the public.
56. Councils have also advocated for the state to provide stronger policy and regulatory framework to reduce workload for resource constrained councils, promote consistent standardised approaches and enable them to better regulate the shared transport schemes. This will permit council to manage and address negative impacts of footpath amenity, safety, and customer experience.
57. Officers are actively monitoring feedback from the community and are raising issues with the operators and state government.

Policy analysis

Alignment to Community Vision and Council Plan

58. Strategic Objective 5 of the 2021-25 Council Plan is that "Yarra's transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected."
59. Theme 4 of the 2036 Yarra Community Vision identifies a future priority for Council to create "a transport system that is innovative, efficient, sustainable and accessible".

Climate emergency and sustainability implications

60. Transport is the third-largest and fastest-growing source of emissions in Yarra. In 2023, the vast majority of these emissions are generated by private cars.

61. Yarra Transport Strategy 2022-32 and the Yarra Climate Emergency Plan 2020 all identify that mode shift away from private cars and towards sustainable modes of transport like e-scooters are essential for climate mitigation and adaptation.

Community and social implications

62. A number of concerns have been raised by the community regarding the use of e-scooters. These issues will continue to be reported back to the operators.

Economic development implications

63. There are no economic implications associated with providing a update report on e-scooter share that is for information only.

Human rights and gender equality implications

64. Mobility is a right under the Australian Human Rights Convention, Charter of Human Rights and Responsibilities Act 2006, and the United Nations Convention on the Rights of Persons with Disabilities under Article 9: Accessibility . Section 23 of the Disability Discrimination Act 1992 requires non-discriminatory access to premises which the public or a section of the public is entitled or allowed to use. "Premises" are defined (in section 4) to include "a structure, building, aircraft, vehicle or vessel; and (b) a place whether enclosed or built on or not". Public footpaths and walkways are covered as premises by section 23 of the DDA. Council is actively working with stakeholders to address safety and mobility concerns that have arisen during the trial.

Operational analysis

Financial and resource impacts

65. There are no financial and resource impacts associated with this report which is provided for information only.

Legal Implications

66. There are no legal implications associated with this report which is provided for information only.

Conclusion

67. The 12 month e-scooter share trial is a State Government project that was originally due to run until January 2023.
68. On 30 March 2023, the Minister for Roads and Road Safety announced the trial will be extended to 5 October 2023 and have its scope increased to include private e-scooters amongst other things.
69. These extensions give the State Government more time to assess the impacts of e-scooters before make long term state wide decisions on how they will be managed.
70. E-scooters are a new, convenient and popular way of getting around inner Melbourne have many benefits but they also introduce issues that must be managed in a holistic way by multiple parties including state government, the police, operators and local government.
71. Council is aware of community concerns regarding e-scooters, particularly the behaviour of some e-scooter users and officers are working proactively with various stakeholders on activities that respond to them.
72. At the conclusion of the trial, Officers will bring a further report to Council.

RECOMMENDATION

1. That Council note the E-scooter update report.

Attachments

- 1 Attachment 1 - Summary of trial by DOT on e-scooters in Victoria

7.2 30km/h Speed Limit Trial Expansion - Fitzroy and Collingwood

Executive Summary

Purpose

To outline the details of a pre-trial study which is being undertaken to explore a proposal to extend the existing 30km/h speed limit trial in parts of Fitzroy and Collingwood to cover all streets within Fitzroy and Collingwood (except for Johnston Street).

Key Issues

It is widely accepted that road crashes do occur, and the severity of injuries to vulnerable road users is linked to the speed of vehicles.

The road safety benefits of 30km/h speed limits are well established, and it is a Council Plan objective to explore and implement further 30km/h speed limits.

Officers are currently undertaking a pre-trial study to inform the future consideration for Council to extend an existing 30km/h speed trial to cover all local roads in Fitzroy and Collingwood.

There is a strong case from a road safety perspective to undertake the trial, subject to the outcomes of the pre-trial study.

A pre-trial study outcomes will be presented to Council later in 2023 for formal consideration on whether to support a trial.

Financial Implications

Council has received an external grant from the TAC to explore the potential to extend the existing trial to cover all local roads in Fitzroy and Collingwood.

The pre-trial study will examine (amongst other things) the resourcing and cost implications for any proposed expanded trial and will be presented to Council later in 2023.

The cost of the existing trial was in the order of \$300,000. It is likely that any further trial will be of a similar or higher cost.

The economic and social cost to the economy of serious injuries and fatalities is high, hence the move from all levels of government to try to reduce the number of serious injuries.

As part of the pre-trial study, officers will explore options for external funding for any proposed trial extension.

PROPOSAL

That Council note:

- (a) officers are undertaking a pre-trial study to explore a proposal to extend the existing 30km/h speed limit trial in parts of Fitzroy and Collingwood to cover all streets within Fitzroy and Collingwood (except for Johnston Street);
- (b) the outcomes of the pre-trial study will be presented to Council later in 2023 for formal consideration; and
- (c) any proposal to extend the existing trial to cover all local roads in Fitzroy and Collingwood (except for Johnston Street) would require the approval of the State Government.

7.2 30km/h Speed Limit Trial Expansion - Fitzroy and Collingwood

Reference	D23/159677
Author	Danny Millican - Coordinator Civil Engineering
Authoriser	General Manager Infrastructure and Environment

Purpose

1. To outline the details of a pre-trial study which is being undertaken to explore a proposal to extend the existing 30km/h speed limit trial in parts of Fitzroy and Collingwood to cover all streets within Fitzroy and Collingwood (except for Johnston Street).

Critical analysis

History and background

2. It is commonly accepted within international, national, state, and local road safety policy that:
 - (a) Road collisions (or accidents) do occur (for a variety of reasons including road user error) and it is important to reduce the impacts from such events;
 - (b) The severity of injuries to vulnerable road users following a collision is directly linked to vehicle speed; and
 - (c) Even small changes to vehicle speeds can have a positive impact in the severity of injuries to vulnerable road users.
 3. Road safety research identifies that the risk of death or serious injury for vulnerable road users increases significantly when involved in a collision with vehicles travelling over 30km/h.
 4. Yarra City Council has provided strong leadership in this aspect of road safety through:
 - (a) The historical and continued investment in infrastructure that reduces vehicle speeds and improves accessibility in areas important to the community including residential streets and activity centres;
 - (b) Initially reducing speed limits from 50km/h to 40km/h on local roads between 2006 and 2014. Yarra was the first Council to implement this change at an area-wide scale, which has subsequently become more commonplace across Australia. Over time, 40km/h has become the socially accepted speed of travel on local streets and is generally well supported by the Yarra community;
 - (c) Implementing a 30km/h speed limit trial on residential streets in the northern areas of Fitzroy and Collingwood in 2018, with this being one of the first trials of its type in Australia;
 - (d) Council resolving in 2019 to make the Fitzroy and Collingwood trial permanent and to explore further locations for 30km/h trials, subject to state government approval; and
 - (e) Including the further investigation and implementation of 30km/h speed limits as a key objective of this Council via the:
 - (i) Council Plan 2021-25; and
 - (ii) Yarra's Transport Strategy 2022-32.
 5. Road safety, transport, and social inclusion policy from all levels of government provides direction to investigate the use of 30km/h speed limits (or lower) in high pedestrian and cyclist demand locations.
 6. The intent of this policy is to reduce the impact of collisions when they do occur and implement a possible solution to address community concerns relating vehicle speeds, road safety and liveability, which is regularly and continually reported by the Yarra community.
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7. Importantly, any implementation of lower speed limits in Yarra is not intended to be:
 - (a) Anti-car: the Yarra community and visitors can continue to drive to and around Yarra. There has been no notable difference in the level of traffic or visitation to the northern areas of Fitzroy and Collingwood associated with the existing 30km/h trial; and
 - (b) A revenue-raising mechanism: Council does not receive any money from traffic offences.
8. Furthermore, international research relating to 30km/h speed limits has identified no notable increase to journey times (this is applicable to Yarra as most delays occur at intersections), nor any environmental/pollution implications associated with reduced speed limits.
9. The move to 30km/h speed limits is supported by a range of walking, cycling and health advocates. The following statements were supplied to Council in 2018 in support of the first trial of 30km/h in Yarra.
 - (a) “Neighbourhoods with 30km/h speeds are safer and more social as people are able to be out talking with other locals, and there are fewer road crashes. They are happy, liveable neighbourhoods and so we expect more communities will want 30km/h streets when the trial is finished.” Ben Rossiter, Executive Officer, Victoria Walks;
 - (b) “When traffic speeds are 30 km/h or less, not only does the crash rate come down for all road users, but the streets feel different -- less frantic and threatening, and more friendly and welcoming, especially for people on bikes. Everybody wins.” Anthea Hargreaves, General Manager, Public Affairs, Bicycle Network;
 - (c) “Slowing speeds to 30km/h makes it safer for people to be more active in their neighbourhoods. At least 30 minutes of physical activity a day can reduce your risk of heart disease by 35 per cent.” Kellie-Ann Jolly, CEO, Heart Foundation;
 - (d) “30km/h limits are the developing global standard for places where motor vehicles mix with pedestrians and cyclists. Across the world, communities are saying that “20’s Plenty where people are” (in mph) and are “Loving 30” (in km/h) – it’s great that this now includes Yarra.” Rod King MBE, Founder and Campaign Director, 20's Plenty for Us;
 - (e) “The Pedestrian Council of Australia has been campaigning for 30 km/h zones for over a decade. The safety, community and commercial benefits are irrefutable. These zones are throughout Europe and the UK and NZ. We congratulate Yarra City on this vitally important initiative.” Harold Scruby, Chairman/CEO, Pedestrian Council of Australia;
 - (f) “Lower speeds make the roads safer for everyone, especially vulnerable cyclists. 30km/h speed limits are being introduced across the world. We congratulate the City of Yarra on trialling 30km/h and encourage other councils to adopt this important road safety measure.” Phoebe Dunn, CEO, Amy Gillett Foundation; and
 - (g) “The Royal Australasian College of Surgeons recognises the major role that excessive speed plays in the causation of serious road crashes and supports appropriate speed limits being adopted - having regard for the environment, traffic density and other considerations. Enforcement of programs and initiatives such as Thanks for 30 along with the regular review of speed limits in our metropolitan areas is imperative to reducing unnecessary trauma and fatalities.” Dr John Crozier FRACS, FRCST, DDU, Chair, RACS National Trauma Committee.
10. As recently as March 2021, Council received correspondence from the Royal Australasian College of Surgeons commending Council for its strong advocacy role in protecting vulnerable road users through the trial of 30km/h speed limits.
11. We expect ongoing support from these organisations for implementation of further 30km/h speed limits.

12. The key to determining the feasibility of 30km/h speed limits in a specific location or as a wider application is to undertake real world trials, where information is collected to inform future decision making.
13. This approach is supported by State Government Speed Zoning Policy (December 2021), noting that the State Government must approve any change to speed limits within Victoria.
14. The Speed Zoning Policy (December 2021) does not allow for 30km/h speed limits, other than through a trial.
15. Given its inner-city location, Yarra's local streets have a high mix of traffic, pedestrian, and cycle use. It is this type of street network that road safety policies and strategies (at all levels of government) identify the need for further exploration of low-speed limits.
16. In addition to making a potentially important contribution to road safety in Yarra, the further exploration of 30km/h speed limits (via trials) means that Council can continue its leadership role in road safety by providing a body of evidence to explore the introduction of 30km/h speed limits more commonly.
17. Since the implementation of the existing 30km/h trial in Yarra, several other Victorian Councils are pursuing and have proposed 30km/h speed limit trials in their municipalities, including Merri-bek City, Mornington Peninsula Shire and Mildura Rural City. Mildura has recently introduced an area of 30km/h speed limit in several streets in Mildura CBD, as a trial.

Existing 30km/h trial in northern parts of Fitzroy and Collingwood

18. Council undertook a 30km/h area speed limit trial on streets in the northern parts of Fitzroy and Collingwood starting in 2018 (refer to Figure 1).

Figure 1. Streets included in the existing 30km/h speed limit trial area



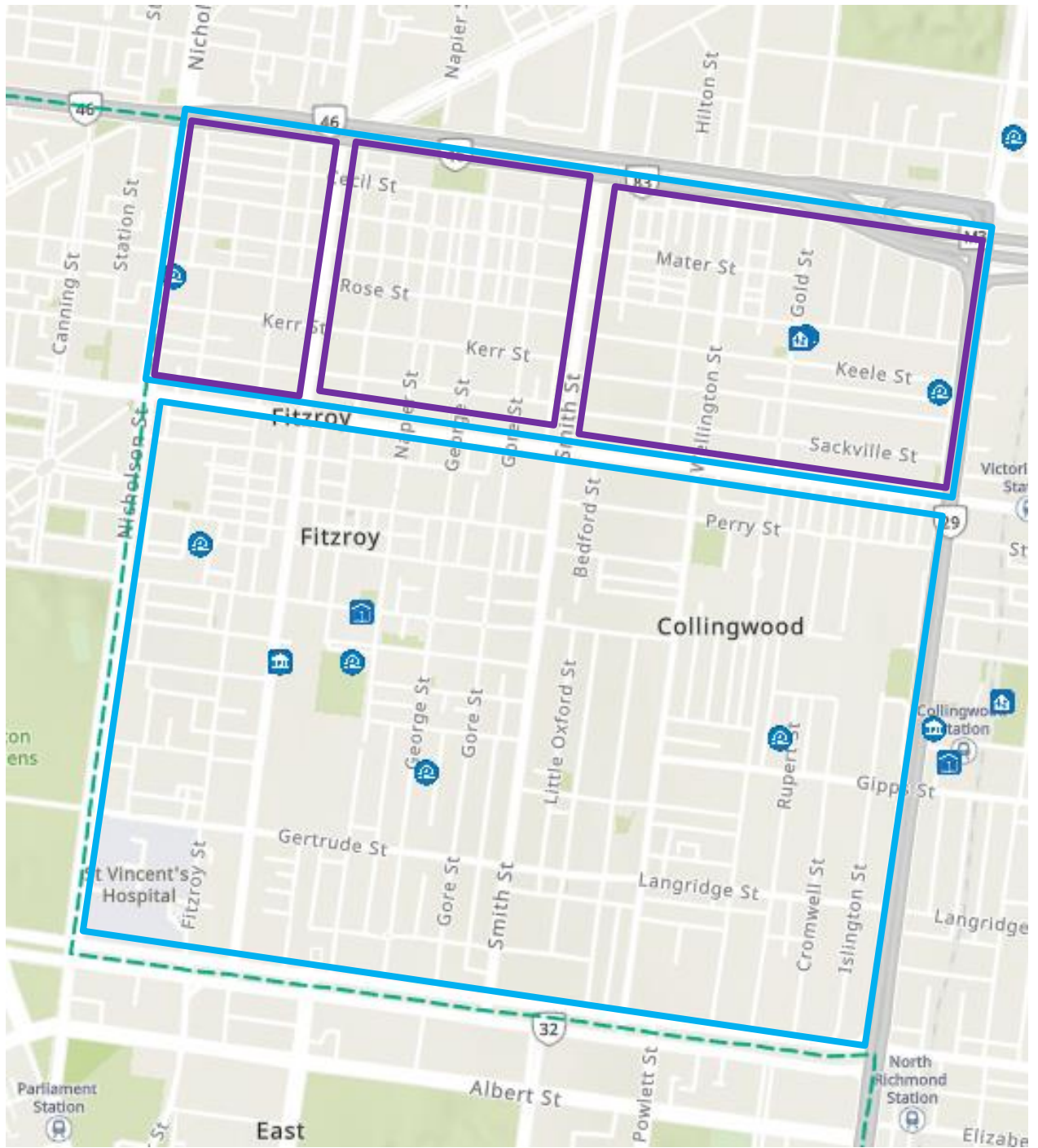
19. This area was selected for the first trial as it is well traffic-calmed and has two key priority bicycles routes on Napier Street and Wellington Street.
20. The trial did not include the Brunswick Street and Smith Street activity centres which retained the 40km/h speed limit.



21. Delivery of the existing trial involved the cooperation of and input from various stakeholders, including Victorian Government (VicRoads), the Transport Accident Commission and Victoria Police.
22. As the existing trial was one of the first trials of this nature, Council adopted a scientific evidence-led approach which was evaluated by the Monash University Accident Research Centre. The key findings included:
 - (a) A limited change to average speed in the precinct, noting that many of the roads had average speeds of less than 30km/h;
 - (b) A reduction in people travelling at speeds above 40km/h and above 50km/h meaning that a greater percentage of vehicles are travelling at a speed that is more consistent with the safe sharing of space with vulnerable road users;
 - (c) A reduction in the percentage of people travelling at 'excessive' speeds (i.e. over 60km/h);
 - (d) It was estimated that the risk of serious or fatal injury for a vulnerable road user reduced by 4% based on the observed speeds; and
 - (e) Community support rose from 47% (pre-trial) to 54% following the trial.
23. Despite the moderate support for lower speed limits identified via pre- and post-trial evaluation, there has not been any notable community action to seek removal of the 30km/h speed limit despite it being in place for close to 5 years.
24. Full details of the trial and its outcomes were reported to Council at its meeting of 17 December 2019.
25. At its meeting on 17 December 2019, Council resolved to retain the 30km/h speed limit in the northern areas of Fitzroy and Collingwood, subject to approval from the State Government.
26. The 30km/h speed limit is still in place, however it is still considered a "trial" speed limit, as 30km/h is not allowed as a permanent treatment in Victoria under the current Speed Zoning Policy.

Proposed 30km/h trial extension

27. In line with direction set out in the Council Plan (2021-25), officers are exploring the potential to implement further 30km/h speed limit trials in Yarra.
28. The extension of the existing trial to cover all local roads in Fitzroy and Collingwood, has been identified as the priority location for consideration, based on need and State Government criteria for considering additional trials.
29. The location of the proposed trial extension is shown in Figure 2 and includes:
 - (a) All local roads in Fitzroy and Collingwood between Alexandra Parade, Hoddle Street, Victoria Parade and Nicholson Street; and
 - (b) The full length of the Smith Street, Gertrude Street and Brunswick Street activity centres, noting that the activities centre streets were not included within the first trial.
30. The proposed trial does not include Johnston Street, between Hoddle Street and Nicholson Street as this is an arterial road under the management of the Department of Transport and Planning (DTP).

Figure 2. Proposed trial extension location



-  Current 30km/hr area wide trial in Collingwood and Fitzroy (excludes Smith St and Brunswick Street activity centres)
-  Proposed trial extension to cover all of Collingwood and Fitzroy including activity centres, except Johnston Street

31. The proposed extension to the existing trial location has been identified as the most suitable location for a next possible 30km/h trial in Yarra for the following reasons:
- (a) Parts of Fitzroy and Collingwood have 30km/h speed limits in place since 2018 and the community is accustomed to this lower speed limit when travelling through the area;

- (b) The area, collectively, is one of the busiest areas for pedestrian and cycle movements in Yarra. Some streets also have a relatively high number of vehicles either visiting the area or passing through to other destinations. As such the potential for conflict between road users is high;
- (c) The trial is proposed to include the key activity centres in Yarra on local roads under Council’s management. These streets have a high number of vulnerable road users moving along, crossing, and congregating/socialising on the streets, and reasonably high levels of traffic;
- (d) There are a high concentration of land uses and facilities within Fitzroy and Collingwood that would potentially benefit from even safer vehicle speeds including:
 - (i) A number of higher education facilities and hospitals;
 - (ii) Primary and secondary schools;
 - (iii) High rise housing estates and mixed use and activated side streets;
 - (iv) Several key public transport routes; and
 - (v) A sizeable and growing residential population; and
- (e) The trial would provide a consistent speed limit along the length of the Wellington Street and Napier Street priority bicycle routes (which is currently part 30km/h and part 40km/hr);
- (f) All local streets in Fitzroy and Collingwood would have the same speed limit making it clearer for all road users on expected speed of travel. This also assists with public transport timetables and optimising traffic signals;
- (g) Since May 2018, there have been over 145 crashes on local streets in Fitzroy and Collingwood (south of Johnston Street). Over 80 percent of these crashes involved pedestrians, cyclists, motorbike riders, and motor scooter riders. Approximately 17.5 percent of the 145 crashes resulted in serious injury; and
- (h) The proposed trial extension strongly aligns with road safety policy and strategies at all levels of government. The exploration of a trial at this location is of interest to key road safety partners including the Transport Accident Commission (TAC) as evidenced by the provision of an external grant to undertake a pre-trial study.

[Discussion](#)

Pre-trial study

- 32. Council has received an external grant of \$30k from the TAC to explore the potential to extend the existing trial to cover all local roads in Fitzroy and Collingwood.
- 33. The external grant has been provided so that Council can prepare a pre-trial study to build a case for the proposed extension of the existing trial.
- 34. The scope of the pre-trial study is presented in Table 1.

Table 1. Scope of pre-trial study

Activity	Details/Purpose	Planned completion date
Stakeholder engagement	Gain support for the trial from approval authorities. Build partnerships to support delivery of trial if approved. Explore possible funding opportunities. Understand processes and information these agencies need for approval. Understand any pre/post-trial analysis requirements for consideration.	By pre-trial study report date

Infrastructure plan	Identify infrastructure (signs, road markings etc). Provide estimated infrastructure costs.	June/July 2023
Communications and engagement plan	Identify preferred approach to community engagement/collaboration. Provide estimated (internal and external) resources and engagement costs.	July 2023
Data collection	Undertake vehicle speed, travel time, travel behaviour, pedestrian/cycle demand surveys. Review accident data. Provide supporting evidence for a trial and baseline data for the trial if approved.	August 2023
Community sentiment	Undertake community sentiment surveys based on a scientific approach. Provide supporting evidence for a trial and baseline data for the trial if approved.	August 2023
Pre-trial study report	Present case for the extended trial based on need and supporting information, for consideration by Council.	September – November

35. Officers have been actively engaging with key stakeholders as part of the pre-trial study, including the Victorian Government (via DTP), Transport Accident Commission, Victoria Police and Yarra Trams.
36. These stakeholders will play various roles within any trial including approval authorities and key partners should the proposed trial extension proceed.
37. Engagement with these stakeholders about the proposed trial has so far been encouraging.
38. The pre-trial study will include community sentiment surveys to understand the level of pre-trial support. This follows the scientific approach adopted during the first trial, where random (but statistically significant) surveys of the community are considered (from an academic perspective) to best reflect the sentiment of the local community (and its visitors) living and working on streets subject to the trial.
39. It is noted that community sentiment has changed following the implementation of the existing trial, with increased support reported.
40. It is anticipated that the outcomes of the pre-trial study will be presented to Council in late 2023.

Next steps

41. The pre-trial study will provide information to Council on the case for an extended trial from which Council can decide on its support (or not) on the proposal.
42. This will include a Communications and Engagement Plan which will set out how the community will be engaged if a trial is supported.

Options

43. The pre-trial study report will be presented later in 2023 for Council's consideration.

Community and stakeholder engagement

Community engagement

44. Community engagement and involvement will be integral to the implementation and evaluation of any extended trial.
45. A communications and engagement plan for the proposed trial will be developed in accordance with the Yarra Community Engagement Policy 2020.

46. This will form part of the pre-trial study to be presented to Council later in 2023.
47. There are sections of the community who actively advocate for 30km/h speed limits.
48. There would be sections of the community who have opposing views on 30km/h speed limits, with some sections of the community considering reduced speed limits to be unnecessary.
49. Should Council approve a trial, once it has considered the outcomes of the pre-trial study, officers will undertake an education and engagement approach to inform the community of an upcoming trial and how the community can get involved.

Stakeholder engagement

50. Council officers have been actively engaging with key stakeholders as part of the pre-trial study, including the Victorian Government (via DTP), Transport Accident Commission, Victoria Police and Yarra Trams.
51. These stakeholders will play various roles within any trial including approval authorities and key partners should the proposed trial extension proceed.
52. Engagement with these stakeholders about the proposed trial has so far been encouraging.
53. As approval authorities and key partners, these stakeholders will have specific interests in the design of the trial and the information collected and evaluated. This will be presented to Council as part of the pre-trial study.
54. Officers have also consulted with officers from other councils that are planning or implementing trials of 30km/h speed limits. Learnings from these other projects will contribute to the proposed trial extension.

Policy analysis

Alignment to Community Vision and Council Plan

55. The Yarra 2030 Community Vision, under Theme 4: Environmental Sustainability, includes a Future Priority of “A transport system that is innovative, efficient, sustainable and accessible”. The proposed trial is consistent with this vision. Streets with lower travel speeds are more attractive for cycling and walking, which are contribute positively to efficiency sustainability and accessibility of the transport system.
56. Yarra’s Council Plan 2021-2025 directly supports 30km/h speed limits. Specifically, Strategic Objective 5: Transport and Movement includes the initiative “Develop and deliver road safety studies and work with State Government for support to implement 30kms zones”. The proposed trial responds directly to this strategic objective of the Council Plan.
57. Yarra’s recently adopted transport strategy, Moving Forward, includes a policy “P10. Lower traffic speeds”. The proposed trial responds directly to this policy in the Transport Strategy.

Climate emergency and sustainability implications

58. Reducing travel speeds on roads improves conditions for walking and cycling, thus supporting low-carbon and sustainable transport use.
59. Overseas research undertaken by Transport for London within its 20 miles per hour (32km/h) zones has identified no net negative effect on vehicle emissions.

Community and social implications

60. The underlying objective of the proposed trial is to lessen the impact of any collision involving a vulnerable road user by trialling lower vehicle speeds in an area with higher pedestrian and bicycle movements.
61. Serious injuries resulting from road accidents are known to have significant impacts on the individuals involved, their families and their local communities.
62. The proposal would require vehicles to travel at lower speeds (10km/h less than existing) within the trial area.

63. There will be no change to higher speed arterial roads as part of any trial.
64. There will be no change to access or any other changes that may impact residents such as the removal of parking.
65. The speed of vehicles tends to be an issue of greater concern/importance for families with young children, movement impaired individuals and elder members of the community. There is potential that lower speeds can encourage greater accessibility and opportunities for activity and socialisation for these members of the community.
66. There are ongoing requests from the Yarra community to address the speed of vehicles.

Economic development implications

67. There are no direct economic implications. There has been no known change to visitation to the areas of Fitzroy and Collingwood within the existing trial area.
68. However, lower speed limits improve conditions for walking and cycling, which can bring more foot traffic to an area. This can support local business and economic development.

Human rights and gender equality implications

69. There are no identified human rights implications.

Operational analysis

Financial and resource impacts

70. The pre-trial study which is currently underway is being delivered using existing staff resources and funds from a grant of \$30,000 from the Transport Accident Commission (TAC) under its Local Government Grant Program.
71. There are no further financial or resource implications regarding the delivery of the pre-trial study.
72. The resourcing and cost implications for an expanded trial will be developed through the pre-trial study and will be presented to Council later in 2023.
73. The cost of the existing trial was in the order of \$300,000. It is likely that any further trial will be of a similar or higher cost.
74. The economic and social cost to the economy of serious injuries and fatalities is high, hence the move from all levels of government to try to reduce the number of serious injuries.
75. As part of the pre-trial study, officers will explore the possibility of sourcing external funding for the proposed trial extension.
76. The ability to fund any future trial will be a key consideration of any recommendation put to Council as part of the pre-trial study.

Legal Implications

77. 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.
78. Speed limits are deemed to be Major Traffic Control Devices (TCDs) under the *Road Safety Act 1986* (RSA). The use of Major TCDs is prescribed by Regulations 6 to 24 of the RSA.
79. Approval for Major TCDs is require from the Department of Transport. This authority has not been delegated to Councils.

Conclusion

80. The road safety benefits of 30km/h speed limits are well established, and it is a Council Plan objective to explore and implement further 30km/h speed limits.
81. A pre-trial study is being undertaken to explore a proposal to extend the existing 30km/h speed limit trial in parts of Fitzroy and Collingwood to cover all streets within Fitzroy and Collingwood (except for Johnston Street).

82. The outcomes of this study will be presented to Council in late 2023.

RECOMMENDATION

1. That Council note:
 - (a) officers are undertaking a pre-trial study to explore a proposal to extend the existing 30km/h speed limit trial in parts of Fitzroy and Collingwood to cover all streets within Fitzroy and Collingwood (except for Johnston Street);
 - (b) the outcomes of the pre-trial study will be presented to Council later in 2023 for formal consideration; and
 - (c) any proposal to extend the existing trial to cover all local roads in Fitzroy and Collingwood (except for Johnston Street) would require the approval of the State Government.

Attachments

There are no attachments for this report.

7.3 Yarra Moves Physical Activity Action Plan 22-24 - Year 1

Executive Summary

Purpose

To report back to Council on Year 1 of the *Yarra Moves Action Plan 2022-2024*.

Key Issues

On 31 May 2022, Council resolved the following:

- (a) endorse the *Draft Yarra Moves Physical Activity Action Plan 2022-2024*; and
- (b) request that the Year 1 Action Plan be reported onto Council.

Financial Implications

The delivery of the *Yarra Moves Action Plan* is and will continue to be conducted within existing resourcing and budget allocations.

PROPOSAL

Council to note the progress made against the Year 1 Yarra Moves Action Plan 2022-24.

7.3 Yarra Moves Physical Activity Action Plan 22-24 - Year 1

Reference	D23/152935
Author	Steven Jackson - Coordinator Recreation
Authoriser	General Manager Infrastructure and Environment

Purpose

1. To report back to Council on Year 1 of the *Yarra Moves Action Plan 2022-2024*.

Critical analysis

History and background

2. The provision of health promoting environments that encourage active living was a key objective for a 'Healthy Yarra' within the Council Plan (2017 - 2021).
3. Council endorsed the Yarra's Physical Activity Strategy 2021-2031 in September 2021 and endorsed the Yarra Moves Physical Activity Action Plan 2022-2024 (*YMPAAP*) in May 2022 following community engagement.
4. Yarra's management and delivery of many facilities and services related to physical activity, best places Council to apply a multi-faceted approach to physical activity promotion within the community.

Discussion

5. The *YMPAAP* is based on the need to establish support structures and embed a culture of active living in all Council operations. To achieve the Strategy's vision of Yarra being synonymous with active living, the *YMPAAP* outlines short to mid-term actions that aim to deliver the Yarra Moves Strategy's goals.
6. *YMPAAP* is delivered by business units across the whole organisation.
7. A total 22 of the 24 actions have either been completed or are set to be completed within the timeframes outlined in the *YMPAAP*.
8. The objectives and Year 1 progress update of each of the three key themes are as follows:

Table 1 – Theme 1: Impact and Promotion

Responsible business unit	Year 1 progress
Objective 1.1: Identify and promote the opportunities to be physically active in Yarra	
Recreation	The Physical Activity Directory is available on Council's website.
Recreation Communications	Yarra Moves communication program launched in December 2022.
Objective 1.2: Promote opportunities for people to connect and participate in the community while improving physical wellbeing	
Community Development (Capacity Building) Recreation	A total of five volunteering opportunities incorporating physical activity have been promoted including: <ol style="list-style-type: none"> 1. Gardens for Wildlife 2. Holden Street Neighbourhood House's Working Bee 3. National Tree Planting Day at Hardy Gallagher Reserve 4. Companion Animal Support Program 5. City Nature Challenge.
Community Development (Neighbourhood Houses) Recreation	The Neighbourhood Houses are supported to provide a minimum of one program each year that focuses on physical activity. Opportunities promoted through the Physical Activity Directory.
Objective 1.3: Provide opportunities for the community to engage and connect with the natural environment to enhance their physical wellbeing	
Urban Agriculture	Urban Agriculture have documented there are 6,820m ² of public land used in Yarra for growing food.
Biodiversity	Current nature in neighbourhood initiatives include: <ul style="list-style-type: none"> • Yarra's Gardens for Wildlife Program • Yarra's City Nature Challenge (Friday 28 April 2023 - Monday 01 May 2023) • Melbourne Water Frog Census • Bird Life Australia Aussie Backyard Bird Count. Biodiversity has a calendar of nature engagement events at draft stage.
Objective 1.4: Improving the health and wellbeing of all employees by implementing initiatives that make active living part of the workplace culture and reduce sedentary behaviour	
Organisational Development Recreation	Staff induction resources launched January 2023 and included in each induction ongoing. A total of three opportunities for staff physical activity were promoted through internal communications. Including: <ol style="list-style-type: none"> 1. The annual Fitzroy MS Mega Swim - held Friday 17 February to Saturday 18 February 2023 at Fitzroy Swimming Pool. Yarra City Council entered a staff team. 2. Organisational Development conducted the annual 10,000 step walking challenge, Step and Connect, in September 2022, with over a total of 176 participants and over 24 teams and 45,000,000 steps achieved by all. 3. Free guided lunchtime yoga sessions were run throughout 2022. 4. Teams across the organisation took part in the Push-Up Challenge and collectively completed 24,894 push-ups over 20 days in June as part of our commitment to improving our wellbeing, physical and mental health.

	<p>5. While most teams were working virtually our SMT+ and team meetings encouraged all staff to go for walks during the day to improve physical and mental health</p> <p>6. We provide staff flexible working arrangements and reduced leisure memberships through salary sacrifice</p>
Organisational Development	Wellbeing Action Group
Objective 1.5: Use evidence to guide and drive decisions about how to increase participation in physical activity and improve the health of our community	
Recreation Social Strategy	Evaluation framework in development, on track for June 2023 completion.

Table 2 – Theme 2: Inclusion

Responsible business unit	Year 1 progress
Objective 2.1: Support and facilitate opportunities for the community to be physically active through Council's services.	
Family, Youth and Children's Services	<ul style="list-style-type: none"> • Increased participation rates of children in community walks and excursions: <ul style="list-style-type: none"> ○ In 2022 there were an average of 30 children attending excursions/community walks/bush kinder several times per week. In 2023, there are now 154 children attending excursions/community walks/bush kinder several times per week. • Keele Street Children's Centre, Collingwood, has been recognised by the Victorian Department of Education for its Bush Kinder program, earning them the Emeritus Professor Collette Tayler Excellence in Educational Leadership Award at the 2022 Victorian Early Years Awards. The program has been developed to support children to connect to country and nature as well as increase children's wellbeing, participation, and sense of belonging. • Youth Services weekly social sport programs for young people have included: <ul style="list-style-type: none"> ○ Helping Hoops (supported by Council's youth-led grants), ○ PACSEL Soccer, led by GR8M8S Foundation and ACU, and ○ Fitzroy Lions soccer training (supported by Council's youth-led grants). • Physical activities/excursions that have occurred through the Youth Services school holiday programs include: <ul style="list-style-type: none"> ○ Bounce ○ Go Karting ○ Urban Surf.
Aged and Disability Services Recreation	<ul style="list-style-type: none"> • U3A have incorporated additional table tennis bookings at Stanton St Hall as part of their regular programming. • Yarra Netball Association's Walking Netball program has been promoted through Aged and Disability Services' networks.

Yarra Leisure	<p>Yarra Leisure programming is on track to meet targeted occupancy rates:</p> <ul style="list-style-type: none"> • Access All Abilities (AAA) (target 10% of total classes offered): 65 of 785 classes are AAA classes (8.2%) with a waitlist of 30 students • Empower (target 20% Occupancy): Currently at 34% • Empower+ (target 20% Occupancy): Currently at 18% • Collingwood Estate Gym (CEG) (target Occupancy 20%): Currently at 31% • Women Making Waves (target 3,000 visits): 1794 visits in 2022 • Move For Life (target Occupancy 55%): Currently at 47%.
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Objective 2.2: Support active recreation and sport organisations to continue to provide diverse physical activity opportunities for the whole community

Recreation Community Development (Community Grants)	Five participation initiatives in the Sport and Recreation stream were supported in the 2023 Annual Community Grants program.
Recreation	<p>Four club development workshops are planned to take place in 2023 including:</p> <ol style="list-style-type: none"> 1. Child Safe Sport, Inclusion and Diversity and Fair Play Code (February 2023) 2. Grant Writing and Participation Programming (June 2023) 3. Marketing / Promotion and Participant Recruitment (July 2023) 4. Governance and Strategic / Financial Planning (September 2023) <p>Community Development (Capacity Building) have Community Training sessions held throughout the year to support not-for profit and community organisations in Yarra to help them run as effectively as possible.</p>

Objective 2.3: Build partnerships with key partners to provide sustainable and inclusive local options to be physically active

Recreation Social Strategy	A total of three meetings with Cohealth and North Richmond Community Health have occurred over the course of Year 1, with the fourth meeting on track to occur prior to the end of the financial year.
Recreation	<p>Meetings occurred with peak sporting bodies in December 2022 to establish the potential to deliver sporting initiative targeted at an underrepresented group (as outlined in Yarra's Social Justice Charter) including:</p> <ul style="list-style-type: none"> • Netball Victoria; • Football Victoria; • Football Australia; and • Cricket Victoria. <p>In March 2023, Yarra Netball Association implemented a weekly Walking Netball program targeted at older adults.</p>

Table 3 – Theme 3: Active Neighbourhood

Responsible business unit	Year 1 progress
Objective 3.1: Encourage and support greater walkability and cycling throughout Yarra	
Traffic Engineering	<p>The first <i>Road Safety Study</i> for a <i>Key People Movement Corridor</i> in Clifton Hill and North Abbotsford was adopted in December 2022.</p> <p>A range of road safety treatments included within the 2022/2023 budget have been delivered improving pedestrian and cycling safety and access. Recent examples include:</p> <ul style="list-style-type: none"> • Two new raised pedestrian crossings on Yarra Boulevard outside Melbourne Girls School

	<ul style="list-style-type: none"> • New raised crossings on Langridge Street and Gipps Street in Abbotsford, and • Traffic calming treatments in Fitzroy North and Carlton North • Council resolved to permanently retain the trial bike lanes on Elizabeth Street, Richmond (April 2023). <p>Further treatments that promote walking and cycling will be delivered before the end of this financial year.</p> <p>External funding has been obtained including a pre-trial study to investigate expanding the current 30km/hr speed limit trial in parts of Collingwood and Fitzroy. 'lower speed limits' is a measure being investigated to encourage greater walkability and cycling.</p>
Objective 3.2: Plan and develop neighbourhoods to support active lifestyles	
Open Space Planning and Design	<p>As per the Open Space Strategy:</p> <ul style="list-style-type: none"> • Construction is underway to improve and expand Cambridge Street Reserve • The Otter Street Park proposal is under development • The Linear Parklands Masterplan is under development.
Urban Design	<p>Urban Design are on track to meet the annual tree planting targets as outlined in the Urban Forest Strategy (between 400 to 800 street and park trees planted):</p> <ul style="list-style-type: none"> • Infill planting budget: 561 street and park trees • Capital and Accelerated planting budgets: 343 street trees, • TOTAL: 904 trees approximately (numbers not finalised until July 2023).

9. A review of Year 1 of the *YMPAAP* is set to take place in June 2023 to inform the next two-year action plan (2024-2026). Annual progress of these actions will be measured to monitor the direct outputs of the work conducted. In addition to the measurable outcomes of the Plan, success will be measured on improvements over time using industry benchmarking data.
10. As a part of the *YMPAAP*, an Evaluation Framework is set to be finalised by June 2023. It is expected that from the outputs of the *YMPAAP* there will be both short-term and intermediate impacts. Long term outcomes are unlikely to change over the period of the first Action Plan.

Options

11. Not applicable.

Community and stakeholder engagement

12. External Community Engagement – Stage 1 - Officers undertook a community consultation process to inform the development of the *Draft YMPAAP 2022-2024*. In November and December 2021, Officers heard from over 350 people through the *Your Say Yarra* site. This broad consultation process included running separate consultation sessions with children and young people, engaging directly with community groups for older people and those from different language backgrounds.
13. External Community Engagement – Stage 2 - the *Draft Yarra Moves Physical Activity Action Plan 2022-2024* was shared with the community through *Your Say Yarra* from 24 March 2022 until 14 April 2022, which provided the community with an opportunity to provide further feedback.

Policy analysis

Alignment to Community Vision and Council Plan

14. The following strategic objectives of the Council Plan 2021-2025 apply to the *YMPAAP*: Strategic Objective two: Social equity and health, Strategic Objective four: Place and nature and Strategic Objective five: Transport and movement.

Climate emergency and sustainability implications

15. With more than 320,000 trips within Yarra on any given weekday (Victorian Integrated Survey of Travel and Activity – LGA Profiler, Department of Transport, 2018), active transport has a significant role in improving the overall health and wellbeing of Yarra’s community. Exchanging sedentary modes of transport for active travel not only provides an opportunity for daily physical activity, but also reduces the amount of carbon emissions that contribute negatively to climate change.

Community and social implications

16. The *YMPAAP* recognises some people and communities are more at risk of experiencing negative health related to inactivity than others, due to participation barriers. The *Yarra Moves Strategy 2021-2031* highlights the broad influence Council has on the opportunities, environments and people that can support the equitable provision and inclusive access to physical activity in Yarra. Further, the community consultation process targeted direct feedback from at risk communities to ensure relevance and effectiveness of the *YMPAAP*.

Economic development implications

17. The value of the health benefits supported by community sport and active recreation infrastructure in Victoria has been estimated at \$2.3 billion annually (The Value of Community Sport and Active Recreation Infrastructure, Sport and Recreation Victoria, 2020).
18. Further, the report by Sport and Recreation Victoria (The Value of Community Sport and Active Recreation Infrastructure, 2020), found that being physically active led to increased productivity (i.e., lower number of sick days and increases in personal skills and ability), as well as enhanced cognitive performance. The value of increased productivity associated with physical activity supported by community sport and active recreation infrastructure in Victoria is estimated at \$270 million annually.

Human rights and gender equality implications

19. A key element of the *YMPAAP* is ensuring opportunities for participation in physical activity is inclusive and accessible for all.
20. Inclusion is the fundamental right of all people to partake in physical activity regardless of individual circumstances. In line with *Yarra Social Justice Charter* (2020), inclusion means that all people can, “Participate in community and access services and information regardless of age, gender, sex, sexuality, income, education, cultural background, language skills, religion or disability”. *Yarra Moves* puts in place a strategy to provide inclusive, adapted and safe opportunities to participate in physical activity and sport.
21. Yarra Leisure facilitates over 1.1 million visits per year to the municipality’s high-profile aquatic and recreation facilities (Burnley Golf Course (BGC), Collingwood Estate Gymnasium (CEG), Collingwood Leisure Centre (CLC), Fitzroy Swimming Pool (FSP) and Richmond Recreation Centre (RRC)) for programs including pool access, golf, group fitness classes, gym workouts and learn to swim.
22. Yarra Leisure also provides important and highly valued community programs via Move For Life, Empower, Empower+, women-only gym sessions, Women Making Waves and community golf programs that reach into underrepresented segments of the community and promote active living for all via subsidised access rates.
23. Yarra Leisure is also committed to ensuring older people in our community have plenty of options when it comes to staying active and connected by offering a selection of group fitness classes including Zumba programs, DanceFit, Yoga programs, Pilates, Aqua, Deep Water Running and Body Balance. Yarra Leisure is also affiliated with social and sports clubs including social golf clubs, a masters swimming club, and a triathlon club.

Operational analysis

Financial and resource impacts

24. The delivery of the *YMPAAP* is conducted within existing resourcing and budget allocations.
-

Legal Implications

25. There are no known legal implications of this report.

Conclusion

26. As the closest level of government to the community, it was identified that Council plays a significant role in the provision of leadership to the community and stakeholders when advocating for physical activity.
27. To achieve the vision of the *Yarra Moves Physical Activity Strategy 2021-2031* of Yarra being synonymous with active living, the *YMPAAP* outlines short to mid-term actions that will deliver the Strategy's goals.
28. Yarra's management and delivery of many facilities and services related to physical activity, including but not limited to, leisure centres, community centres, youth services, maternal child health, parks and open space, sportsgrounds and facilities ensures Council applies a multi-faceted approach to physical activity promotion within the community.
29. A total 24 of the 24 actions have either been completed or set to be completed within the timeframes outlined in the *Yarra Moves Physical Activity Action 2022-2024*.

RECOMMENDATION

1. That Council:
 - (a) note the progress made against the Year 1 Yarra Moves Action Plan 2022-24.

Attachments

There are no attachments for this report.

7.4 Annual Plan Progress and Financial Report Third Quarter 2023

Executive Summary

Purpose

To present the 2022/23 Quarter 3 Annual Plan progress report, Quarter 3 Financial Report and capital works progress report with adjustments to 31 March 2023.

Key Issues

The Budget and Annual Plan were adopted by Council on 23 June 2022. The Annual Plan and Budget deliver Year 2 Initiatives in the Council Plan.

Actions in the Annual Plan are funded in the 2022/23 Budget (Annual Budget). The 2022/23 Annual Plan includes 49 actions that are Year 2 actions that contribute to the delivery of 4-year Initiatives in the Council Plan 2021-25.

Financial Implications

An improved forecast result of \$16.1m (December 2022 - \$14.4m) compared to a surplus of \$12.3m in the adopted budget is recorded.

Capital works expenditure year to date is \$20.8m, with a full-year forecast expenditure of \$36.1m. Arising from the mid-year review, \$5.0m of budgeted 2022/23 capital expenditure was included in the 2023/24 draft budget as a planned carry-forward or replanned project; the quarter three review identified further a further planned carry-forward amount of \$2.8m.

PROPOSAL

This report recommends that Council notes the 2022/23 Quarter 3 Annual Plan, Financial and Capital Works progress reports to 31 March 2023.

7.4 Annual Plan Progress and Financial Report Third Quarter 2023

Reference	D23/159459
Author	Shane Looney - Corporate Planner
Authoriser	General Manager Corporate Services and Transformation

Purpose

1. To present the 2022/23 Quarter 3 Annual Plan progress report, Quarter 3 Financial report and Capital Works progress report with adjustments to 31 March 2023.

Critical analysis

History and background

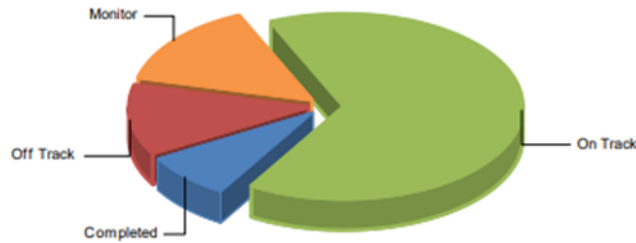
2. The Council Plan 2021-25 incorporating the Municipal Health and Wellbeing Plan was adopted by Council on 19 October 2021 in accordance with the *Local Government Act 2020* (the Act).
3. Supporting the Council Plan is an annual action plan that outlines the principal activities that will be undertaken over the course of each financial year.
4. The 2022/23 Budget and Annual Plan were adopted by Council on 23 June 2022. The Annual Plan and Budget deliver Year 2 initiatives in the Council Plan.
5. The 2022/23 Annual Plan includes 49 year 2 actions that contribute to the overall delivery of the Council Plan 2021-25.
6. The Local Government Act 2020 requires that Council publish a quarterly statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date.
7. The Quarter 3 financial position builds on the outcomes of the extensive mid-year review undertaken at the end of Quarter 2 which were reported to Council in March. The mid-year review process aimed to ensure:
 - (a) That Council resources are managed responsibly and strategically;
 - (b) Trends, risks and emerging issues are identified; and
 - (c) Ongoing opportunities to improve Council's overall financial position are implemented.
8. The 22/23 mid-year budget review process yielded a number of positive benefits including:
 - (a) A real time assessment of projects progress against timeframes and budget targets;
 - (b) Identification of potential savings, required adjustments, emerging risks and unbudgeted costs and potential future impacts on the upcoming 2023/24 budget, including unplanned carry-over and identification of projects that required replanning; and
 - (c) To forecast an end of final year financial result.

Discussion

Annual Plan

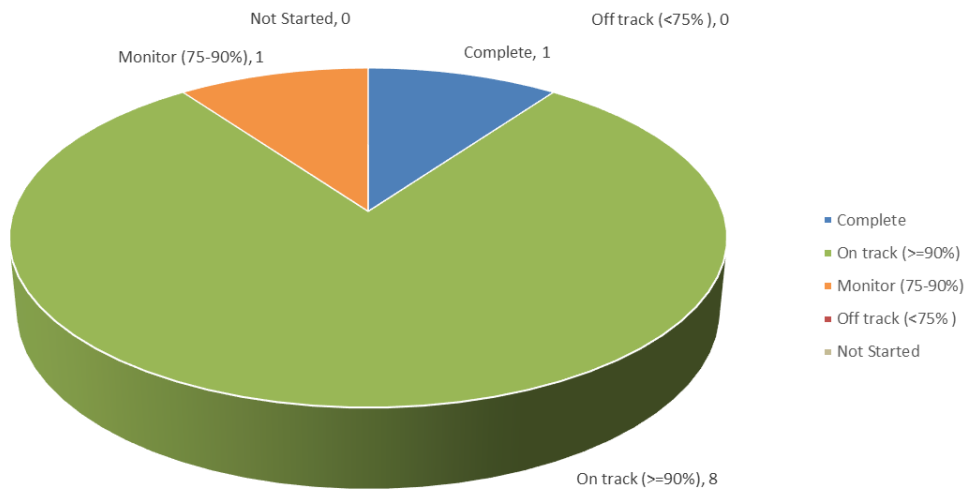
9. At the end of March, 73% of Annual Plan actions scheduled to have started were completed or on track against an annual performance target of 75%. (Attachment 1)

Annual Plan March Status



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
Climate and environment	10	1	8	1	0	0
Social equity and health	11	2	7	1	1	0
Local economy	4	0	4	0	0	0
Place and nature	7	0	0	3	4	0
Transport and movement	6	0	3	2	1	0
Democracy and governance	11	1	10	0	0	0
	49 (100%)	4 (8.16%)	32 (65.31%)	7 (14.29%)	6 (12.24%)	0 (0.00%)

Strategic Objective 1 Climate and environment



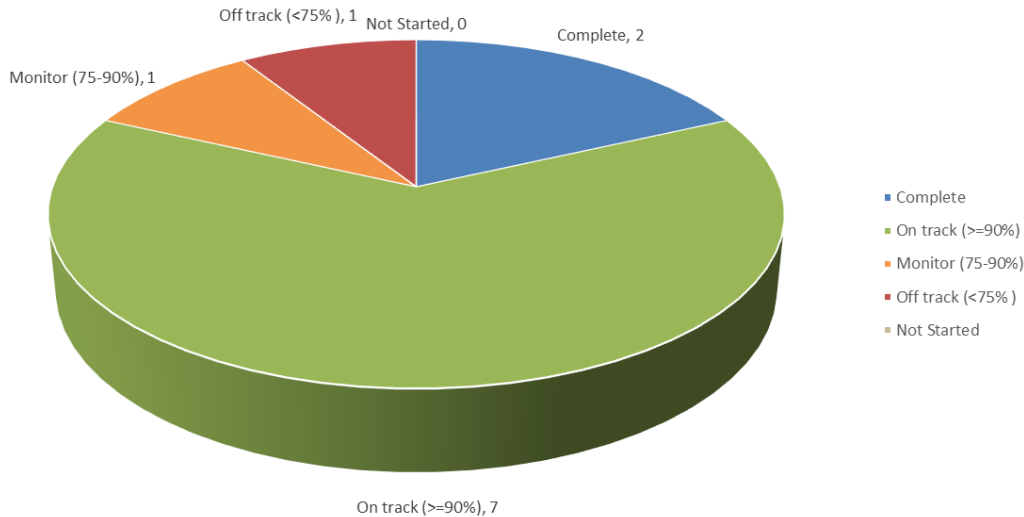
10. Climate and environment actions include work to transition Council buildings off gas, supporting and engaging households and business to transition to zero carbon, progress zero carbon development, continue transition of Council’s fleet to low emissions options and programs and initiatives to reduce organic and plastic waste and support circular economy solutions.
11. Of the ten actions one is completed, eight are on-track.

12. The status of the following action is Monitor (75-90%):

(a) 1.05 Zero carbon development:

Council endorsed a Zero carbon planning scheme amendment, which was sent to the Minister of Planning in July 2022 requesting approval to place it on public exhibition. Progress of the application is being monitored; current indications are the Planning Minister will decide on the application mid-2023.

Strategic Objective 2 Social equity and health



13. Social equity and health actions in the Annual Plan include progressing the Collingwood Town Hall Precinct Community Hub project, programs and initiatives to support children and young people, older people, culturally diverse and LGBTIQ communities.

14. Of the eleven actions two are completed, six are on-track.

15. The status of the following action is Monitor (75-90%):

(a) 2.04 Supporting and engaging children and young people:

Formation of children’s committees in all education and care centres managed by Council has been delayed due to the timing of the roll out of the Early year’s precinct model.

16. The status of the following actions are Off Track (<75%):

(a) 2.01 Collingwood College early childhood centre build:

This project has undergone a significant rescoping, with works originally to be undertaken by Council now to be undertaken by the Victorian School Building Alliance. Council will be responsible for delivering a smaller scope of works associated with a 22-place room for occasional care, to be delivered over budget years 2023/24 and 2024/25. This result is a significant cost saving for Council. Given the change in scope of this action officers recommend the following:

Current milestones proposed to be removed:

March Commence construction

17. The following 2021/22 Annual Plan actions were incomplete at the end of June 2022. An update on progress is provided for each Action:

(a) Yana Ngargna Plan:

Officers are prioritising the re-establishment of the Yana Ngargna Advisory Committee and rebuilding relationships with the Wurundjeri Woi Wurrung Corporation, which will be instrumental in the review and development of the new plan.

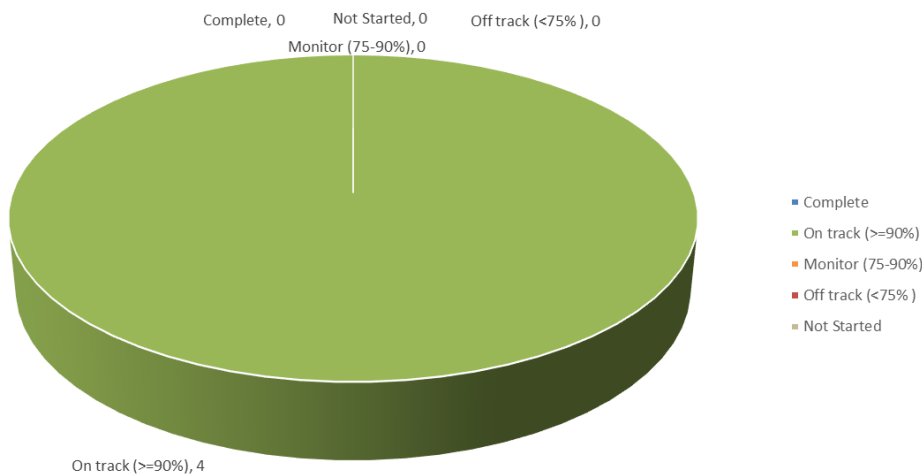
(b) Collingwood Senior Citizen Centre including Willowview:

This action is now complete, building works have including replacement ceilings with improved acoustics and energy efficient lighting along with compliant access ramp; and

(c) Chas Farquhar Children’s Services complex:

Stage 1 of this project being the new kindergarten room opened in February 2023. The remainder of the project to complete the refurbishment of the existing room and completion of landscaping works was nearing completion at the end of quarter three, with the second room expected to commence operations during term 2 of 2023 (quarter 4).

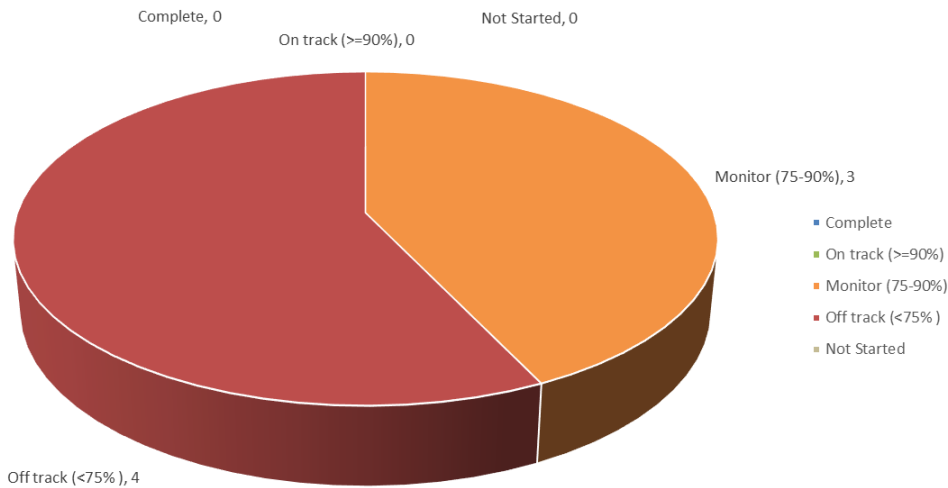
Strategic Objective 3 Local economy



18. Local economy actions in the Annual Plan include promotion of arts and culture, supporting new business through the approvals process, developing accessible information for potential businesses to locate vacant properties and work to understand community perceptions of safety.

19. All the four actions are on-track.

Strategic Objective 4 Place and nature



20. Place and nature actions in the Annual Plan include the Cremorne Urban Design Framework, new parks in Cambridge Street and Otter Street, the redevelopment of Brunswick Street Oval Precinct, renewing Yambla Street Pavilion, direct seeding and cultural burning bushland management, nature engagement programs and greening initiatives including tree planting and measuring tree cover canopy.
21. None of the seven actions are completed or on-track.
22. The status of the following actions are Monitor (75-90%):
 - (a) 4.05 Direct seeding and cultural burning:
A pre-burn habitat assessment, scheduled to be completed by the end of September, will now take place in 2024 due to climate conditions;
 - (b) 4.03 Brunswick Street oval precinct redevelopment – Edinburgh Gardens:
Planning and Heritage approvals for the project were granted early April 2023, immediately following the reporting period, and the tender documentation package is nearing completion. The project will proceed to tender in quarter four and construction in 2023/24; and
 - (c) 4.07 Greening Yarra to support biodiversity and increase tree canopy:
Commencement of the tree cover canopy measurement was delayed and is currently in progress.
23. The status of the following actions are Off Track (<75%);
 - (a) 4.01 Cremorne Urban Design Framework:
In response to submission received, officers are seeking additional transport work and then update the UDF, this has delayed the project however a report to Council in September 2023 to seek Council approval for interim controls and authorise the preparation of permanent controls.
 - (b) 4.02 Cambridge Street expansion reserve and Otter Street park:
Revised dates have been negotiated with the Department of Environment, Land, Water and Planning who are funding the projects. Cambridge Street works are currently underway, while the tender for Otter Street was advertised and awarded in April.

Given the change in scope of this action officers recommend the following:

Current milestones proposed to be removed:

December Complete Cambridge Street construction

March Commence Otter Street construction

June Complete Otter Street construction

Proposed milestones to be added:

June Complete Cambridge Street construction

June Commence Otter Street construction

(c) 4.04 Yambla Street Pavilion and public toilets renewal:

A pre-tender update of the project cost estimate showed an increase in costs to \$5.9m (compared to the previous cost estimate of \$3.7m), and therefore the construction of the proposed design could not commence without additional funds being allocated or a re-scope of the project. The 23/24 draft budget includes an allocation for exploring alternative lower-cost designs that could provide for the renewal of the pavilion with a fit-for-purpose facility. Given the inability to commence construction within the existing budget, officers recommend the following:

Current milestones proposed to be removed:

June Commence contractor on site

(d) 4.06 Community based education, awareness and nature engagement program:

Design of an online communication program for nature-focused news, initiatives and interactions is still being developed with a target completion of June 2023.

24. The following 2021/22 Annual Plan actions were incomplete at the end of June 2022. An update on progress is provided for each Action:

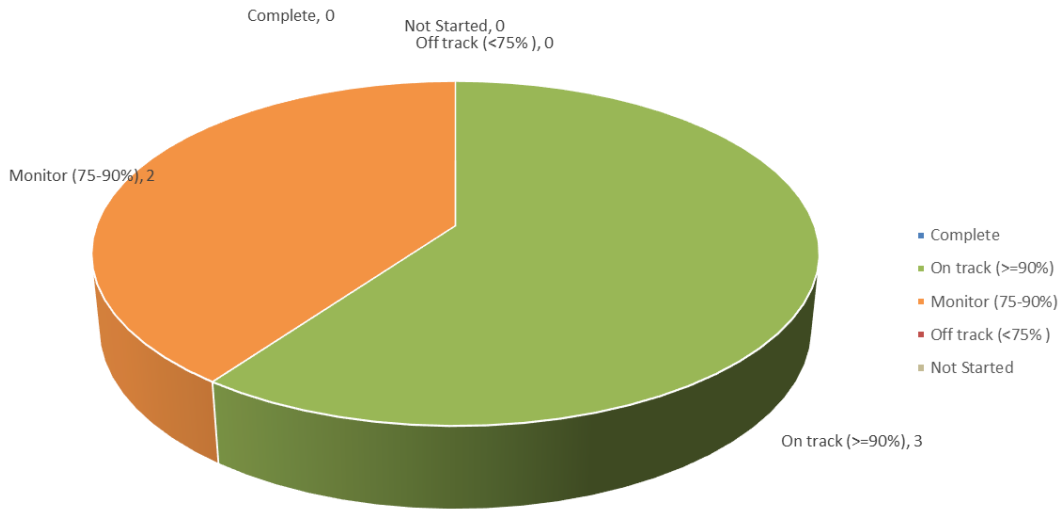
(a) Progress the translation of interim controls into permanent controls for Activity Centres:

Built form provisions for Bridge Road and Victoria Street were adopted with changes by Council on 2 August 2022. The amendment was forwarded to the Minister for Planning and is awaiting a final decision; and

(b) Brunswick Street Activity Centre Urban Design – Kerr Street Outstand:

Value management was undertaken on the design to bring it within budget (approx. \$182k). Construction is currently taking place, scheduled to be completed in July 2023.

Strategic Objective 5 Transport and movement



25. Transport and movement actions in the Annual Plan include adoption of the Transport Action Plan, delivering active transport projects, advocacy for public transport, designing and implementing road safety studies and supporting shared micro-mobility, car share and ride share schemes.

26. Three actions are on-track.

27. The status of the following action is Monitor (75-90%):

(a) 5.01 Transport Action Plan:

The Transport Action Plan is scheduled to be presented to Council for adoption in May 2023. Additional time was taken preparing three detailed Implementation Plans for the three new deal policies in the Yarra Transport Strategy (walking, cycling and schools).

28. The status of the following actions are Off Track (<75%):

(a) 5.03 Road safety studies and implementation program;

Changes to the scope of this action took place with the Victorian Schools Building Alliance offering to partner with Council and co-fund the Alphington study in the next financial. This change in scope is financially beneficial result for Council.

Given the change in scope of this action officers recommend the following:

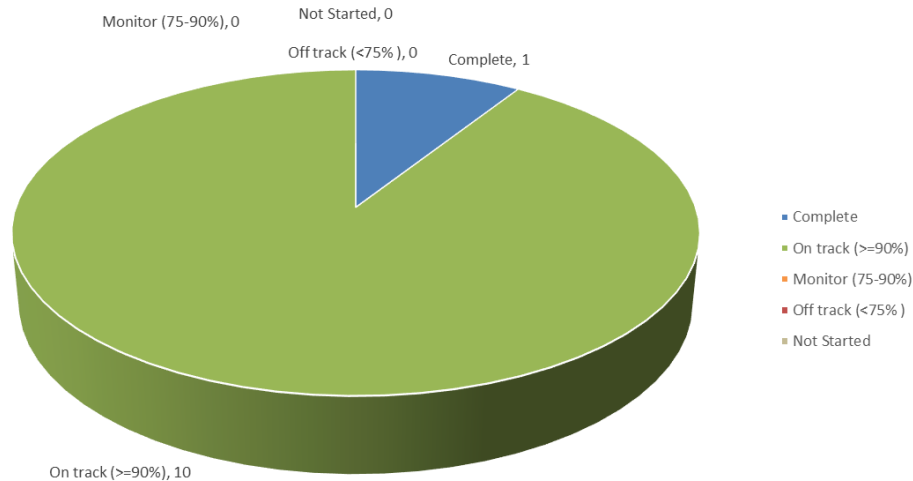
Current milestones proposed to be Removed:

September	Commence Alphington precinct/corridor study
March	Complete Alphington precinct/corridor study

(b) 5.06 Parking technology improvements:

Investigation into the implementation of eParking permits by Council within Yarra was not financially viable due to the significant investment required to upgrade Council's technology platforms to deliver the capability.

Strategic Objective 6 Democracy and governance



29. Democracy and governance actions in the Annual Plan include initiatives to review Council’s strategic documents, investigate the Sustainable Development Goals, projects to improve engagement with youth and underrepresented members of the community, work to build partnerships to support strategic advocacy priorities, development and implementation of the Gender Equality Action Plan and the review and adoption of new Governance Rules.
30. One action is completed, ten are on-track.

Options

31. There are no options identified in this report.

Community and stakeholder engagement

32. The Annual Plan is informed by initiatives in the adopted Council Plan 2021-25. Extensive community engagement was undertaken during the development of the Council Plan 2021-25.
33. Council’s Community Engagement Policy guides the approaches taken for community engagement for the individual projects contained in the Annual Plan.
34. Engagement on the 2022/23 budget was undertaken initially in November-December 2021 and further community feedback on the draft 2022/23 budget was sought, including a special Council meeting in May 2022 to hear feedback from community members prior to adoption of the 2022/23 budget.

Policy analysis

Alignment to Community Vision and Council Plan

35. Yarra 2036 Community Vision:
- (a) The Council Plan 2021-25 Strategic Objectives address all Themes in Yarra 2036 Community Vision.
36. Council Plan 2021-25:
- (a) This report provides an overview of progress against actions in the 2022/23 Annual Plan that respond to all Strategic Objectives and Year 2 Initiatives from the Council Plan 2021-25.

Climate emergency and sustainability implications

37. The Council Plan 2021-25 includes a Strategic Objective 'Climate and environment' that addresses environmental sustainability and climate emergency considerations. The Annual Plan includes ten actions that respond to Initiatives in this Strategic Objective.
38. The Council Plan 2021-25 includes a Strategic Objective 'Transport and movement' that is an integral part of our climate emergency response to reduce transport emissions. The Annual Plan includes six actions that respond to Initiatives in this Strategic Objective.
39. The Council Plan 2021-25 includes a Strategic Objective 'Place and nature' which recognises the important role that public places, streets and green open space have in bringing our community together. The Annual Plan includes seven actions that respond to Initiatives in this Strategic Objective.

Community and social implications

40. The Council Plan 2021-25 incorporates the Municipal Health and Wellbeing Plan that guides how Council will promote health and wellbeing across the municipality.
41. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses community and social implications. The Annual Plan includes eleven actions that respond to Initiatives in this Strategic Objective.
42. The Council Plan 2021-25 includes a Strategic Objective 'Place and nature' which recognises the important role that public places, streets and green open space have in bringing our community together. The Annual Plan includes seven actions that respond to Initiatives in this Strategic Objective.

Economic development implications

43. The Council Plan 2021-25 includes a Strategic Objective 'Local economy' that addresses economic development implications. The Annual Plan includes four actions that respond to Initiatives in this Strategic Objective.

Human rights and gender equality implications

44. The Council Plan 2021-25 incorporates the Municipal Health and Wellbeing Plan that guides how Council will promote health and wellbeing across the municipality.
45. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses equity, inclusion, wellbeing and human rights considerations. The Annual Plan includes eleven actions that respond to Initiatives in this Strategic Objective.

Operational analysis

Financial and resource impacts

2023/23 March 2023 YTD Actuals compared to YTD budget

46. The YTD actual net result to YTD budget is favourable by \$19.7m and increase of \$4.6m from Q2 (Q2 Dec \$15.1m).
47. The increase in net result from Q2 is driven by:
 - (a) Increased capital grants \$1.2m (Timing factor - capital grants recognised as works are delivered);
 - (b) Reduced employee costs \$1.4m (Timing factor and permanent savings through leave uptake and vacancies), and
 - (c) Reduced materials and services. \$2.1m, (Timing of payments).

48. The YTD actual net result of \$19.7m is comprised of permanent changes and timing of transactions driven by:
- (a) Permanent increase to operating grants \$2.3m (Q2 \$3m), offset by operating expenditure due to unbudgeted grant income carried forward from 2021/22 primarily for the System and Online Portal Development and Activation of Unused Property projects;
 - (b) Permanent increase to capital grants higher than budget \$3.1m, (Q2 \$1.9m), offset by capital expenditure, due to unbudgeted grant income carried forward from 2021/22 for several projects including road safety;
 - (c) Permanent increase on net gain on the disposal of assets primarily from road discontinuances; YTD \$1.8m (Q2 \$1.7m), offset by capital expenditure;
 - (d) Timing of user fees higher than expected \$1.0m, (Q2 \$1m) driven by the variable nature of compliance and construction and higher utilisation of property and leisure services;
 - (e) Permanent savings and timing of payment of employee costs YTD \$3.8m, (Q2 \$2.4m) as a result of vacancies and leave uptake;
 - (f) Timing of spend for materials and services YTD \$5.4m, (Q2 \$3.3m), and
 - (g) Permanent savings for bad and doubtful debts favourable to budget \$0.7m (\$0.8m).
49. The financial position as at 31 March 2023 shows a cash and investment balance of \$79.8m (Q2 \$94.3m) which is funded by \$37.5m of borrowings.
50. Cash and investment balances is adjusted for restricted cash and intended allocation obligations, providing Council with a balance of \$13.9m (Q2 \$20.99m), being unrestricted cash (\$4.7m at 30 June 2022).
51. The movement of unrestricted cash from 30 June 2022, is due to timing differences in receipt of rates, user fees, payments to employees and suppliers, payments for capital works and a higher opening cash and investment position compared with budget.
52. Restricted cash is the amount of cash holdings Council requires to meet external restrictions such as trust funds, statutory reserves and cash for intended allocations, such as cash held to fund future capital works.

2023/23 March 2023 Forecast update

53. The Q3 forecast review of the operating and capital budgets provides for a planned net result of \$16.1m, an improvement of \$1.7m from Q2 (Q2 \$14.4m).
54. Q3 provides for an adjusted capital works program of \$36.1m (Q2 38.6m) and planned capital carry forwards of \$7.7m (Q2 \$4.9m)

Operating Performance

55. Planned net result at Q3 \$16.1 (Q2 \$14.4m)
56. The movement of forecast net result of \$1.7m between Q3 and Q2 is driven primarily by the following:
- (a) Increases to revenue:
 - (i) Rates and charges \$0.7m, (Forecast net result greater than adopted budget \$0.7m)
 - (ii) Other income \$0.6m includes interest on term deposits due to sharp increase in interest rates (Forecast net result greater than adopted budget \$2.2m)
- Offset by:
- (iii) Decrease in Statutory fees and fines \$0.7m, aligning to YTD performance (infringement collection) (Forecast net result less than adopted budget \$1.2m)

- (iv) Decrease in user fees \$1.3m (Forecast net result less than adopted budget \$1.3m); and
- (v) Decrease in operating grants \$1.1m (lower childcare utilisation) (Forecast net result less than adopted to budget \$2.6m); and
- (b) Decreases in expenditure:
 - (i) Employee Costs \$0.7m (Forecast less than adopted budget \$2.8m);
 - (ii) Materials and Services \$2.4m (Forecast higher than adopted budget \$0.1m); and
 - (iii) Capital grants \$0.0m (overall forecast to budget -\$5.2m, due to delays in the delivery of Brunswick Street Oval project.

Capital Works Performance

57. Attachment 2 (Financial Report) includes information about the 2022/23 capital works program performance, including:
- (a) a commentary on capital works performance by asset class, and
 - (b) a detailed Statement of Capital Works by asset class.
58. The capital works program is subject to adjustments to deliver best value outcomes in response to various issues including variations to current projects, substitution in response to changing priorities, urgent works being identified, additional external funding obtained for new projects, or funds carried forward to the subsequent budget year for projects in progress that cannot be completed within the current budget year.
59. The mid-year review identified a total reduction in budgeted expenditure for 2022/23 of \$19.0 million including a total of \$5.0m of expenditure included in the draft 2023/24 budget as a planned carry-forward or replanned project.
60. A review of the capital works program at the end of Q3 identified a further planned carry-forward amount of \$2.8 million, with the affected projects being individually listed in Attachment 3 - Capital Works Program Adjustments - 2022-23 Q3, including a summary reason for each project. These further planned carry-forward amounts will be included in the proposed final 2023/24 budget.
61. As at 31 March 2023, actual capital expenditure YTD is \$20.8m, which is \$12.9m underspent compared to the budget YTD, noting that this is with reference to the baseline (start of year) budget and does not account for budget adjustments year to date.
62. All year-to-date budget adjustments have been recognised in the updated full-year forecast expenditure for the capital works program of \$36.1m.
63. It is also noted that construction projects continue to face extra-ordinary cost pressures with construction material and labour price escalation well above the level assumed at the time 2022/23 budgets were set.

Legal Implications

64. There are no legal implications identified in this report.

Conclusion

65. At the end of March 73% of Annual Plan actions are On Track or Complete. The performance target is 75%.
66. The 2022/23 Annual Plan Progress and Finance Report (to March 2023) is presented to Council for noting and consideration of proposed changes to 2022/23 Annual Plan action milestones.

RECOMMENDATION

1. That Council:
 - (a) note the results of the Quarterly Annual Plan Progress, Financial Report and Capital Works Progress to 31 March 2023;
 - (b) endorse the following amendments to the actions listed below in the 2022/23 Annual Plan:
 - (i) 2.01 Collingwood College early childhood centre build
Current milestones proposed to be removed:
March - Commence construction
 - (ii) 4.02 Cambridge Street expansion reserve and Otter Street park
Current milestones proposed to be removed:
December - Complete Cambridge Street construction
March - Commence Otter Street construction
June - Complete Otter Street construction
Proposed milestones to be added:
June - Complete Cambridge Street construction
June - Commence Otter Street construction
 - (iii) 4.04 Yambla Street Pavilion and public toilets renewal
Current milestones proposed to be removed:
June - Commence contractor on site
 - (iv) 5.03 Road safety studies and implementation program
Current milestones proposed to be removed:
September - Commence Alphington precinct/corridor study
March - Complete Alphington precinct/corridor study

Attachments

- 1 Attachment 1 - 2022-23 March Annual Plan Report
- 2 Attachment 2 - March 2023 Financial Report
- 3 Attachment 3 - Capital Works Program Adjustments Q3 March 2023

7.5 Governance Report - May 2023

Reference	D23/154094
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Manager Governance and Integrity

Purpose

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

Critical analysis

History and background

2. To ensure compliance with the Act and in accordance with best practice and good governance principles, transparency and accountability, this standing report consolidates a range of governance and administrative matters.
3. Matters covered in this report are:
 - (a) the citizenship ceremony on 16 April 2023;
 - (b) the Drugs, Poisons and Controlled Substances Amendment (Medically Supervised Injecting Centre) Bill 2023; and
 - (c) Victorian Local Governance Association Board Election.

Discussion

The citizenship ceremony on 16 April 2023

4. The City of Yarra conducted its first Australian Citizenship Ceremony since 2017 at the Collingwood Town Hall on 16 April 2023.
5. The official party at the event were:
 - (a) Cr Claudia Nguyen, Mayor (Presiding Officer);
 - (b) Adam Bandt, Federal Melbourne for Melbourne;
 - (c) Gabrielle de Vietri, Victorian Member for Richmond; and
 - (d) Sue Wilkinson, City of Yarra Chief Executive Officer (emcee).
6. Also in attendance at the event was the Deputy Mayor and Councillors of the City of Yarra.
7. The event also featured a musical performance by Uncle Kutcha Edwards.
8. Australian citizenship was conferred on 181 people at the event, many of whom had waited more than nine months since becoming eligible for conferral of citizenship.
9. Prior to the ceremony, there were 504 people on the waiting list to become citizens in Yarra. Modelling shows that this waiting list will be halved during the next year of the program, and the majority of candidates will wait less than three months from eligibility to their citizenship ceremony.
10. The next citizenship ceremony will be held on Sunday 2 July 2023.

Drugs, Poisons and Controlled Substances Amendment (Medically Supervised Injecting Centre) Bill 2023

11. On Thursday 4 May 2023, the Drugs, Poisons and Controlled Substances Amendment (Medically Supervised Injecting Centre) Bill 2023 passed the Victorian Parliament.

12. The bill amends the Drugs, Poisons and Controlled Substances Act 1981 to, among other things, enable the trial of the medically supervised injecting centre in Richmond to be concluded and, in its place, a four year license to be granted for continued operation of the centre.
13. The passage of this bill allows for the Victorian government to implement its stated intention to establish the medically supervised injecting centre in North Richmond as an ongoing service, as well as to remove a number of limitations to the service's model of care, improve service delivery efficiency, responsiveness and governance.
14. The changes to the Drugs, Poisons and Controlled Substances Act 1981 will take effect on a day to be proclaimed or on 28 June 2023 (whichever is earlier).

Victorian Local Governance Association Board Election

15. Yarra City Council is a member of the Victorian Local Governance Association, an organisation with the following purposes:
 - (a) to be a peak body for Councils;
 - (b) to protect, advance and advocate for the importance of the role of effective local government;
 - (c) to support and assist Councillors to do their job well;
 - (d) to provide resources, information and education, and undertake projects to support good governance and leadership; and
 - (e) to be a sustainable, focused and values driven organisation.
16. The Association is an incorporated body with an adopted constitution under the Associations Incorporation Reform Act 2012. The Association is governed by a Board comprising 6 elected board members and up to 3 co-opted board members.
17. Elections for board members are conducted annually, with nominations open to all Councillors of member Councils. Nominations for the 2023 election will open shortly, and will close at 5.00pm on Wednesday 31 May 2023. Councillors will receive details of the nomination process direct from the Victorian Local Governance Association, as well as the necessary ballot papers for the election itself.
18. Councillors do not require endorsement of Council in order to nominate for election and are free to vote in the subsequent election however they wish.

Options

19. There are no options presented in this report.

Community and stakeholder engagement

20. No community or stakeholder engagement has been undertaken in the development of this report, save the engagement with internal stakeholders necessary to compile the report content.

Policy analysis

Alignment to Community Vision and Council Plan

21. In its Yarra 2036 Community Vision, Council articulated an objective for a community that is *"informed and empowered to contribute to the shared governance of Yarra, (where) decision-making is through access, inclusion, consultations and advocacy."*
22. City of Yarra Council Plan 2021-2025 includes Strategic Objective six: 'Democracy and governance', which states that good governance is at the heart of our processes and decision-making. The plan commits Council to *"practice good governance, transparency and accountable planning and decision-making."*
23. The presentation of a Governance Report provides an opportunity to provide updates on key organisational matters both to the Council and the community.

[Climate emergency and sustainability implications](#)

24. There are no climate emergency or sustainability implications considered in this report.

[Community and social implications](#)

25. There are no community or social implications considered in this report.

[Economic development implications](#)

26. There are no economic development implications considered in this report.

[Human rights and gender equality implications](#)

27. There are no human rights or gender equality implications considered in this report.

Operational analysis

[Financial and resource impacts](#)

28. There are no financial and resource impacts considered in this report.

[Legal Implications](#)

29. There are no legal implications considered in this report.

Conclusion

30. This report presents an officer recommendation on:

- (a) the citizenship ceremony on 16 April 2023;
- (b) the Drugs, Poisons and Controlled Substances Amendment (Medically Supervised Injecting Centre) Bill 2023; and
- (c) Victorian Local Governance Association Board Election.

RECOMMENDATION

1. That Council note this Governance Report on:

- (a) the citizenship ceremony on 16 April 2023;
- (b) the Drugs, Poisons and Controlled Substances Amendment (Medically Supervised Injecting Centre) Bill 2023; and
- (c) Victorian Local Governance Association Board Election.

Attachments

There are no attachments for this report.

7.6 C1627 Street Sweeping Services

Reference	D23/162183
Author	Brett Grambau - Manager City Works
Authoriser	General Manager Infrastructure and Environment

Purpose

- To award Contract Number C1627 for street sweeping services.

Background

- The current street sweeping contract has been in place for nearly 10 years and is due to expire on the 30 June 2023. The services provided in the contract are street sweeping services for roads, footpaths, laneways and carparks throughout the municipality.
- The City of Yarra has numerous challenges in the provision of this service including:
 - High density of houses / population in the municipality;
 - Many cars parked on streets due to housing configuration making sweeping difficult;
 - Long strip shopping centres;
 - Large public housing sites;
 - Melbourne safe injecting room in Richmond; and
 - Large number of street trees and many street trees in the road pavements.
- The current service has evolved to meet the cleansing demands in the city and includes:

Service (includes roads and footpaths)	Frequency
Residential streets	4-week service
Laneways	8-week service
Major and minor shopping strips	Daily (with adjacent laneways weekly)
Main roads and collector roads	Weekly (Daily for Nicholson St, Brunswick St and Johnston St)
Extra services to roads/ lanes based on local conditions – e.g., high usage, drainage hotspots, litter hotspots, tree issues, north Richmond injecting room area, major events (e.g. AFL Grand Final, NYE, Pride, Lunar Festival, Johnston Street Festival etc) etc.	Varies from weekly to fortnightly
Carparks	Weekly
Autumn leaf collection on specific roads (includes pollen sweeping as required)	16-week period with fortnightly collection

- The successful tenderer would operate out of Council's Burnley depot. Having the contractor based in the municipality means that the machinery and personnel are readily available in the delivery of the service, particularly for emergencies. This greatly improves efficiencies by substantially reducing travel time.

Tender Process

Pre-Tender Panel Review Meeting

- A pre-tender review panel meeting was held to discuss process milestones, review of the tender documentation and assignment of evaluation criteria and weightings.
- An invitation for tender for the services was advertised on Saturday 12 November 2022 in the Age newspaper inviting suitably qualified contractors to submit a response to the Tender.

Tender Evaluation Panel (Panel)

8. The Tender Evaluation Panel (“Panel”) consisted of the following personnel:
 - (a) Senior Coordinator Strategic Procurement;
 - (b) Coordinator Cleansing and Graffiti;
 - (c) Contract Management Officer; and
 - (d) Independent Consultant.

Tenders Received

9. Tenders closed on Friday 16 December 2022 and four submissions were received.

Tender Evaluation Criteria and Quantitative Assessment

10. The tender evaluation criteria and quantitative assessment are outlined in **Confidential Attachment One**.
11. The Panel considered the tenderers’ submissions for conformance to the tender document and deemed three of the four tenders to be conforming.
12. The Panel conducted assessments of the responses to qualitative criteria, and this is outlined in **Confidential Attachment One**.
13. The result of the quantitative assessment from the tenders is outlined in **Confidential Attachment One**.
14. To recognise the best value for money bid, the Panel applied the Value for Money (VFM) methodology. The outcome is outlined in **Confidential Attachment One**.

Financial Assessment

15. Financial credit checks were sought from Corporate Scorecard Pty Ltd for the shortlisted tenderers are considered in **Confidential Attachment One**.
16. The financial checks for the preferred contractor is outlined in **Confidential Attachment One**.

Probity

17. In accordance with Council’s Procurement Policy, a Probity Plan was required as the expected total expenditure will exceed \$10 million. A Probity Auditor was engaged through Baron Consulting Pty Ltd, and all relevant tender process documentation was forwarded to them for auditing purposes.

Occupational Health and Safety requirements

18. The recommended tenderer has an occupational health and safety management system that complies with the requirements of the Occupational Health and Safety Act 2004, and this has been implemented throughout the organisation.
19. The tender document contained OH&S conditions which require the following prior to commencement:
 - (a) a Risk Assessment (includes requirements for a Job Safety Analysis (JSA));
 - (b) a Health and Safety Plan (includes induction and safety training, safe work practices and procedures, OH&S consultation, emergency procedures, incident reporting and investigation and OH&S performance monitoring; and
 - (c) compliance with all Victorian OH&S legislation (includes Acts, Regulations and Codes of Practice).

20. The Panel has verified that it is satisfied with the contractor's previous history in respect of OH&S claims or incidents. The contract will be managed by a Council Officer who will ensure compliance with the Health and Safety Plan monitoring of monthly performance, and JSA reports.

Financial Implications

21. The draft 2023/2024 annual budget for the contract component of the Street Sweeping Services is \$3,923,000 (exclusive of GST).
22. A bank guarantee of 5% of the annual lump sum will be required from the successful tenderer.

Economic Implications

23. There are no economic implications.

Stakeholder Consultation

24. The service has evolved over the previous 10 years to provide a fit for purpose service to suit the needs of the city.
25. This has included the provision of additional sweeping in areas of high demand such as around the North Richmond area in the vicinity of the safe injecting room, drainage hotspots, litter hotspots, high tree impact areas, major events (e.g. AFL Grand Final, NYE, Pride, Lunar Festival, Johnston Street Festival etc) and other high use areas.

Sustainability Implications

26. Tenderers were asked to provide details on any specific measures undertaken to address Sustainability practices they can implement while providing the Services. Examples provided by the recommended tenderer include:
- (a) Processing and maximising the recycling of the collected street sweeping material at a specialised recycling facility;
 - (b) Expanding the use of battery powered handheld leaf blowers in areas of the service as the technology improves;
 - (c) Introduce new fuel-efficient vehicles and investigate developing technologies, such as electric vehicles for introduction as industry capability aligns with service specifications; and
 - (d) The recommended tenderer has an environmental management system that has been assessed and registered as complying with the requirements of the relevant standards and has been implemented throughout their organisation.

Social Procurement Implications

27. The recommended tenderer provided information indicating they have a diverse workforce. They also provided positive social sustainability responses in their tender submission.

Human Rights and Disability – Access and Inclusion Implications

28. There are no Human Rights and Disability implications associated with this tender.

Council Plan, Strategy and Policy Implications

29. The Council Plan 2021-25 includes the following strategic objectives which apply to this project:
- (a) climate and environment;
 - (b) social equity and health; and
 - (c) place and nature.

Legal Implications

30. The contract will be governed by terms and conditions based on the General Conditions of Contract – AS2124:1992 as modified by Maddocks Lawyers and as specified in the tender conditions.

Communities with CALD Communities Implications

31. All public communications will meet CALD policy principles.

Ethical Practices

32. The successful tenderer has identified that it complies with Council's ethical standards.

Options

33. The services are essential and cannot be provided by Council staff, so contractors are required. As Council is required to comply with the procurement provisions of section 108 of the Local Government Act 2020, a tendering process was required.

Conclusion

34. The panel considers that the recommended tenderer represents the best value for money outcomes and recommends contract number C1627 be awarded to them.

RECOMMENDATION

1. That Council:
- (a) approves the award of Contract C1627 to _____ for Street Sweeping Services for an initial term of seven (7) years commencing on 1 July 2023, with an option to extend at Council's discretion for one (1) further year. The Services are based on a lump sum payments and schedules of rates;
 - (b) notes the services are based on an annual lump sum of _____ (exclusive GST) and schedules of rates;
 - (c) notes the contract will be subject to Rise and Fall based on the consumer price indexation for costs in labour, transportation and materials in Melbourne;
 - (d) authorises the Acting General Manager Infrastructure and Environment Officer to sign on behalf of Council all necessary documentation including any contract variations relating to Contract C1627; and
 - (e) authorises Council officers to communicate this information to the extent necessary to give effect to the recommendation.

Attachments

- 1 Attachment 1 - C1627 Street Sweeping Service - Tender Panel Report - Confidential - Confidential

8.1 Notice of Motion No.2 of 2023 - Short-stay accommodation in Yarra

Reference D23/165432
Author Sophie Wade - Councillor

I, Councillor Sophie Wade, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 16 May 2023:

1. *That a report concerning the provision and regulation of short stays in the City of Yarra be provided to a Councillor Workshop, addressing:*
 - (a) *the best available estimate of the number and availability of short-stay properties relative to the number of owner-occupied and rented dwellings;*
 - (b) *the availability and utility of statutory measures to limit short-stays within the Australian context;*
 - (c) *whether there is merit to the inclusion of short-stay rental accommodation measures within the general local law (as in Mornington Peninsula Shire);*
 - (d) *the current extent of authority for Councils to influence the provisioning of short-stay accommodation in their municipalities, considering planning and property rating; and*
 - (e) *provide viable options to affect positive change through policy or strategic advocacy.*

Background

Cities around the world have been grappling with significant changes to housing brought on by the success of short-stay accommodation providers.

Warrnambool City Council recently introduced a \$400 fee for short-stay accommodation providers (see: <https://www.abc.net.au/news/2023-02-07/warrnambool-introduces-short-stay-accommodation-provider-fee/101938376>). Mornington Peninsula Shire, Bass Coast Council and Yarra Ranges Council all charge fees for short stays properties.

In November 2021, the NSW government introduced short stay regulations, limiting the number of days a property could be on the market to 180 days of the year and no more than three consecutive months.

Overseas, many main cities regulate their short stay market, including Amsterdam (30-day cap), New York (banned entire-home short stays), London (90-day cap, or seek planning permission from council), Philadelphia (where owners require a hotel licence to rent out their homes), Paris (120 day cap, and limited to a person's primary residence), Berlin (no limitations on a primary residence, 90-day limit for second residence), Ireland (no limitations on a primary residence, 90-day limit for second residence).

This issue is well and truly a live one in the City of Yarra.

According to InsideAirbnb.com, a short-stay data, analysis and advocacy website, the City of Yarra has (as of 8 May 2023):

- 1,608 properties available for short stays
- 79.2% of them are entire homes
- 34.5% of hosts had multiple listings

In the face of a cost-of-living and rental crisis, and in a city where 50% of our population rents, it is worth Yarra Council and the Yarra community considering options in this space.

More info

Warnambool Council meetings: <https://www.warnambool.vic.gov.au/past-council-meetings>

- 7 February 2023
- 5 December 2022

RECOMMENDATION

1. *That a report concerning the provision and regulation of short stays in the City of Yarra be provided to a Councillor Workshop, addressing:*
 - (a) *the best available estimate of the number and availability of short-stay properties relative to the number of owner-occupied and rented dwellings;*
 - (b) *the availability and utility of statutory measures to limit short-stays within the Australian context;*
 - (c) *whether there is merit to the inclusion of short-stay rental accommodation measures within the general local law (as in Mornington Peninsula Shire);*
 - (d) *the current extent of authority for Councils to influence the provisioning of short-stay accommodation in their municipalities, considering planning and property rating; and*
 - (e) *provide viable options to affect positive change through policy or strategic advocacy.*

Attachments

There are no attachments for this report.

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