



# Ordinary Meeting of Council Minutes

held on Tuesday 23 June 2020 at 7.00pm  
via TEAMS

**\*\*Corrected by resolution at the Council Meeting on Tuesday 7 July 2020**

## 1. Acknowledgement 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 Danae Bosler (Mayor)
- Cr Misha Coleman (Deputy Mayor)
- Cr Mi-Lin Chen Yi Mei
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Daniel Nguyen
- Cr Bridgid O’Brien
- Cr James Searle
- Cr Amanda Stone

#### Council officers

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

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

Nil

## 4. Confidential business reports

Nil

## 5. Confirmation of minutes

### COUNCIL RESOLUTION

**Moved:** Councillor O'Brien

**Seconded:** Councillor Stone

That the minutes of the Ordinary Council Meeting held on Tuesday 2 June 2020 be confirmed.

**CARRIED**

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## 13. Urgent business

Nil

## 6. Petitions and joint letters

### 6.1 Petition – Making Smith Street more pedestrian and cyclist friendly

Reference: D20/108481

A petition containing 73 signatures from residents and the wider community request that Council consider widening the pavement on Smith Street between Gertrude and Johnston Streets:

- Recent increase in pedestrian and cyclists has seen the footpath become crowded and made social distancing extremely difficult.
- Re-purpose some of Smith Street's existing parking space to keep everyone safe when walking and cycling along the shopping precinct.

#### **COUNCIL RESOLUTION**

**Moved:** Councillor Bosler

**Seconded:** Councillor Stone

That the petition be received and referred to the appropriate officer for consideration.

**CARRIED UNANIMOUSLY**

## 7. Public question time

This record is provided as a summary of the questions asked by members of the public during Public Question Time at a meeting of the Yarra City Council. A recording of the Council Meeting (including Public Question Time) is available on Council's website for twelve months following the meeting. Where a question is taken on notice and unable to be answered at the meeting, the full response is also published on Council's website when it becomes available.

### 7.1 Greg Chenhall, Fitzroy Residents Association (FRA) – Council Meetings and Delegated Powers

Questions:

The COVID 19 virus has required the Yarra City Council to take extraordinary measures to ensure that the machinery of government can continue. However Measures have had a negative impact on participative democracy in decision making.

The FRA therefore requests answers to the following questions:

When will submissions from the community be permitted to be presented directly to Council either on line or in person?

When will the emergency powers delegated to the CEO be revoked?

Response:

*The Group Manager Chief Executive Officer advised the following:*

*Whilst we had been planning to restart present meetings on 7 July, this past weekend's directions by the State Chief Health Officer have pushed that back for the time being. Councils are therefore committed to restart meetings as soon as it is safe or permitted to do so. However on particular note is that the 16 July Special Meeting scheduled to receive budget submissions, Council has committed to hear people who have requested to be heard and we are seeking to make arrangements for that to occur in our virtual meeting.*

*In relation to the CEO's emergency delegations, these powers can only be exercised in the event that a meeting corium is unable to be achieved. With online meetings now permitted the only likely scenario could be that if a large number of Councillors were simultaneously unwell. Complicating matters there have been changes to the Local Government Act which means we cannot simply revert to previous delegated powers, we therefore need to completely remake the necessary instrument which will we are currently seeking legal advice to facilitate and expect that, that presentation should be made to Council sometime in the July meeting cycle.*

### 7.2 Greg Chenhall, Fitzroy Residents Association (FRA) – Zero Carbon Building Standards

Question:

Can the Council update the FRA on the discussions that are underway with councils, the Department of Planning and the Minister for Planning on securing an amendment to the Planning Scheme to make mandatory zero carbon standards for new commercial and residential buildings? (The Age 29/05 'Net-zero buildings: Yarra council's bold blue print').

Which councils are involved in these discussions?

Who in the Department of Planning are involved in discussions?

When was the Minister for Planning informed of these discussions?

*Response:*

*The Director Planning and Place Making advised the following:*

*Consistent with Councils resolutions officers have actively been working on a proposal about zero based carbon development planning scheme amendments and that has involved cities from Moreland, Darebin and Port Phillip. The intention is to work up a set up provisions that Councils could start using to engage with applicants as a stage two environmental sustainable design guidelines. There are about thirty Councils involved in the Councils of Sustainable Development Network and many of those interested; Geelong, Bendigo, Wodonga, Greater Dandenong, Whittlesea, Maribyrnong, Banyule, Stonnington, and Glen Eira. Staff have been in discussion with some major applicants in Yarra and encouraging this approach and some of those applicants have predisposed to design their buildings with a zero carbon outcome which is pleasing so they are yet to come to fruition.*

*In relation to who in the department were involved in discussions; our Environmental Sustainable Development Officer at Yarra is leading a number of Councils in this and he has been in consultation with the Principle Policy Advisor of Environmental Planning Systems at Department of Water, Land and Planning. The Principle Planning Advisor as I understand will be briefing the minister sometime in the future once he has gathered a few thoughts on that and have also provided some material to one of the ministers advisors.*

### 7.3 Ann Shenfield – 393 St Georges Road

*Question:*

I'm seeking to find out what's happened about non-compliance issues at 392 St Georges Rd and what action Council has taken to enforce compliance with the approved plans? There were objections to that development in 2016 when it was built. Four years later, residents have still not had any follow-up about enforcing the approved plans. A vent stack faces Barkly St, which was not on the original plans. Residents are unclear about its purpose and how it affects our air quality. That no effort has been made to enforce compliance is problematic because another development, currently in demolition phase at 378 St Georges Rd, is being undertaken by the same developer and construction company as the non-compliant development next door. The development at 392 St Georges Rd has been beset by problems since its construction, it currently has flooding issues arising from the demolition of the adjacent development. There's a perception in the community that whenever residents renovate, they are rigorously pursued for any non-compliance, the same rigour appears not applicable to large-scale developments. I'd like the relevant Council authorities to explain what's prevented them from enforcing compliance at 392 St Georges Rd over the past four years? I'm also seeking answers about the vent stack and would like Council to enforce compliance with the original plans. I'd like to know if it's Council policy to permit developers to violate their endorsed plans and if so, how this does not leave residents feeling a gross inequity within the planning system?

*Response:*

*The Director Planning and Place Making advised the following:*

*It is not Council policy to enable people to violate the planning permit applications. In this matter I have only become aware of the matter today so need to look into it to*



*further. There is some considerable history with this and some matters with ducting and some balconies and understand that there are five objections so will need to look into that and take the matter up with the local submitters and certainly aware from the comments that there is another development nearby and will certainly check on that with our planning office and also planning enforcement officers, but can ensure the community that planning inspections, planning enforcement and construction management are taken very seriously.*

7.4 Michael Long, South Alphington Fairfield Civic Association – Heidelberg Road Structure Plan

Question:

Can Council please confirm if it has been notified (if so when) by the Department of Environment, Land, Water and Planning that the Heidelberg Road Structure Plan has been endorsed by the Minister for Planning?

Response:

*The Director Planning and Place Making advised the following:*

*I think the submitter is referring to the interim planning controls that Council considered back in December and considered further in February. Following Council's decision the papers were sent off to the Minister for Planning and Department of Environment, Land, Water and Planning. We have been in contact with DELWP and the matter is still being processed by them so not sure how far that is in the process but we are hoping that that will be presented very soon to the Minister for Planning and hoping to get some interim planning controls in Heidelberg Road on the Yarra side whilst more substantive analysis and work is being done which will also include further development of the local area plan in conjunction with the City of Darebin.*

*Councillor Fristacky left the meeting at 7.15pm*

*Councillor Fristacky returned at 7.16pm*

7.5 Todd Perry – Alphington Bank Slump

Question:

A key recommendation of the "Interim Report - Tree collapse and bank slump investigation on Yarra River adjacent to former Amcor site at Alphington" authored by Alluvium was as follows: "The proposed scope for the detailed Stage 2 investigations includes some water testing to determine the age of groundwater and hence likely sources of groundwater impacting on the lower terrace." The Final Interim Report is dated 20 August 2019. The "Yarra Bend Ground Water Report and Peer Review" was put before Council on the 5 May 2020. In response to my Public Submission, Mr Chris Leivers confirmed that up until 5 May 2020, a period of 9 months since the Final Interim Report was issued, the age of groundwater had not been tested.

Q1 - Given the recommendation of water testing to determine the age of groundwater was made to Council, why did not Council test the water within that 9 month period?

Q2 - Can Council confirm that water testing to determine the age of groundwater has taken place since the 5 May 2020 and if so what are the dates that the water has been tested?

*Response:*

*The Director City Works and Assets advised the following:*

*Officers continue to work with Glenvill and seek their cooperation with the information being sort but as you know this is on private property so Council rely on Glenvill and their contractors and we don't have the ability to compel them to provide this information. Having said this we are working collaboratively with them and we do seek to understand and address the situation as best we can. We have consistently requested the information on water testing be provided as soon as possible. We understand that it was due to be provided to us a couple of weeks ago and understand that Douglas Partners are working on behalf of Glenvill and were to provide a report to Glenvill today with that information. Glenvill have agreed to provide a copy to Council officers as soon as possible and we expect that information will include the age of the water and we will analyse that once that it is available.*

#### **7.6 Bruce Hartnett – Single Member Wards**

*Question:*

*Will the Council be introducing Single Member Wards for the next Council election and, if so, when will the boundaries of these new Wards be released to Residents?*

*Response:*

*The Group Manager Chief Executive's Office advised the following:*

*The answer is no and recently the Victorian Minister for Local Government determined that the elections will be held in October this year and we will retain the current three ward structure with three Councillors to be elected to each of the three wards. The decision about ward structures is not made by the Council, it is made by the Minister for Local Government and we are anticipating that many of the Councils including Yarra will move to the single member ward arrangement not until the 2024 Council elections and that is the current information we have from the Local Government.*

*The ward boundaries are drawn up by the Victorian Electoral Commission in conjunction with the Local Government Department and that would involve quite a lengthy community process. The Victorian Electoral Commission would use statistical data to assess the concentration of population in and around each municipality and determine appropriate boundaries for each of whatever number of wards that were chosen and would also involve some public consultation with Council and the community.*

*Councillor Jolly left the meeting at 7.20pm*

*Councillor Jolly returned at 7.22pm*

## 7.7 Diana Courtney – Brunswick Street North Zebra Crossing

### Question:

Two Zebra crossing were approved in the LAPM 3 plan to be installed at the roundabouts on Scotchmer Street at the intersections of Rae St and Brunswick St Nth (#8 and #9). The Zebra pedestrian crossing at the Rae St roundabout has recently been installed, however the Zebra crossing at the Brunswick St Nth roundabout has not been installed (as yet). When will the Zebra pedestrian crossing be installed at the Brunswick St Nth roundabout? Shouldn't we expect them to be funded and installed at the same time?

### Response:

*The Director City Works and Assets advised the following:*

*The Brunswick Street North Scotchmer Street roundabout improvements that include a zebra crossing and sharrows were programmed to be implemented after the potential Holden Street and Miller Street median trials because we needed to collect the data and we wanted to make sure that the implementation of those works didn't impede the trial or those results as they are quite proximate to where those median trials were proposed. Funding for design and implementation of the treatment was proposed to be funded given a determination has been made and proposed to be funded in the 2020-21 Council budget. Funding hasn't been included in the proposed budget that is out for consultation, primarily due to the need to fund the COVID response package so officers would anticipate that funding would be considered either at a mid-year budget review or in subsequent budgets for those works. The Rae Street, Scotchmer Street roundabout improvement works referred to were implemented in 1920 because they weren't impacted or they wouldn't impact in any way the potential trials. It is a reasonable assumption that the two would be implemented at the same time given they were part of the same LAPM but one had an impact on proposed trials and the other didn't which is why one has been implemented rather than both.*

## 8. Delegates' reports

### 8.1 Councillor Fristacky - Metropolitan Local Government Waste Forum

<b>Committee</b>	Metropolitan Local Government Waste Forum
<b>Appointed Councillors</b>	Cr Bridgid O'Brien; Cr Jackie Fristacky – Deputy Delegate
<b>Date of Council Meeting</b>	23 June 2020
<b>Date of Report</b>	20 June 2020
<b>Report Author</b>	Cr Jackie Fristacky

### DELEGATES REPORT

This Report covers the Metropolitan Local Government Waste Forum (MLGWF) meeting on 11 June 2020 via Zoom, attended by Cr Fristacky for Yarra together with delegates and representatives from Councils across Melbourne.

The meeting updated delegates on Resource Recovery developments in the State.

1. **Darebin Cr Lina Messina, MLGWF Chair**, welcomed delegates and presenters.
2. **Glass Recycling Collection**: Manager Operations, Shire of Macedon Ranges presented on the Shire's separated kerbside glass collection:
  - (a) August 2019-February 2020: Shire banned glass from kerbside collections and installed separate public drop-off skips for glass across the Shire or invited residents to drop-off glass at the Shire depot;
  - (b) November 2020 Shire resolved to introduce a 4 bin model from 3 February 2020 with: separate glass only 140L (purple lid) bin collected every 4 weeks; 140L waste bin including nappies (red or dark green lid) fortnightly; recycling bins (yellow lid) fortnightly; FOGO bin (green lid) weekly either 140L or 240L; and FOGO kitchen caddies with liners.

Shire reported considerable reduction in recycling processing costs outweighing costs of additional bins and collection costs. The new service was accompanied by a major communications campaign with a new Waste Service Guide delivered to all households, stickers on lids of all bins and detailed website information.

<https://www.mrsc.vic.gov.au/Live-Work/Bins-Rubbish-Recycling>

<https://www.mrsc.vic.gov.au/Live-Work/Bins-Rubbish-Recycling/Waste-Index-A-Z>



4. **Recycled contents Roads**: General Manager Recycling, Alex Fraser P/L spoke on road construction using recycled concrete, brick, asphalt and glass as well as plastic bags from RedCycle. Key points made:
  - (a) 3.5M tonnes of waste processed per annum with the equivalent of filling the entire MCG to the top of the stands every 3 months; and
  - (b) 3M bottles per day crushed. The crushed glass product can be sold as an alternative to sand for paths and landscaping, important as river sand reserves are low. Sugar and other organics in glass from bottles and jars can contaminate the sand limiting use for structural purposes in construction. Industrial magnets are used to extract metal from the above recycled products.
5. **Recycling Victoria: Know Your Recycling**: Sustainability Victoria presented on its recycling campaign materials and a new detailed guide developed on what can and can't be recycled with a detailed list of products and sources of recycling for each of these: See: [campaigns@sustainabilityvictoria.vic.gov.au](mailto:campaigns@sustainabilityvictoria.vic.gov.au)  
<https://www.recycling.vic.gov.au/can-i-recycle-this>

A key message is the need for clear information and community education to increase recycling rates, ensure proper disposal of waste items and reducing contamination in collection streams.

6. **Victorian Waste Authority (VWA):** DELWP representatives outlined the State's proposals to establish a VWA under a new Waste and Recycling Act 2021 following releases of a draft Bill in early 2021. Consultation with stakeholders is to proceed through the second half of 2020 on the above, including with local government, the MAV, VLGA, and regional waste forums. Issues to cover will be waste handling, infrastructure, data collection, product stewardship, and the roles and responsibilities of various State and LG authorities. Councils will be required to provide data on volumes and cost of waste collections.

## COUNCIL RESOLUTION

**Moved:** Councillor Fristacky

**Seconded:** Councillor Coleman

1. That:

- (a) Council note this Delegate's Report on the Metropolitan Local Government Waste Forum 11 June 2020 meeting, and
- (b) the Report be referred to Council managers/officers dealing with waste and communications, for their attention.

**CARRIED UNANIMOUSLY**

- 8.2 Councillor Fristacky - The Victorian Local Governance Association (VLGA) Local Government Working Group on Gambling (LGWGOG)

<b>Committee</b>	Victorian Local Governance Association Local Government Working Group on Gambling
<b>Appointed Councillors</b>	Cr Jackie Fristacky
<b>Date of Council Meeting</b>	23 June 2020
<b>Date of Report</b>	16 June 2020
<b>Report Author</b>	Cr Jackie Fristacky, Council delegate to the VLGA

## DELEGATES REPORT

**The Victorian Local Governance Association (VLGA) Local Government Working Group on Gambling (LGWGOG)** is associated with the Alliance for Gambling Reform (AGR) of which Yarra is a member committed to reduce harm from gambling.

The Alliance is requesting Councils to call on the Victorian Government to urgently enact reforms to reduce gambling harm when COVID-19 restriction ease to allow pokies machines to reopen from 21 July 2020.

The COVID shutdown aided people experiencing gambling harm to take a much-needed break from gambling on poker machines. **An estimated \$1.5 billion saved by communities in Victoria since venues closed in March, has helped people pay their rent or mortgage, put food on their table, pay bills or cover other household expenses.**

Gambling addiction is a serious issue. Research including by the Victorian Responsible Gambling Foundation and Deakin University has identified the connections between gambling addiction and mental ill-health, family violence,

homelessness and other adverse social and health outcomes.

The Government is urged to enact urgent reforms to reduce gambling harms as recommended by the Productivity Commission in 2010:

- (a) reduce opening hours of pokies venues from operating 20 hours per day;
- (b) limit bets to \$1 per bet;
- (c) ban machine designs to entrance and addict through losses disguised as wins; and
- (d) support local clubs to become gambling free through sinking caps and buyback measures.

Many local businesses are on a knife edge due to the COVID-9 pandemic impacts - every dollar lost to poker machines when they resume, extracts money from local economies.

Alliance for Gambling Reform Chief Advocate, the Rev Tim Costello, has applauded local Councils for recognising poker machine harm in communities. "No level of government is closer to the devastation poker machines cause than the local council representing the people who live with pokies spread throughout their municipality," Rev Costello said.

It is unreasonable for poker machines being allowed to disguise losses as wins and operate 20 hours per day throughout Victoria. Public health and addiction experts have identified this as dangerous. Change is sought post COVID-19 to reduce gambling harm through enacting these simple measures.

### COUNCIL RESOLUTION

**Moved:** Councillor Fristacky

**Seconded:** Councillor O'Brien

That Council note this delegate's report, support the request and authorise the Mayor to write to the Premier accordingly.

**CARRIED UNANIMOUSLY**

*Councillor Chen Yi Mei left the meeting at 7.34pm*

*Councillor Chen Yi Mei returned at 7.35pm*

### 8.3 Councillor Stone - Inner North Youth Employment Taskforce

<b>Committee</b>	Inner North Youth Employment Taskforce
<b>Appointed Councillors</b>	Cr Amanda Stone
<b>Date of Council Meeting</b>	23 June 2020
<b>Date of Report</b>	20 June 2020
<b>Report Author</b>	Cr Amanda Stone

### DELEGATES REPORT

The **Inner North Youth Employment Taskforce (INYet)** was established by the Inner North Local Learning and Employment Network in 2014 in response to rising youth unemployment in the inner north in the wake of the global financial crisis. It comprises a collection of representatives from the 3 member councils – Yarra,

Moreland and Darebin – as well as from further education and training organisations, business and industry in these municipalities, and aims to increase the employability of young people and the preparedness of employers to take on young employees.

The **Jobs for Youth** campaign is a key initiative of INYET each year, a dedicated 3 month period of activities and opportunities for young people to increase their employability skills and connect them with employers and further education providers.

The Taskforce met recently for the first time in 2020, once more in the face of rising youth unemployment due to the COVID 19 pandemic.

It heard updates from:

- Schools – which will continue a blend of online and in-person learning; and are managing significant mental health issues amongst students; and will need support from the network to support students in transition from school to work or further study.
- Universities - who report significant numbers of students who have dropped courses; providing emergency bursaries; compulsory placements are on hold.
- Apprenticeship services – reporting many apprenticeships were lost initially but services are assisting with re-placements. First-years most affected in a competitive market. Message provided to students at present is to stay at school.
- Council Youth Services – have moved to programs online; delivering individual support; filling gaps from other services including Headspace waitlists.

INYET has suspended its programs but plans to start again.

The **Vocational Mentoring Exchange** will recommence in August. The **Real Industry Job Interview** program will be held in October. And the **Jobs for Youth Campaign** will be held in October/November.

INYET has summarised the impacts of COVID 19 on training and employment in the Inner North, and especially on young people, in the attached document. It considers that this current unemployment situation is worse than the global financial crisis.

In order to respond it has commissioned RMIT to undertake a **Scenario Planning Project Post COVID 19** (see attached.) The following, taken from the project introduction, summarises the challenges facing young people:

*The COVID-19 pandemic is triggering social, economic and political crises around the world. The economic fallout from COVID-19 is likely to be longer and deeper than any recession for several generations, and the impact could be profound on the careers of young people.*

*The immediate impact of the coronavirus downturn on workers has been large and unequal, with younger workers and those at the bottom of the income distribution hit hardest. In the long term, the economic shock caused by the pandemic is highly likely to increase inequality between young and old, between higher and lower earners, and between those on secure and insecure contracts.*

*The April 2020 Grattan Institute Report “Shutdown: estimating the COVID -19 employment shock” estimates that the **impact for young people aged between 20-30 will be an unemployment rate around 30%, and for those aged between 15-***

**19, a rate in excess of 40%.<sup>2</sup> Of young people aged between 18-25 surveyed by YACVIC about the impact of the pandemic on their lives, 55% reported that employment and income support was their greatest concern.**

*Recovery from periods of high unemployment is rarely fast. Previous recessions and depressions in the 1920s, 1980s, and GFC suggest a recovery period of between 6-9 years.*

The aims of the project are to:

- (a) assist organisations and agencies in the inner north to clarify the implications for their own operations and align their response to the emerging needs of young people; and
- (b) identify any need and opportunities for new collaborative action in the inner north to support young people.

The project will focus on place-based responses and report back to the Taskforce in February 2021. Yarra Council will need to continue to have a place at the table of INYET in the coming years to support collaboration between agencies and councils to in turn support young people who will be disproportionately affected by the current economic downturn and recovery period.

#### **COUNCIL RESOLUTION**

**Moved:** Councillor Stone

**Seconded:** Councillor Chen Yi Mei

1. That:

- (a) Council note this Delegates Report.

**CARRIED UNANIMOUSLY**

*Councillor Coleman left the meeting at 7.39pm*

*Councillor Coleman returned at 7.40pm*

*Councillor Jolly left the meeting at 7.39pm*

*Councillor Jolly returned at 7.42pm*

#### **8.4 Councillor Stone - Yana Ngargna Advisory Group**

<b>Committee</b>	Yana Ngargna Advisory Group
<b>Appointed Councillors</b>	Cr Stone, Cr O'Brien
<b>Date of Council Meeting</b>	23 <sup>rd</sup> June 2020
<b>Date of Report</b>	23 <sup>rd</sup> June 2020
<b>Report Author</b>	Cr Amanda Stone

#### **DELEGATES REPORT**

The Yana Ngargna Advisory Group has been established as a partnership between Yarra City Council and the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community.



The objectives of the Yana Ngargna Advisory Group are to:

- (a) provide a structure for on-going consultation between the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community and Yarra City Council across a broad range of issues such as health, housing, legal, sport and recreation, culture, heritage, environment, employment, training and childcare;
- (b) provide Council with strategic advice regarding issues pertinent to the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people and issues pertaining to social justice for Aboriginal Australians; and
- (c) assist Council to identify its on-going role in regards to issues affecting the local Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community.

It meets at least 5 times a year.

The most recent meeting of the Yana Ngargna Advisory Group was held on 11<sup>th</sup> June with a strong attendance. The main agenda item was to consider a Notice of Motion which had been prepared by Cr. Stone to guide Yarra Council's response to the Black Lives Matter movement. This movement was developing momentum globally in the wake of the death of George Floyd at the hands of police in Minnesota and there was an expressed desire by both councillors and the wider community to respond in some way.

The motion sought to acknowledge what the Black Lives Matter movement meant for Aboriginal and Torres Strait Islander people in Yarra and to consult with that community locally about a Council response.

A robust discussion at this meeting identified a number of priorities and key points which are articulated in Point 1 of the final Motion. They include:

- (a) the success of the global Black Lives Matter protests in drawing mainstream attention to systemic racism and injustice in Australia and other colonised countries around the world;
- (b) that although the current level of mainstream and media attention is new the problem is old and Aboriginal and Torres Strait Islander people have fought for many generations to create meaningful change on this issue;
- (c) the lack of progress in acting on recommendations from the Royal Commission into Black Deaths in Custody 1991;
- (d) the reported 435 Aboriginal and Torres Strait Islander deaths in police custody since the Royal Commission in 1991, without a single conviction against a police officer in relation to these deaths;
- (e) the importance of considering this figure in the context of the vast number of Aboriginal and Torres Strait Islander deaths that have occurred in this country, from the time of European invasion onwards, including the massacres that have been researched, mapped and documented by Professor Lyndall Ryan from the University of Newcastle;
- (f) the deep hurt, grief and anger that continues to build in the Aboriginal and Torres Strait Islander community as a result of this lack of progress in acting on the recommendations in the Royal Commission, coupled with ongoing deaths in police custody and the highest incarceration rate of any group of people in the world;

- (g) that this is not an issue happening elsewhere but one that is happening in the City of Yarra's own back yard. A number of Aboriginal and Torres Strait Islander people who were residents of the City of Yarra have died in police custody over the years. Most recently a Yorta Yorta woman, Yarra resident and member of the local Parkies community died in police custody in January 2020. Less than two days after she was remanded in custody, she was found dead in her cell at Dame Phyllis Frost Centre, Victoria's maximum security women's prison in Deer Park, at about 8 o'clock in the morning on 2 January 2020;
- (h) the most recent Aboriginal death in custody took place on 5 June 2020 in Western Australia, just 1 day before the Black Lives Matters rallies around the country;
- (i) the need to improve relationships between police and Aboriginal and Torres Strait Islander People in Yarra;
- (j) that according to recently published research from the Australian National University, three out of four Australians hold a racial bias against Aboriginal and Torres Strait Islander Australians;
- (k) the role played by past Federal and State Government policies in the social, cultural and economic dispossession of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people; the ongoing intergenerational trauma experienced by many Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people as a result of this; the compounding effects of racism (overt, covert and unconscious) on this trauma—and the ways in which these forces combine to reinforce entrenched disadvantage, poor health outcomes, increased contact with the justice system and economic disadvantage; and
- (l) the Victorian Government's commitment to abolish public drunkenness law and replace a law and order approach with a health-based harm minimization approach.

The group also discussed possible actions and commitments that Yarra Council could make and these are included at Point 2. of the Motion.

Discussion focused on continuing to build relationships and understanding, including the education and awareness resolutions on January 26<sup>th</sup>; and the need to improve relationships between the Police and Aboriginal and Torres Strait Islander people. There was strong support for joining with other councils and peak bodies to advocate for policy reform at state and federal government levels to address systemic racism and injustice. There was also support for continuing and completing the process of reviewing Yarra's Local Law on Consumption of Liquor in Public Places in conjunction with the community. This process has been delayed due to the COVID 19 pandemic.

The wording of the Motion was examined closely and redrafted before being circulated to the wider group. It has the endorsement of this group and was subsequently lodged for the Council Agenda.

The meeting did not discuss public plaques, statues or monuments although these have been subject of discussion in previous meetings. There is a range of views held on this topic.

The discussion by the Yana Ngargna Advisory Group on such a difficult topic was constructive and respectful and resulted in a motion which has the support of that group.

**COUNCIL RESOLUTION**

**Moved:** Councillor Stone

**Seconded:** Councillor Chen Yi Mei

1. That:
  - (a) Council note this Delegates Report.

**CARRIED UNANIMOUSLY**

## 9. General Business

### 9.1 Councillor Stone – Peacemaking Project North Richmond

*Councillor Fristacky left the meeting at 7.47pm*

#### **Background**

The Neighbourhood Justice Centre (NJC) Peacemaking Service can help City of Yarra residents, groups and organisations resolve a range of difficult situations, including longstanding and complex conflicts. Peacemaking brings people together who have been affected by conflict or crime. Situations may include: behaviour that has harmed people, poorly managed issues between individuals and groups, and groups trying to address an issue of common concern.

Throughout the first half of 2020, the NJC Peacemaking Service and representatives from Yarra Council (Cr Stone and Lucas Gosling), the North Richmond Community Health Service and Victoria Police, have been meeting to plan a peacemaking approach to address the conflicts and community concerns in North Richmond.

The NJC Peacemaking Service and the City of Yarra together will work with key stakeholders to address issues and concerns surrounding public space in North Richmond and the MSIR. This work will align with the recommendations of the recently released MSIR review (June 2020), and the work currently being undertaken in North Richmond by the North Richmond precinct development roundtable, the Richmond re-vitalisation project (DELWP), the Social Landlord program (DHHS) and the local community policing work of Victoria Police.

Peacemaking employs structured and facilitated meetings in a range of formats, aimed at transforming conflict into cooperation. Peacemaking can be a particularly powerful tool to facilitate community engagement in situations involving complex local issues, competing interests, many voices and strong emotions such as in North Richmond.

#### Purpose and outcomes

The purpose and expected outcomes of the planned North Richmond Peacemaking Project are to:

- (a) reduce tensions around the MSIR and move towards collective understanding and constructive action to improve the situation through a series of group conferences, bringing individuals and agencies with relevant lived experience together;
- (b) explore how peacemaking can inspire participants to collectively problem solve and undertake constructive action on local issues;
- (c) review and learn from earlier efforts and build on past successes; and
- (d) coordinate community engagement currently being undertaken in North Richmond to ensure a coordinated approach between agencies.

#### The NJC's role

The NJC's role on this project includes:

- (a) expert technical advice and support on the design and delivery of peacemaking/community engagement processes;
- (b) facilitation (or co-facilitation) for agreed processes through the NJC's

Peacemaking Service; and

- (c) initial coordination of meetings and project support during the planning phase of this project.

**COUNCIL RESOLUTION**

**Moved:** Councillor Stone

**Seconded:** Councillor Chen Yi Mei

1. That officers bring forward a report to the July cycle of meetings outlining:
  - (a) The progress of the Neighbourhood Justice Centre Peacemaking Project in North Richmond and its relationship to other community development and capacity building initiatives in the area;
  - (b) The role to be played by Yarra Council in these initiatives and the benefits to Yarra citizens; and
  - (c) That officers provide Councillors with a future briefing on the opportunities provided by the recent allocation of \$9 million to public space and amenity improvements in North Richmond and how Yarra Council can be involved in directing where those improvements are made.

**CARRIED UNANIMOUSLY**

## 10. Questions without notice

This record is provided as a summary of the questions asked by members of the public during Public Question Time at a meeting of the Yarra City Council. A recording of the Council Meeting (including Questions Without Notice) is available on Council's website for twelve months following the meeting. Where a question is taken on notice and unable to be answered at the meeting, the full response is also published on Council's website when it becomes available.

**While the minutes record Cr Fristacky as absent at this point in the meeting, this is because her video was not operable and she was in fact connected by audio to the meeting. With the leave of the meeting, she was permitted to ask the following questions.**

### 10.1 Councillor Fristacky - Synthetic Grass

Question:

I have been alerted to the synthetic grass that has been installed in school playgrounds and crèches, that remnants of the plastic is found on children's hands and clothing. Can advice be provided about what can be done about that given if this is happening, is it going into the water stream and contributing to micro plastic particles in run off into the sea unless captured in some of the sewage treatment works. Noting this is also on clothing in washing machines? Also noting that we have synthetic grass in our crèches.

Response:

*The Chief Executive Officer advised that the Director City Works and Assets would take the question on notice.*

### 10.2 Councillor Fristacky – Inner Melbourne Partnership – Bus Advocacy

Question:

I was looking at the reports on the Inner Metro Partnerships that included Yarra, Melbourne and Port Phillip and looking at what is being pursued in transport and note that there is provisions in relation to tram extensions from Port Phillip and also public transport initiatives through Melbourne. But there are a number of transport advocacy projects that the City of Yarra has endorsed for bus advocacy - for Chandler Highway and along Alexandra Parade and so on, and I wondered whether they have been raised by City of Yarra delegates attending the Inner Metro Partnerships meetings and, if they haven't, can those matters be pursued through the Partnership?

Response:

*The Chief Executive Officer advised that as the Inner Metro Partnerships delegate we had spoken a lot about connectivity and also to a large degree about gateways to the three cities. We have been pushing Swan Street and Burnley which will help with transport corridors. In regards to bus advocacy that was not raised in this meeting because this meeting had focused on the tram connection to Fishermans Bend and that will be raised in the next phase where we will talk about electric buses. It can only be raised as an advocacy issue. We don't have anyone from DOT attend when we have our meetings. In my group which is the inner Melbourne, Melbourne, Port Phillip and Yarra Councils, we also have the president of the FRA in the group and we have been concentrating on liveability and sustainability.*

### 10.3 Councillor Jolly – Multi-unit Developments re Recycling

#### Question:

In relation to a problem that's arising from Yarra residents who live in private multi-unit developments and it is a growing percentage of Yarra's population. I also noticed in the paper recently that Sally Capp from Melbourne said, City of Melbourne has 83 percent of the population that live in multi-unit developments. A lot of multi-unit developments in particular 34 Smith Street, Collingwood which is a medium sized development and 20 Shamrock Street, Abbotsford which is a larger development. At the planning stage they promised recycling but in practice they have no recycling facilities available for the residents so while we are looking at four bin trials for Yarra residents which is fantastic, for people living in multi-unit developments often and in contradiction to what they promised in the planning stage no recycling has been offered. In speaking with officers there is little we can do about it on the basis of legislation as it is out of our control.

Can officers please tell us what needs to be done in order to be able to ensure that multi-unit developments e.g. not providing a service that they promised when they went to IDAC or planning stage, what can be done about it? Is it changes at a state level, at a local level, we just need to know what we need to do in order to ensure that the increasing number of Yarra residents that live in multi-unit developments have got access to recycling facilities?

#### Response:

*The Chief Executive Officer advised;*

*The main focus of the question is if there is any way that we can enforce the planning permits and what compliance and enforcement measures could be put in place because that is where the problem is. When applicants come for planning permits they promise they will have these things but are not having it, so, I will look at it with the planning enforcement staff to review whether they have breached the planning permit and also look at some compliance issues. I will work that through with the team and provide a response.*

### 10.4 Councillor Coleman – Yarra Planning Scheme

#### Question:

In relation to the Yarra Planning Scheme, this is really critical and urgent and a major piece of work that I guess all of the Councillors would have liked to have seen before the Council elections in October this year.

Can the Director please let us know how recently you have had meetings with the relevant state authorities who you have met with and what you think the status of the Yarra Planning Scheme is?

#### Response:

*The Director Planning and Place Making advised;*

*In November last year Council resolved to seek the Ministers authorisation and just to explain, Council needs specific authorisation from the Minister for Planning before the Council can put up a Planning Scheme on exhibition to invite comment, so we do not have that at this stage. Staff have been liaising with the senior staff at the department and there was another meeting only a couple of days ago by the Coordinator of Strategic Planning. Regrettably that hasn't occurred and think from information that I have been receiving from staff is that possibly the Council will get*

*what's called a conditional authorisation and that would say that subject to x, y, z provisions being removed that it could then go on exhibition. That is effectively the front end of the planning scheme the policy part. A number of other provisions in the planning scheme that Council has heard of called design development overlays and what I can say is that Council has been successful in navigating some studies and get some interim design overlays in place for two years whilst further work is happening. So if you like there is a policy section that we can't put out on exhibition at the moment because we don't have the authorisation but there are many other aspects that have been worked on and approved by Council and gone onto the Minister and been successful in interim controls and in the background we are working on substantive controls.*

*The Chief Executive Officer also advised that; we have gone to the highest level in the sense we do meet with the local member and with the Minister for Planning. At that level I have raised the matter quite strenuously and mentioned that it has taken too long so the Minister himself has directed us to the department. The reason why the conditional approval is happening now is because there is a policy difference between Yarra and State Government. We have wanted the affordable housing to be strengthened and that is where they believe that they are having a bit of a different - policy neutral stance. The conditional approval is based on the fact that our focus on affordable housing does not exactly synchronise with what the government is considering. I don't want to raise more hopes. If we get the conditional approval then it will be time for us to talk about it because that will focus on why only conditional approval has been given.*



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**11.1 Transport, movement and access response to impacts of COVID-19**


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Reference: D20/96634

Authoriser: Director Planning and Place Making

### RECOMMENDATION

1. That Council note the officers' report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration.
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
  - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1;
  - (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
  - (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
  - (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
  - (e) to deliver the trials on the basis that the trials are:
    - (i) reviewed immediately (at any time) if there is an identified safety issue;
    - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
    - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
  - (f) to undertake ongoing monitoring to identify any need to adapt or end any trial post the 3 month review, if it is identified that:
    - (i) that the trial is not meeting the objectives; and/or
    - (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
    - (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
  - (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
  - (h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;
  - (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
  - (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and
  - (k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID-19.

*Councillor Coleman left the meeting at 8.16pm*

*Councillor Coleman returned at 8.18pm*

**Councillor Fristacky returned at 8.33pm**

**Public Submissions**

*The following people sent a submission to Council on the matter:*

#	Name	Submission
1	Mia Clarebrough, Richmond	The proposed closure of Coppin St is a terrible idea. Coppin St is used by many motorists as a convenient way to access different parts of Richmond/Abbotsford and to avoid congested roads including Burnley St, Swan St and Punt Rd (which is accessible via Coppin and then Elizabeth St). Closing off Coppin St will only add to the congestion on Bridge Rd and Burnley St. Moreover, it makes no sense to close off, in effect, an entire stretch of road to facilitate a bike lane that will be used by a small portion of the community and only in the mornings and afternoons. Assuming that there is a safety issue for cyclists to begin with, this will only move that issue to other parts of Richmond which will be more congested as a result.
2	Jonathan Nolan, Collingwood	I want to write in support of the changes to Wellington Street. As a resident of Collingwood I use Wellington Street all the time and the changes will be fantastic in making the road safer. You can see here that over 20 per cent of vehicles on Wellington Street pass too close to bicycles. ... This will solve the problem almost immediately. It will also reduce traffic north of Alexandra which is also very dangerous. The other changes are great too - I support all the trials but because I live around the corner from Wellington Street it's the one I care about the most!
3	Keaton Paterson, Fitzroy North	The new bike lanes all look great. Fully supportive. But it would be great if you could do something to improve cycle transport on Nicholson St in Fitzroy North/Carlton North and please remove on-road parking.
4	Kyreena Hay, Carlton	I've taken a good look at the proposed trials for cycling safety and as a frequent cyclist I can say it looks great. I think more could be done, but I respect the decisions that have been made in this proposal and would love to see improvements in those areas as they are currently unsafe either on the road with cars, or when forced to use what is now very packed shared paths that now inhibit social distancing.
5	Stuart Andrew, Collingwood	I own a house on Hotham St and regard the proposed closure of Wellington St to vehicular traffic as an excellent idea. I would love to see this part of Collingwood filled with more walkers, cyclists, and street activities (like outdoor dining).
6	Daniel Quinn, Abbotsford	I support all of the proposed measures to improve cycling safety and access in COY. Don't pay for expensive consultants reports. We already know some people will be mildly inconvenienced. Don't over engineer the road and lane treatments. This makes the changes take too long and cost too much. Make it happen now!
7	Vaughn Allan, Collingwood	I'm excited to see the full suite of proposed actions to support people moving around during Covid-19 and beyond. In particular, the closure of Wellington St

		will be the most impactful. I think it will transform the street from an intense traffic sewer into a place for locals to stop and linger. Thank you to Council for the hard work and I look forward to a quiet Wellington St.
8	Kevin Sebastian, Collingwood	As a resident of Collingwood, I wholeheartedly support the closure of Wellington Street to all but cyclists. I will vote for whoever supports this initiative in November.
9	Luca Lana, Princes Hill	I support the council taking bold steps to create safer bike paths on all roads and upgrade all of Wellington street a protected bike lane connecting to Edinburgh gardens and towards Clifton hill / Heidelberg.
10	Chris Chambers, Richmond	The proposed closure will have a detrimental impact on the amenity of local residents. It will lead to further delays on the already terrible Bridge Road traffic as people will have to enter Bridge Road (from a side street) to cross it instead of passing over Bridge on Coppin. Side street traffic will increase significantly and cause slowdowns. Car emissions will also rise as people are stuck in that traffic - this is a negative environmental impact at a time when we should be reducing emissions! I also understand that this is linked to COVID but cannot fathom how the two can be linked, unless COVID is being used as cover to ram through something that should otherwise not fly. It is a good road for cyclists as it is nice and wide; the only impact may be on the Jaques side with cars reversing from 45 degrees but that was approved by council at the time of the Jaques approval; if you made a mistake then, don't compound it with another one! I live in the affected area and it will have a significant impact on us. We avoid Bridge and Burnley (south of Bridge) where possible as they are horrendous - this will force us to use them and make that traffic worse.
11	Warren Elliot, Richmond	Dangerous Action On page 14 of the agenda for the above council meeting there is an item listed as 'Closure of Coppin Street on North Side'. I seek to offer an objection to this action, in that it is dangerous to motorists. I live in the Jaques Apartments that for vehicles, exit onto Griffiths Street. As I often travel down Coppin Street and to do that I turn into Palmer Street then right turn into Coppin Street stopping at the traffic lights, if necessary, then proceeding over Bridge Road down Coppin Street. This proposal will have me travelling down Griffiths Street to Bridge Road then doing a left turn onto Bridge Road then a right turn into Coppin Street stopping at the traffic lights if necessary. If stopped by either the lights or if a tram is proceeding down Bridge Road I will have to wait before turning which may cause other traffic to wait behind me or run into the back of me. If, when turning right into Coppin Street, I have to wait for oncoming vehicles travelling down Bridge Road and a tram comes along I may disrupt its progress which, is unlawful, or at worst cause an accident. Therefore, this proposal is dangerous. I recently travelled down Coppin Street several times between 11.45 am and 1.15 pm and encountered only one cyclist but, many vehicles. If this trial is approved you may as well close down Gleadell Street Markets
12	Jeremy Burke, Richmond	1. As a parent I would note the placement of social distancing markers outside Yarra Primary School has been a success. Parents are following this well. It should be expanded 2. Potential cycle trials should be delivered quickly and with a strategic outlook. The boom in bike sales needs to translate to long-term increased cycling. 1. While well intentioned the closure of Coppin Street may have negative consequences by increasing cars turning into Bridge Road and then into Gardiner Street. Council might consider making Gardiner Street a safe

		<p>cycle way 2. Designate Lambert Street, Richmond, as a priority cycle area and make it one-way for cars. With the removal of a small number of car parks this could become a protected north-south cycle route joining up to Baker St/Elizabeth Street and connecting with Buckingham Street to allow travel from the NW to Hawthorn 3. Reconsider the Stawell Street one-way option for cars 3 Council should redeploy the pole and seat cleaners that are currently across Richmond to do something useful. There is no evidence they are making a substantive impact and there are many ideas that would be better, including: 1. Turn pedestrian beg buttons off, permanently. No cleaning needed 2. Locate higher risk shops and support spatial distancing 3. Provide masks to people on trams and trains 4. Create a rapid response approach to isolate new cases 5. Expand Gleadell St market to allow more space 6. Support more local business to go online</p>
13	Alison Archer, Richmond	<p>As a resident in Griffiths Street Richmond, closing Coppin Street simply turns Griffiths St into even more of a thoroughfare to Bridge Rd/Swan via Coppin. People avoid Highett /Burnley bcs of traffic volume but also all the slowdown measures: roundabouts and speed bumps. In the past 2-3 years, I've already seen a significant increase since moving here in 2013 (from Gardner St), with Griffiths Street being used as a hoon corridor (cars &amp; motorbikes) due to its lack of traffic slowdown measures (e.g. speedbumps or roundabouts) that allows fast and easy access to Bridge Rd. People turnoff here now from Highest to avoid the slowdown measures put in place on Highett, and the trams/ traffic on Church. If you close Coppin, it adds more volume to this already awful situation on top of understandable increased school car drop off traffic. Even though the added traffic may be normal people obeying road rules, it is a large volume for a side street, and surely dangerous in a school drop off zone. So if you do close Coppin St at Bridge, please please please please please please first install traffic slow down measures all along Griffiths: speed bumps (the large sort on Highett), as well as a roundabout at the junction of Palmer. Whilst this will be annoying, it at least deters people from driving like idiots, and slows traffic down to a manageable level as Griffiths would no longer be the fastest way to Bridge Rd/Swan St from the north.</p>
14	Marcus Coghlan, Carlton North	<p>I am pleased to see Council taking effective steps to enable the community to comply with health advice which is to maintain social distancing. I support all measures.</p>
15	Jacqui Storey, Richmond	<p>My family and I have been using the bike lanes much more since the COVID pandemic. It's now our primary form of transport. This is in part due to the avoidance of public transport but mostly because of the increased safety (due to reduced traffic). Increasing the safety and the number of bike lanes would be highly beneficial for us (the community) and we highly support it. It would further increase our riding range in terms of kilometres of safe areas to ride. It would encourage us to continue using this as our primary form of transport post COVID. Our riding habits have also encouraged close friends to ride as well.</p>
16	Izzy Watts, East Melbourne	<p>I fully support the idea of additional bike lane trials in response to COVID19. My family and I have used our bikes as our primary choice of transportation since the pandemic began. Our choice to use the bike lanes more than ever is due to wanting to feel safe and reduce the number of contact points where we are at risk of infection. We have seen many of our friends making the same choice to replace other forms of transport with their bikes. It is also worth mentioning that this is a better choice for the environment and therefore there are multiple</p>

		benefits to this development. Whilst we notice many others are making the same decision as us to use bikes more often, increasing the number of bike lines would ensure we remain safe with higher levels of bike traffic. It would also have a positive impact of the number of areas that we visit by bike whilst we remain cautious of virus transmission.
17	Jeremy Boone, Collingwood	I fully support all the proposals, especially Wellington Street and Trenerry Crescent. It will make a big difference to me feeling safe riding a bike on the road and riding my kids to school and the shops. Thank you!
18	David Horseman, Richmond	The Council business report titled 'Transport, movement and access response to impacts of COVID-19' identifies a trial road closure of Coppin St Richmond, north of Bridge Rd. Given the significant nature of this proposed change to vehicle movements in the area, and noting that the report clearly states no community consultation has been undertaken prior, I respectfully request that Council do not immediately proceed with this trial. Rather, I request that Council undertake a focused community engagement process to identify a trial proposal that can be widely supported by the community up front, thus enhancing its likelihood of success and future permanent adoption. It is further requested that the community be provided an opportunity to consider other trial options previously identified for Coppin St that do not require closure of the street. I am aware of one such proposal by Streets Alive Yarra that would, at face value, provide for a safer active transport environment, but without the inconvenience and impacts of a street closure. I have provided a link to that proposal ... . The community consultation process itself is also likely to assist in identifying appropriate alternative trial treatments and / or amendments to any trial proposal. I commend Council for its ongoing commitment to low-cost iterative trials as an effective means of allowing the community to experience the benefits of, and collaboratively co-design any amendments to, such infrastructure projects. However, for significant changes such as these, it is vital that the community be properly consulted prior.
19	Luisa Savio, Richmond	It has been brought to my attention, only recently (21/6) the above proposal. I must say the Council has been remiss in advising local residents of this proposal! My concern is regarding the proposed closure of Coppin Street on north side of Bridge Road intersection. As a resident of Highett Street I strongly object to this proposal. Highett Street will have additional traffic travelling in both directions as cars will be forced to avoid Coppin Street as they will be denied access and egress at that intersection. Also further increase the congestion of traffic on Burnley Street (already congested with trucks re the V/G developments and access to the M1) and Church Street (currently undergoing construction at the old Plaza site) going southbound. I have since spoken to a number of neighbours and they have voiced their disappointment in the lack of notification by the City of Yarra Council. I strongly request that this proposal is removed.
22	Spoula Beroukas, Richmond	As local Richmond residents of 24 years, we are disappointed that council has not notified us of this proposal. We were made aware by a neighbour. My concern is that this measure will restrict motor vehicle access to Highett Street and surrounding streets and therefore place more pressure on Bridge Rd which is already very congested. It would be appreciated if the council could explain to its residents exactly why they are trialing this.

<b>23</b>	Luke Poland, Richmond	<p>I strongly support the proposed trials to improve walking and cycling in Yarra. These interventions are urgently needed and should be unanimously supported. Across the world, cities are investing rapidly in walking and cycling, to support these modes to be viable options for journeys to work, shopping trips, school runs, leisure and recreation, zero-carbon deliveries, trips to education, visits to the doctor, and for any other reason you may need to make a local journey. They support more comfortable and safer journeys for everyone, regardless of age, gender or socio-economic status. It is fantastic to see Yarra following leading cities worldwide. I would like however to say that these trials do not go nearly far enough. Significant transformation is required to upgrade entire parts of Yarra from convenient rat-runs, to truly liveable neighbourhoods. Across London, entire neighbourhoods have had emergency traffic filters installed to protect residents from rat-runners. A rapid rollout of School Streets is making it safer for children to walk, scoot, or cycle. Outside busy hubs such as along high streets, carparking has been reallocated to pedestrians. Public transport stop upgrades are making it safer to wait for a bus while maintaining safe social distancing. Key cycle routes are having vehicle lanes converted to protected cycle ways to support all people to comfortably ride. Leading on from the current set of interventions, what else will Yarra do to proactively mitigate the impending tidal wave of private motor traffic that is predicted as we emerge from lockdown?</p>
<b>24</b>	Lachlan Lee-Archer, Collingwood	<p>I am a Collingwood Resident on Keele Street and would like my support for the cycling and walking improvements noted under this item to be noted by Council. Even in normal times, I and many people in my area walk and cycle more often than drive (I do own a car) around local streets including those affected by the proposed COVID Response e.g. Keele/Wellington intersection, Nicholson/Johnston, and Gipps/Hoddle. I believe as a trial and in response to the need for alternative modes of travel given the current situation they are reasonable solutions subject to any State Government approvals as indicated in your officers report. In particular I would like to see Council continue to identify more opportunities like the Nicholson Street and Gipps Street traffic lane closures to provide wide, safe and protected bicycle lanes on local roads at signalised intersections. Other similar examples include Wellington southern approach to Johnston (perhaps as an alternative to the closure at Keele if that is not approved), Gipps/Nicholson, Gipps/Wellington, Landridge/Wellington, Lennox/Bridge, Lennox/Swan, Coppin/Swan, Highett/Church, Highett/Burnley, and Scotchmer/St Georges. I also think Council should consider extending the 30kmh area from Collingwood/Fitzroy to the rest of Council. As a walker/cyclist and when Driving I feel safer in the 30kmh zone. When driving I feel like I would have time to stop for any "unknown" that might happen, which is exactly why 30kmh is best practice for local streets. Keep up the good ideas Yarra!</p>
<b>25</b>	Kath Skidmore, Abbotsford	<p>I am very supportive of any proposed road closures and improvements to walking and cycling. I have lived in an apartment at 88 Trenerry Crescent for several years. The traffic on Trenerry Crescent is excessive and is a 'rat-run' for non-local traffic. It is however also a busy corridor for cycling and walking. The excessive car volume and speed makes it very dangerous for cyclists, and the air quality is poor on the street due to idling traffic when congested in morning peak periods. Trenerry Cr is a local road not driven by local drivers. It is also very scary for cyclists due to the narrow corner (near the Teachers Union Building) - I've been pushed out by cars several times due to the narrow road width. Furthermore, the road is too narrow for 'modern' cars (i.e. SUV's). As</p>



		such, I am strongly supportive of any changes to close roads to cars and improve walking and cycling facilities. Apologies for not putting in an earlier submission!
<b>26</b>	Brighid Sammon, Collingwood	I support all aspects of this proposal. It is absolutely vital that Yarra City Council promotes, encourages and provides the necessary infrastructure to support the cyclability and walkability of the local area (at all times) but CODI19 has further highlighted this. The proposal is thorough, well thought-through and will go a long way in improving the liveability of Yarra Residents.
<b>27</b>	Claire Whelan, Fitzroy North	I won't be able to participate in the meeting but I would like to lend my support to the proposed improvements to cycling routes including lane closures. I would love to see more street space devoted to bikes and pedestrians rather than cars and parking. Thank you!
<b>28</b>	Joe Doak, Carlton North	I implore Council to proceed with all bike works suggested. The larger proposals of Elizabeth Street, Park Street and Trenerry Crescent should be prioritised as their impact will be the biggest. These works will increase cyclist numbers and their safety, in a time when we've seen a rush on bike shops and crowds on bike trails throughout the City of Yarra. The Elizabeth Street works provide greatly increased safety and extend the protected lanes along Albert Street, making an extremely safe east/west cycle corridor – something desperately needed. The number of walkers and cyclist's along the Park Street shared path only continues to grow. So much so that I often avoid the trail and ride along Park Street itself as there as a busy shared path becomes unsafe for all users. Alleviating the pressure with bike upgrades to Park Street itself would greatly increase safety. Trenerry Crescent is another dangerous trail currently with next to no room for a cyclist to pass a walker, often walkers have to stop and stand side on to allow them to pass. The trail there is currently very busy and Trenerry Crescent receives pretty low vehicle numbers, making its closure obvious. If our roads and trails are for everyone then all users should feel and be safe. These improvements would be a step in the right direction to a more equitable sense of safety for all road users, no matter their mode of transport.
<b>29</b>	James Gallagher, Clifton Hill	If there's one lesson we have all recently learnt, it is the benefits of listening to those who have made it their business to know. If experts speak, we should listen. I want to listen. Now experts are talking again, as they have been for years; eagerly trying to convince us of the immense benefits in sustainable and healthy transport, of getting us out of cars and changing the focus to the sidewalks. It's not speculation, and it can no longer be put off. Melbourne is at a critical juncture in its growth. This is a small but important chance to set it on the right path. I strongly support this infrastructure, it's time.
<b>30</b>	Alistair Dunlop, Clifton Hill	The proposed transport, movement and access trials are a good initiative for public safety, health and improving the current road hierarchy, particularly to support cycling. The strategic move of not letting a good crisis go to waste is also appreciated and I fully support these trials. However, a comprehensive analysis of traffic conditions (before and after), community consultation and transparent process must be adhered too. Traffic surveys and evidence to justify their permanency post-trial needs to be transparent and open for discussion via good community consultation. Concerns: Trenerry Crescent closure - Likely cause significant delays to local community traffic in Clifton Hill pocket as no southern exit from this part of Clifton Hill. Residents will be required to use Hoddle Street, a state arterial network which suffers from

		<p>extreme congestion at peak times. - Low cycling volumes and alternative cycling routes already exist in this area, making the benefit to cyclists less pronounce. Existing speed bumps and bike lane already make it reasonably safe. I have had very few issues cycling this part of Trenerry Crescent. Assessment Tool - I am unsure where to find this assessment tool and this should be made available for transparency purposes or otherwise made clear in the council report. I am a regular cyclist in the following areas and fully support the initiatives proposed as they will make it safer and strengthen the cycle network: Wellington street mid-block closure Contra-flow on park street Centre median preventing east-west movements across Nicholson Street</p>
31	Shane Delphine (Yarra Climate Action Now), Fitzroy	<p>YCAN commends the City of Yarra for acting to explore changes to streetscapes to improve the safety and utility of active modes of transport consequent upon changes in transport usage patterns brought about by the coronavirus pandemic. In particular, YCAN agrees with the observation made in the Report that there is a window of opportunity to roll out changes now while such patterns remain in flux. Focusing upon the larger scale trials proposed in Agenda Item 11.1, while YCAN supports the thrust of the trials, we are somewhat disappointed that they are both localised and incremental. They do not represent a bold vision for reimagining transport usage that many other cities around the globe are pursuing at this time. In particular, YCAN would like to see more broad scale initiatives pursued for example: trial of car-free corridors between major roads; an extension of 30 km/h trial zones in residential areas across Yarra; pop-up cycle lanes on major roads throughout the municipality. The mayor of Paris stated recently "returning to a city dominated by cars after lockdown ends is out of the question". YCAN urges Council to be much bolder in its vision for reimagining active transport options across the City of Yarra as the most restrictive coronavirus suppression measures are eased.</p>
32	Tom Taylor, Fitzroy	<p>I have cycled in Melbourne for some years. Some of the most dangerous cycling is in Yarra. I have been doored and hit by a car. The cycling infrastructure is poor and we need good cycling routes to make cycling safer and to make driving easier too (neither cars nor bikes want to share the road). It is good for all of us.</p>
33	Alex Marks, Abbotsford	<p>As a resident for four years on Trenerry Crescent, Abbotsford, I have seen the amenity of our locale deteriorate due to rat-running by people avoiding Hoddle Street to access Clifton Hill and the Eastern Freeway from Johnston St (and vice-versa). Pre-COVID it was not unusual to see morning traffic backed up from Johnston St to 100 metres beyond the Turner St roundabout. The afternoon peak would see the middle lane of Johnston St backup to the bridge over the Yarra. This has lead to levels of air pollution during commutes that are nearing unbearable, plus the danger that comes from frustrated drivers that have short shrift when it comes to the safety of pedestrians and cyclists. The proposed closure to traffic of Trenerry Crescent under the Freeway bridges is the only way to stop this rat-running. No other means deployed - including limited turning hours from Johnston St and the absence of traffic lights at the intersection with Trenerry Crescent which would 'formalise' the rat run - has worked. I commute by bicycle down Nicholson St, Abbotsford. This road has also turned into a traffic sewer due to single-occupancy vehicles commuting to Richmond and Cremorne from Kew and the Chandler Highway. The works proposed at the intersection of Nicholson St and Johnston St are essential for cyclist safety. The leftmost right-turn lane from Nicholson to Johnston is</p>



		pointless as cars that use that lane immediately hit parked cars outside bus-only hours. Better to use that precious space for safer cycling.
<b>34</b>	Michael Bergin, Richmond	My questions relate to the Proposed Stage 1 COVID-19 response trials, particularly the closure of Coppin Street on the north side of Bridge Rd intersection in Richmond. Members of the Yarra community are very concerned that items such as the proposed closure of Coppin Street to vehicle traffic are being prioritised and pushed through without any feedback or sufficient community support for these initiatives. Item 93 in the agenda for this meeting states that "there has been no formal communication with the public on the proposed Stage 1 COVID-19 Response Trials". A poll was posted on the Richmond 3121 Facebook group asking the question "Do you support the road closure at the intersection of Coppin St and Bridge Rd?" There were over 200 people who responded. Over 87% of people (180 of 206 people) said they do NOT support the closure at Coppin St. 1) Given that 87% of the respondents said they do not want the road closure - will this trial be cancelled? 2) Given the overwhelmingly negative response to this proposed trial, will other proposed Stage 1 COVID-19 trials be postponed indefinitely until there is sufficient community feedback?
<b>35</b>	Max Denton, Collingwood	I am a local resident in Collingwood and I would like to offer my support for the proposed COVID19 trials. In particular I would like to support the partial closure of Wellington St to through traffic and the partial closure of Trenerry Cres. Wellington St is an important local space and cycling route and should be reprioritised to better serve local residents. Trenerry Cres is a common rat run and a dangerous spot both for cyclists and walkers, closing it is vital and will make a huge improvement for those living around Victoria Park. These may have a small impact on car drivers, but there are alternate routes easily available and they will make a huge difference to safe, environmentally-friendly travel given the pandemic. I also want to support the Johnston St changes: this is a very dangerous intersection for cyclists and I hope this would be the first step towards permanent cycling lanes on Johnston St. I also support the Nicholson St changes. I hope these trials are the first of many improvements to Yarra's walking and cycling environment. We simply don't have enough space to rely on cars for the bulk of our travel post-COVID19, we have to make the alternatives a bit easier and safer. Thanks and all the best.
<b>36</b>	Peta Sullivan, Richmond	The proposed closure of Coppin Street should not be proceeding due to the following issues & impact on the community around Coppin street: Coppin street is a main street attached to Jaques Residential of 330 apartments Griffiths Street- Richmond High School, Yarra Leisure, Neuma Church are located will become the main thorough fair for all cars - this is unacceptable to increase traffic outside a school & a place of worship. Jaques' only car parking entry/exit on Griffiths street outside of Richmond High School. The garage door takes 30 seconds to open holding up traffic consistently during the day & evening. Closing Coppin street will increase the traffic & the Jaques car park entry will cause significant stop/congestion & adding to the issue of safety. Highett street & Griffiths street is an intersection not a roundabout (as further up with Copping/Highett streets). The intersection for cars turning in & out of the streets will create further congestion on both Highett & Griffiths street especially during school time, Yarra Leisure Members & Neuma Church worshiping time. Removal of parking on Coppin Street there is no explanation in the proposal?? As a female if this parking is removed, I feel very unsafe at potentially having to walk extra distance in the dark to a car parked streets

		away. After reviewing the proposal there is no logic/common sense to close Coppin street, & the closure will only bring a burden to the surrounding streets/business & the community.
<b>37</b>	Jeremy Lawrence (Streets Alive Yarra), Cremorne	Streets Alive Yarra supports the proposed trials. We applaud the great work from Officers to deliver a report in a short time, including receiving suggestions from the community. The beauty of the trial process is that it enables all residents to participate and experience the change, simply by going about their daily lives, before they offer feedback. We encourage Councillors to proceed with the trials.
<b>38</b>	Will Dawson, Carlton North	I would like to submit my support for the proposed changes to traffic flows for increased pedestrian and cycling activity in response to COVID-19. In particular, the contra-flow bicycle lane on Park St is crucially important for pedestrians and cyclists to be able to maintain physical distancing on the Capital City Trail nearby, which has become increasingly congested in recent times. Further, the closure of Trenerry Crescent underneath the Eastern Freeway frees up a previous bottleneck in one of Melbourne's most popular cycling and walking routes. The conversion of the left-turn lane on Gipps St also allows continuity for cyclists in a very busy intersection - crucial if cyclists are to feel safe. Broadly, I applaud Council's commitment to cycling and pedestrian-friendly infrastructure not just in this period but at all times.
<b>39</b>	Craig McMenaman, Collingwood	I support the proposed covid-19 response trials particularly the trials on Wellington St, Trenerry Cres and Mollison St to discourage "rat running" through Yarra and providing safer pedestrian and bicycle environments. With the recent increase in COVID cases it would be good to see council also implement a lot more "pop-up parklets" around busy areas like supermarkets, parks, restaurants, and cafes etc. to assist in physical distancing. With an expectation that most people will be in support of the trials, will council then use the positive results of these trials to finally commit to significantly increasing the council budget spending on open space, pedestrian and cycling improvements around Yarra? And also increasing and expanding more of these trials in the immediate future? Thanks
<b>40</b>	Andy Fergus, West Melbourne	I strongly commend Officers and Management for the proposed COVID-19 response in the form of swift demonstration initiatives to dramatically increase the safety and attractiveness of Cycling as a transit mode suited to social distancing. The very modest 2-250K investment yields a dramatic improvement to the bicycle network at a number of locations where gaps exist between existing connections. Further the Option 1 'pilot' approach for immediate deployment allows the ability for council to monitor the effectiveness of the initiative without having to commit to the full expenditure of permanent works up front. As a cyclist who uses the broken network throughout Yarra on my way to and from work, I am heartened that Yarra is emphasising my safety as a road user with this bold move. I also note from research undertaken by the City of Melbourne that interventions such as these are the only means by which to increase the uptake of cycling by new participants (as distinct from simply making existing cyclists such as me safer). Painting Unprotected lanes over wide streets is no longer aligned with the evidence. While these moves may seem radical, Yarra has a history of this through the fantastic work of the Bicycle User Groups who in places such as Fitzroy resulted in the prioritisation of local streets for cycling and walking. We inherit this legacy without much thought to the significance of these moves

		some decades ago. I strongly encourage the Councillors to be emboldened in pursuing the recommended Option 1
41	Nicholas Collins, Alphington	As a resident, driver and cyclist within the City of Yarra, I see the need for cycling links in the municipality coming out of Covid-19. I will now exclusively ride to work rather than take public transport for good social distancing practice. Any trial which would provide safe options for cycling would be something that I support during COVID. Additionally, this would also go to future proof the transport network within Yarra, where dense urban environments are not conducive to sole dependence on private vehicles. If a trial both works to assist users coming out of Covid-19 & aid with providing alternative transport options to residents, workers and those who commute through, please do it!
42	Kate Raynor, Collingwood	I want to thank the council for implementing improved cycling infrastructure trials in Yarra. Cycling is my main mode of transport and has become even more so since COVID19 has forced me to stop using public transport. I know many of my friends are making similar changes in response to safety considerations. Also, as there is less need to travel for work/ leisure I have found myself cycling locally more - safe, segregated lanes is vital to feeling comfortable in this context. I note that almost 20% of households in City of Yarra don't own a car and 45% of households only own 1 car so I imagine many people are reassessing their transport options right now.
43	Nicholas Montgomery, Fitzroy North	I applaud the plan to reclaim more road space for active transport. In particular the closure of Trenerry Crescent will allow safe movement of bikes where the existing path is currently much too narrow. Similarly, the mid-block closure of Wellington Street will help to signal that it is a street for bikes, not cars. The north-south connection through Abbotsford (along Nicholson Street) is a vital cycling route but is too often choked with cars, with insufficient space to safely ride the route. Ignore those who will stand in the way of progress and insist on space for a small number of cars, many of us also drive but realise that space for bikes and pedestrians (to allow social distancing and safe travel) should be the highest priority.
44	Audrey Vong, Fitzroy North	I support many of the Proposed Stage 1 COVID-19 Response Trials, particularly including the Clifton Hill, Abbotsford, Nicholson St and Park St measures. These will relieve traffic flows on Merri Creek and Capital City Trails, which have often been crowded by cyclist and pedestrians to the point where physical distancing is not possible or otherwise not abided by. I also support the Elizabeth St protected cycle lane trial, which is an essential traffic corridor for those still working in the CBD and will be crucial as more commuters return to work. I note that Nicholson St and Elizabeth St have historically been particularly unsafe for cyclists, as many motor vehicles perceive a lack of cycle lane to signify that cyclists should not be able to use the road at all. I believe that all of the above measures will provide additional options for cyclists to travel safely and efficiently, and strengthen the current network of cycle paths.
45	Jessica Jones, Alphington	I strongly commend Officers and Management for the proposed COVID-19 response in the form of swift demonstration initiatives to dramatically increase the safety and attractiveness of Cycling as a transit mode suited to social distancing. The very modest 2-250K investment yields a dramatic improvement to the bicycle network at a number of locations where gaps exist between existing connections. Further the Option 1 'pilot' approach for immediate

		<p>deployment allows the ability for council to monitor the effectiveness of the initiative without having to commit to the full expenditure of permanent works up front. As a cyclist who uses the broken network throughout Darebin and Yarra on my way to and from work, I am encouraged that Yarra is emphasising my safety, and my fellow cyclists, as road users with this bold move. I also note from research undertaken by the City of Melbourne that interventions such as these are the only means by which to increase the uptake of cycling by new participants (as distinct from simply making existing cyclists such as me safer). While these moves may seem radical, Yarra has a history of this through the fantastic work of the Bicycle User Groups who in places such as Fitzroy resulted in the prioritisation of local streets for cycling and walking. We inherit this legacy without much thought to the significance of these moves some decades ago. I strongly encourage the Councillors to support the recommended Option 1.</p>
<b>46</b>	Michael Macleod, Carlton North	<p>Congratulations to the Council for quickly putting together these proposed improvements to cycling infrastructure, as someone who lives and works in the City of Yarra I highly support these initiatives &amp; encourage the Councillors to do the same. Any improvements to our cycling infrastructure will have immediate benefits at this difficult time.</p>
<b>47</b>	Chris Wood, Collingwood	<p>In the context of venue capacity limits and general community concern about social distancing, what is being undertaken to assist businesses (particularly restaurants and pubs) to use car parking and other public space to facilitate compliance with social distancing while remaining viable? Considering that restaurants have just re-opened, there needs to be a plan in place prior to the warmer months that allows business to remain viable throughout restrictions and to give the public confidence that adequate space is provided.</p>
<b>48</b>	Brianna Carroll, Fitzroy North	<p>I strongly commend Officers and Management for the proposed COVID-19 response in the form of swift demonstration initiatives to dramatically increase the safety and attractiveness of Cycling as a transit mode suited to social distancing. The very modest 2-250K investment yields a dramatic improvement to the bicycle network at a number of locations where gaps exist between existing connections. Further the Option 1 'pilot' approach for immediate deployment allows the ability for council to monitor the effectiveness of the initiative without having to commit to the full expenditure of permanent works up front. As a cyclist who uses the broken network throughout Yarra, I am heartened that Yarra is emphasising my safety as a road user with this bold move. I also note from research undertaken by the City of Melbourne that interventions such as these are the only means by which to increase the uptake of cycling by new participants (as distinct from simply making existing cyclists such as me safer). Painting unprotected lanes over wide streets is no longer aligned with the evidence. While these moves may seem radical, Yarra has a history of this through the fantastic work of the Bicycle User Groups who in places such as Fitzroy resulted in the prioritisation of local streets for cycling and walking. We inherit this legacy without much thought to the significance of these moves some decades ago. I strongly encourage the Councillors to be emboldened in pursuing the recommended Option 1.</p>

49	Maria Gutierrez, Cremorne	Creating leisure and walking circuits are a great and very necessary proposal! We need more cycling paths and broader walking circuits for the citizens, to replace excessive area dedicated to idle parking. Would it be possible to connect this proposed "pockets" to the existing paths along the Yarra River and create a connection to the cycling City Trail?
50	Catherine Gunn, Richmond	Please don't sacrifice the safety of all by closing off local feeder streets which are the main way in or out of our suburbs. Motorists should be able to safely use these streets which have signals to help us join Bridge road or to travel through Collingwood. Otherwise we will be using Griffiths street or Gardiner or Gleadell which are uncontrolled and far less safe for all modes. It is very hairy pulling into Bridge Rd without the lights to help us safely do it. Putting motorists closer to the schools is very ill considered. Why not encourage cyclists to use Mary or Lord Streets which are lesser used by the community and better for cyclists. Coppin is a main feeder street and needs to continue to serve all residents, not just cyclists.
51	Bianca Elencevski, Collingwood	I strongly support the proposed bike lane improvements as part of a response to the increase demand for safe-cycling in lieu of Covid-19 and physical distancing requirements. As we emerge from our make-shift home offices, we must consider our transport options in a post-COVID world. There are no membership fees, no opening hours and no minimum commitment to riding a bike. Riding is about equity, health and the environment. Bike infrastructure through the city should be available to and safe for all users. The City of Yarra is a strategic connector for bikes between the CBD and the northern suburbs. Yarra acts as a key link between these two precincts and has the potential to carry large commuter volumes. Recent upgrades to cycling infrastructure such as Wellington Street and Napier Street have demonstrated that there is an appetite for safer and more legible protected bike lanes. Additionally, a 300% uptake in cycling during COVID-19 within Melbourne has demonstrated that there is a dire need to improve bike infrastructure for all commuter cyclists particularly our more vulnerable user groups. It has been demonstrated through recent studies (City of Melbourne Transport Strategy, 2030) that physical protection between vehicles and bikes is necessary to create long-term uptake of bike riding. A key ingredient for great cities is the provision for active modes of transport such as cycling and walking. As such, I commend the City of Yarra for proposing upgrades to bike infrastructure and strongly suggest an endorsement of the proposed plans.

## MOTION

**Moved:** Councillor Searle

**Seconded:** Councillor Stone

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration.
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
  - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1;
  - (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
  - (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
  - (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
  - (e) to deliver the trials on the basis that the trials are:
    - (i) reviewed immediately (at any time) if there is an identified safety issue;
    - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
    - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
  - (f) to undertake ongoing monitoring to identify any need to adapt or end any **trial** post the 3 month review, if it is identified that:
    - (i) that the trial is not meeting the objectives; and/or
    - (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
    - (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
  - (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
  - (h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;
  - (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
  - (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and
  - (k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID-19.

*Councillor Bosler seconded the motion with amendments, however Councillor Searle did not accept them. Councillor Stone seconded the above motion.*

*Councillor Bosler then formally put her amendment.*

*Councillor Fristacky foreshadowed a further amendment.*

*Councillor Jolly foreshadowed a further amendment.*

*Councillor Nguyen arrived at the meeting at 8.32pm*

*Councillor Nguyen left the meeting at 8.40pm*

*Councillor Fristacky left the meeting at 8.35pm*

*Councillor Fristacky returned at 8.46pm*

*Councillor O'Brien left the meeting at 8.58pm*

*Councillor O'Brien returned at 9.01pm*

## **AMENDMENT**

**Moved:** Councillor Bosler

**Seconded:** Councillor Fristacky

1. That clause 3(a) read “to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:”
2. That following clause 3(a), the following clauses be inserted:
  - “(i) “the removal of “mid-block closure of Wellington St” and replaced with
    - a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and
    - b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;
  - (ii) the removal of the “closure of Coppin St” proposal to be replaced with:
    - a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;”
3. That a new clause 4 be inserted, reading: “4. That Council further resolve to:
  - (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and
  - (b) request officers to prioritise where these could be arranged within existing budget allocations and action.”

**CARRIED**

*The amendment was incorporated into the motion as follows:*

## MOTION

**Moved:** Councillor Searle

**Seconded:** Councillor Stone

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration.
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
  - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:
    - (i) the removal of “mid-block closure of Wellington St” and replaced with
      - a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and
      - b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;
    - (ii) the removal of the “closure of Coppin St” proposal to be replaced with:
      - a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;
  - (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
  - (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
  - (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
  - (e) to deliver the trials on the basis that the trials are:
    - (i) reviewed immediately (at any time) if there is an identified safety issue;
    - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
    - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
  - (f) to undertake ongoing monitoring to identify any need to adapt or end any **trial** post the 3 month review, if it is identified that:
    - (i) that the trial is not meeting the objectives; and/or
    - (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
    - (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
  - (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
  - (h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;



- (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
  - (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and
  - (k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID.
4. That Council further resolve to:
- (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and
  - (b) request officers to prioritise where these could be arranged within existing budget allocations and action.

*Councillor Searle withdrew the motion.*

## SUBSEQUENT MOTION

**Moved:** Councillor Bosler

**Seconded:** Councillor Fristacky

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration.
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
  - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:
    - (i) the removal of "mid-block closure of Wellington St" and replaced with
      - a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and
      - b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;
    - (ii) the removal of the "closure of Coppin St" proposal to be replaced with:
      - a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;
  - (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
  - (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
  - (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
  - (e) to deliver the trials on the basis that the trials are:

- (i) reviewed immediately (at any time) if there is an identified safety issue;
  - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
  - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
- (f) to undertake ongoing monitoring to identify any need to adapt or end any **trial** post the 3 month review, if it is identified that:
- (i) that the trial is not meeting the objectives; and/or
  - (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
  - (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
- (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
- (h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;
- (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
- (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and
- (k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID.

4. That Council further resolve to:

- (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and
- (b) request officers to prioritise where these could be arranged within existing budget allocations and action.

*In seconding the motion, Councillor Fristacky proposed the following addition under clause 3(a):*

- (iii) noting the intention in the report of pop-up bi-directional bicycle lanes on Park street to remedy congestion on the Capital City Trail for Park Street, North Carlton is in fact designed for North Fitzroy, but that priority be given to consideration of emergency implementation of a pop-up bi-directional bicycle lane on Park Street, North Carlton to deal with congestion of the Capital City Trail through North Carlton.

*Cr Fristacky's amendment was accepted by the mover and incorporated into the motion*

*Councillor Jolly proposed the following addition at clause 3. (a):*

- (iv) the removal of the closure at Trenerry Crescent at this point in time until such time as consultation with the local community occurs and a report back to Council outlining submissions received;

*Cr Jolly's amendment was accepted by the mover and seconder and incorporated into the motion.*

**COUNCIL RESOLUTION****Moved:** Councillor Bosler**Seconded:** Councillor Fristacky

1. That Council note the officers report as requested by the Council resolution on 5 May, 2019 regarding opportunities to create improved spaces for cycling and physical distancing, and support for local businesses regarding the current COVID-19 circumstances.
2. That Council note the actions of officers to date and also note the options presented in this report for Council consideration.
3. That Council, having noted the contents of the report and considered the options presented, authorise officers:
  - (a) to proceed with the implementation of the proposed COVID-19 Response Trials, as outlined in Option 1 with the following changes:
    - (i) the removal of “mid-block closure of Wellington St” and replaced with:
      - a. the deletion of the left car turn lane at the Johnson St / Wellington St intersection (i.e. north east corner – city bound), and for that lane to be turned into a cycle only lane; and
      - b. and the deletion of the left car turning lane at the Alexandra Parade / Wellington St intersection (i.e. the north east corner- city bound) and for that lane to be turned into cycle only lane;
    - (ii) the removal of the “closure of Coppin St” proposal to be replaced with:
      - a. the deletion of the left car turning lane along Coppin Street / Bridge Road (i.e. the north east and south west corners) to be replaced with marked cycle only lanes;
    - (iii) noting the intention in the report of pop-up bi-directional bicycle lanes on Park street to remedy congestion on the Capital City Trail for Park Street, North Carlton is in fact designed for North Fitzroy, but that priority be given to consideration of emergency implementation of a pop-up bi-directional bicycle lane on Park Street, North Carlton to deal with congestion of the Capital City Trail through North Carlton; and
    - (iv) the removal of the closure at Trenerry Crescent at this point in time until such time as consultation with the local community occurs and a report back to Council outlining submissions received; and
  - (b) to initially implement trials currently approved by Council, where DoT approval has already been obtained, or is not required;
  - (c) to obtain any formal approvals required from the Department of Transport (DoT) and advise Council if any of the trials are not be supported by DoT;
  - (d) to inform the community of the upcoming trials and advise why Council is taking this approach and the timing for the implementation of each trial;
  - (e) to deliver the trials on the basis that the trials are:
    - (i) reviewed immediately (at any time) if there is an identified safety issue;
    - (ii) reviewed 3 months post implementation to allow the community time to adjust and adapt to the changes; and
    - (iii) fully evaluated 12 months post implementation to identify whether the trials have been a success and whether there is any demand to continue with any trial; and
  - (f) to undertake ongoing monitoring to identify any need to adapt or end any **trial** post the 3 month review, if it is identified that:
    - (i) that the trial is not meeting the objectives; and/or

- (ii) there is an alternative trial or outcome that better meets the needs of the community; and/or
- (iii) the trial is having an unacceptable impact on infrastructure or operations managed by DoT (as determined by DoT and agreed with Council);
- (g) to continue to receive submissions from the community and prioritise these submissions using the Assessment Tool and according to available resources;
- (h) to continue to work with DoT and neighbouring Council's to identify and further investigate joint projects;
- (i) to continue to liaise with the local business community and explore possible options to assist with physical distancing requirements;
- (j) to explore external funding opportunities to support these and other initiatives in response to the impacts of COVID-19; and
- (k) to investigate and report to Council on any Future Stage COVID-19 Response Trials as part of Council's transport, movement and access response to COVID.

4. That Council further resolve to:

- (a) require officers to undertake an assessment throughout Yarra of where safety to cyclists could be improved through new green paint surface (or where it is fading and needs some re-application), and / or where the installation of plastic lane dividers would improve cyclist safety in designated bike lanes, and
- (b) request officers to prioritise where these could be arranged within existing budget allocations and action.

**CARRIED**

**CALL FOR A DIVISION**

**For:** Councillors Coleman, Fristacky, Jolly, Chen Yi Mei, Bosler and O'Brien

**Against:** Councillors Stone and Searle

*The Mayor adjourned the meeting at 9.26pm*

*The meeting resumed at 9.32pm*

## 11.2 Option for Glass Only Bin Across Yarra

Reference: D20/101262

Authoriser: Director City Works and Assets

### RECOMMENDATION

1. That:
  - (a) Council endorse the roll out of a glass bin only in October 2020;
  - (b) Council endorse a fortnightly collection for recycling and a fortnight collection of glass only; and
  - (c) appropriate communications commence with the community and relevant stakeholders to prepare for an October 2020 glass bin roll out.

### Public Submissions

*The following people sent a submission to Council on the matter:*

#	Name	Submission
1	(Woodside Sustainability), Fitzroy North	Woodside Street Sustainability is a group of Fitzroy North residents who are working together to lighten our footprint, one step at a time. We commend the Council for the planned Holistic Waste (4 bin) Service. We understand that COVID-19 related financial pressure may, unfortunately, delay the full rollout and are pleased that the Council is considering the introduction of an interim step of a glass-only bin. However, we have one serious reservation about the proposal's implementation, as we understand it. While the size and type of glass-only bin is not mentioned in the agenda papers, we understand that the Council is considering not utilising the crates used in the trials/promotional materials or the 47L bin promoted last year. Woodside Street Sustainability is concerned that should an 80L bin be the default glass-only bin, this will undermine the good work that the Council has done in building community support for the system. For many residents, trying to imagine how to accommodate four 80L Wheelie Bins on their front verandah or outside their apartment will adversely impact acceptance of the new Holistic Waste Service. We urge the Council to: 1. Find a 4-bin system that takes the smallest space possible (especially the footprint), while offering larger bins for residents that require them. 2. Consider facilitating the sharing of bins with neighbours. 3. When introducing the glass-only bin, ensure that the full 4-bin system is fully explained along with the reason for 4th bin delay.
2	Carole Wilkinson (Yarra Climate Action Now), Clifton Hill	YCAN is pleased to see that Council officers have proposed this option to progress the rollout of the Holistic Waste (4-Bin) Service despite loss of funding because of the Covid-19 situation. We agree that community engagement is critical, particularly as a way to educate residents about what can and cannot be recycled. With appropriate education via community engagement, the staggered roll out may well result in an easier transition to the 4-bin system and less contamination of the waste stream, as residents will have a chance to adjust to this step, before the food and green waste bin. The report mentions an opportunity for larger households to request bigger bins. We are aware of concerns some residents have about not having enough space for four bins, so we hope there will also be provision for smaller bins where needed. YCAN

		congratulates council officers on their "flexible thinking", and endorses the recommendations in the report, while looking forward to the earliest possible roll out of the second phase of Yarra's Holistic Waste Service. We trust that Council will make all efforts to ensure that collected materials are repurposed/recycled locally and in accordance with the best possible use for these materials.
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## COUNCIL RESOLUTION

**Moved:** Councillor Bosler

**Seconded:** Councillor Stone

1. That:
  - (a) Council endorse the roll out of a glass bin only in October 2020;
  - (b) Council endorse a fortnightly collection for recycling and a fortnight collection of glass only; and
  - (c) appropriate communications commence with the community and relevant stakeholders to prepare for an October 2020 glass bin roll out.

**CARRIED UNANIMOUSLY**

## 11.3 LAPM 2 Carlton North

Reference: D20/87140

Authoriser: Director City Works and Assets

### RECOMMENDATION

1. That Council:

- (a) endorse the recommended treatments identified in the Local Area Place Making (LAPM) plan for Carlton North precinct (LAPM 2);
- (b) endorse that a review be undertaken between 3-6 months before installation of treatments 14 and 15 by way of a speed survey, where installation will only occur if the 85<sup>th</sup> percentile speed is in excess 44km/h;
- (c) endorse officers to undertake advocacy to DOT for the list of treatments proposed for Princes Street and which require DOT approval; and
- (d) notes that subject to Council approval and allocation of sufficient funding, implementation of the recommended LAPM plan for the Carlton North precinct (LAPM 2) can commence with design in 2020/21 and delivery commencing 2021/22, and would be expected to be delivered over five years.

### Public Submissions

*The following people sent a submission to Council on the matter:*

### Received between 19 May and 23 June meetings

#	Name	Submission
46	Carmela Villani, Carlton North	Re: The Local Area Place Making Scheme, (LAPM): I would like to object to the installation of Flashing Pedestrian lights on the proposed crossing at the corner of Drummond Street and Park Street, Carlton North on the following grounds: Health issues: The proposed lights would, (even with guards) create a flashing sensation into the front bedroom of our residence at [a property in] Park Street, Carlton North. Clinical studies have shown the detrimental effect on health associated with intermittent flashing lights in relation to; mental health issues, epilepsy and neurological conditions. Safety: Flashing pedestrian lights are not a proven safe measure for pedestrian crossings. The installation of flashing lights gives pedestrians a false sense of safety and a hesitant and uncertain approach for motorists advancing towards the pedestrian crossing resulting in possible fatalities/injuries. These two issues combined with the crossing being used predominantly by primary aged children is a disaster waiting to happen. Therefore, flashing pedestrian lights should not be used on a children's crossing. Consultation with the Department of Education re: geographical location of a supervised school crossing should be undertaken: a school crossing supervisor during school hours is essential. Street and Housing Integrity: Our property, [in] Park Street, is part of the Heritage overlay of the City of Yarra ... it is classified as a good example of construction circa 1915 housing, (The federation/Edwardian period). The integrity of the streetscape and impact on housing with the installation of flashing pedestrian lights would be detrimental to the surrounding areas.
47	Marcus Coghlan, Carlton North	Please formally note in the LAPM the intention to introduce 30kph local limits as soon as possible. This will make the single biggest improvement to local

		amenity and the safety of people walking and cycling. LAPMs should be formally required to identify and support Safe Routes to School. There are no safe routes identified in the LAPM and despite previous community attempts to have these identified there is no effective process in Council to make them happen. In the interests of constant improvement Council should formally review the LAPM process post report with the Community members of the Community Reference Group.
<b>48</b>	Jan and Joe Epstein, Carlton North	We disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. Another incident involving a pedestrian hit by a car was reported twice on the ABC Radio Melbourne Drive program last Thursday June 18. What is most concerning and unexplained to residents in Drummond Street is the omission of a 'safety treatment' on Drummond St at Park St when these already exist or are proposed for every other street intersection with Park Street. It is not speed bumps that are needed to reduce accidents at our intersection but the narrowing of the entry point at Park Street to remind drivers that they are entering a residential area, not a speed track. Current recommendation 15 should be replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>49</b>	Barbara Lee, Carlton North	I disagree with Recommendation 15 for speed humps. My main concern is the safety of my two grandchildren aged 11 and 12. They cross over at Park Street corner Drummond street most days of the week to take the safer bike path to school and various activities. In my time I have seen cars coming around the right-angle corner carelessly and at speed, with years ago one driving into a tree. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. A survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions as a priority over speed humps. The omission of a safety treatment on Drummond St at Park St from the LAPM is discriminatory as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses my primary concern as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>50</b>	Diana Akritidis, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection



		on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>51</b>	Ari Akritidis, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>52</b>	Andre Akritidis, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>53</b>	Matthew Akritidis, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed

		for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>54</b>	Rosalind Braham, Carlton North	I disagree with Recommendation 15 for speed humps as the primary concern of residents is the safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street. The Council Officer's report (para.34) is misleading in failing to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. If the central median is now unfeasible why was it offered to us several years ago? The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. It is particularly important as Drummond Street does NOT have a central median. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety." This should be the first and primary aim of the LAPM rather than speed humps. The question of speed humps can be revisited at a later date. Drummond Street is too wide at that intersection without some form of pedestrian refuge and with the other streets getting kerb extensions it will encourage a rat run at that corner.
<b>55</b>	Andre Ferretto, Carlton North	Attachment 1 page 38 Number 34 refers to a survey organised by local resident Scott Ryan (et al.). It was also reported, but omitted, that 93% supported safety treatments at the Drummond/Park intersection as a priority over speed humps. It was also reported, but omitted, that an incident occurred at 5:50pm on Wednesday 3rd June. It involved my mother, escorted by my brother, as a pedestrian crossing Drummond St and was struck by a car turning right into Drummond St from Park St. The driver "cut the corner" and was significantly inside a "normal" path for a cornering vehicle. An Ambulance was required and Police attended. My mother was admitted to hospital, discharged three nights later and readmitted shortly after for another four nights. Council Officers confirm they have been in contact with the Victorian Police regarding this incident which resulted in the driver booked for failure to give way with the incident noted as driver error. As a long term resident I have observed that traffic executing a right hand turn into Drummond Street commonly "cut" this corner which is what occurred in my mother's incident. I believe it is common sense that the installation of a raised median strip will minimise, if not prevent, this type of incident from reoccurring. Fortunately, in my mother's case, there was no fatality and I truly hope this unfortunate incident will support safety treatments at the Drummond/Park intersection to increase pedestrian safety. Recommendation 15 should be replaced with one reflecting residents concerns.
<b>56</b>	Peter Ferretto, Carlton North	Attachment 1 page 38 Number 34 refers to a survey organised by local resident Scott Ryan (et al.). It was also reported, but omitted, that 93% supported safety treatments at the Drummond/Park intersection as a priority over speed humps. It was also reported, but omitted, that an incident occurred at 5:50pm on Wednesday 3rd June. It involved my 90 (YOA) mother, escorted by me, as a

		<p>pedestrian crossing Drummond St and was struck by a car turning right into Drummond St from Park St. The driver "cut the corner" and was significantly inside a "normal" path for a cornering vehicle. An Ambulance was required and Police attended. My mother was admitted to hospital, discharged three nights later and readmitted shortly after for another four nights. As a long term resident I have observed that traffic executing a right hand turn into Drummond Street commonly "cut" this corner which is what occurred in my mother's incident. I believe it is common sense that the installation of a raised pedestrian crossing similar to Amess at Park Street end strip would prevent cars from "cutting this corner". Fortunately, in my mother's case, there was no fatality and I truly hope this unfortunate incident will support safety treatments at the Drummond/Park intersection to increase pedestrian safety. Treatment 15 should be replaced with one which addresses 93% of residents: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Peter (1020)</p>
57	Angelo Tarola, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
58	Michelle Tarola, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
59	Patricia Wales, Carlton North	<p>A Working Group conducted a survey of all occupied households fronting Drummond Street between Park/Pigdon Street. The process was open, transparent and inclusive. There was no intimidation as implied by Council</p>

		<p>Officers in their response to the Working Group. This implication is both offensive and unjustified. I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) fails to mention that 93% of residents want kerb extensions and a raised central pedestrian refuge on Drummond at Park Street, as the priority over speed humps. It also fails to mention that an elderly, long-term resident was hit by a car at this intersection on 3 June 2020. There are many families with young children living on this block who cross Drummond Street here. The omission of a safety treatment on Drummond St at Park St from the LAPM is inexplicable as safety treatments exist or are proposed for every other intersection with Park and intersections along Lygon and Nicholson Streets entering Carlton North. Current recommendation 15 should be replaced with a new recommendation addressing the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Residents are not seeking a central median along the entire length of the block, as stated by officers.</p>
60	Euan Brown, Carlton North	<p>I refer to the Drummond St Working Group submission emailed to Councillors today (22 June 2020) which sets out a fuller submission. I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Residents are not seeking a central median down the length of Drummond St, which the City Works and Assets Team appear to have misunderstood.</p>
61	Kostas Papas, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new</p>

		recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>62</b>	Jeremy Lawrence (Streets Alive Yarra) Cremorne	Streets Alive Yarra supports the proposal for LAPM 2 Carlton North. We applaud the significant budget proposal of \$1.6m, and support advocacy for treatments that require DoT approval. LAPM treatments are at the core of how Council helps make Yarra more beautiful, liveable and accessible, including delivering infrastructure that enables independent mobility for children. We urge Councillors to support the recommendation.
<b>63</b>	Pauline Crewther, Carlton North	A working group conducted a survey of residents living in Drummond Street between Park/Pigdon Street. The survey was warmly received as evidenced by notes written on survey documents and verbal expressions of gratitude. Council Officers' suggestion that the survey may have been biased by intimidation of residents is groundless. The Council Officers' report ignores the fact that 93% of residents want kerb extensions and a raised central pedestrian refuge on Drummond at Park Street, the most dangerous area in this block for children, other pedestrians, cyclists and motorists. Residents (89%) are opposed to mid-block speed humps and want safety treatments installed on Drummond at Park Street before new speed surveys inform the decision on speed humps. There is no justification now for voting "Yes" on recommendation 15 for speed humps. Council Officers chose to use out dated 2014 speed survey data for this block alone, rather than obtaining 2019 data as they did for other blocks in Drummond Street. They have failed to support this decision. Current recommendation 15 should be deleted and a new recommendation should read: "Kerb extensions and a raised central pedestrian refuge to decrease crossing distance, prevent corner cutting and improve safety for all users."
<b>64</b>	Toni Maselli, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. I have personally experienced a near miss with my five year old daughter at the same location when a car cut the corner turning from Park into Drummond Street. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner-cutting to improve pedestrian & resident safety."
<b>65</b>	Catherine Doggett, Carlton North	I am a mother of 3 small children and the crossing is very very dangerous. Often a child falls behind and cars come flying blindly around that corner. I find it a very stressful walking across there to the Linear Park where our kids play and



		use the bike track. I was so delighted when a neighbour suggested the pedestrian refuge and corner treatment. It is dearly needed.
<b>66</b>	Scott Ryan, Carlton North	Following the previous meeting, a working group of residents of Drummond Street was formed in order to contribute to the LAPM plans for works between Park and Pigdon St. A survey was undertaken and feedback provided by myself on behalf of the group. The response from council officers was received Friday afternoon. It is unsatisfactory in a number of respects. First, it dismisses the survey and views of residents, with the implication that somehow residents "can often feel intimidated by such an approach". This is an inappropriate imputation against the organisers and the respondents. Furthermore, it is an attempt to dismiss stated preferences without addressing them. Many residents have directly participated in this survey and its findings should not be dismissed. Second, the claim made regarding the recent accident on the corner of Park & Drummond St does not address the issue raised by residents - that it was the result of "corner cutting" not speed. This is the exact point raised by residents regarding the need for corner kerb extensions to assist in preventing this. Third, a central median is not requested, simply a pedestrian island. But absent that, kerb extensions as done at other intersections would dramatically assist safety. There is still no stated reason why Drummond is the only intersection at Park without such treatments. Finally, a member of our group, Euan Brown, has directly emailed councillors with a more detailed response due to the word limits available via the website. Many thanks for your consideration.
<b>67</b>	Imelda Vendramini, Carlton North	We ([residents of] Drummond St) disagree with Recommendation 15 i.e. installation of speed humps. We support the alternative of pedestrian safety treatment at Drummond / Park St over installation of speed humps. In fact, 89% of the residents of Drummond St (39 out of 44) between Pigdon & Park St oppose Recommendation 15, and 93% support the safety treatment. The Local Area Study Group members did NOT approach us nor seek our opinion. THEY DO NOT REPRESENT our view nor those of my neighbours in their recommendations. We did not waive our rights or consent/agree for them to represent us in the LAPM study. Again we must emphasize that we disagree and oppose the installation of speed humps. Please delete Recommendation 15. Please listen to the residents of Drummond St.
<b>68</b>	Martin Kovac, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian

		& resident safety."
69	Moya OBrien, Carlton North	I live at [a property in] Drummond. Over the last 6 years I have constantly observed cars turning onto Drummond from Park at breakneck speeds. They often end up on the wrong side of the road. It is only a matter of time before there is a serious accident. Every day I worry that my children will be killed getting a school bag out of the boot or getting in the car to go to school. Speed humps are not enough the council must address this dangerous intersection as a matter of priority.
70	Edward Crossland, Carlton North	On review, while noting that the report was deferred from May to June, it would be beneficial if the matters raised leading up to the May meeting that subsequently lead to its deferral were discussed at the June Council meeting. I feel it's important to acknowledge that residents were only notified on the weekend prior to the May Council meeting - this has been omitted from the report. Overall, my comments from my submission to the May meeting still stand, most notably: - The lack of a coordinated means of engagement/ public awareness of projects - Lack of an integrated approach to project development and facilitation - Clear lack of alignment or total undermining of numerous Council policies and objectives - The need to provide opportunity to socially distance Kerb outstands Instead of creating just large kerb outstands in the 'no standing area', redistribute the road space along the length of the block to facilitate indented street trees. Unfortunately Council has progressed with planting street trees in footpath along Drummond, Canning and Newry St - hopefully this practice can be reviewed in future. Richardson St Treatment 11, 12 Ideally design kerb outstands to accommodate separated bicycle treatment along what is an important east-west bicycle corridor. Given the LAPM Policy is being reviewed and there is no budget allocated for 2020-2021, I would encourage that the LAPM 2 Carlton North be deferred until after the development and adoption of the Integrated Transport Plan. Thank you for the opportunity to make submission.
#	Name	Submission
46	Carmela Villani, Carlton North	Re: The Local Area Place Making Scheme, (LAPM): I would like to object to the installation of Flashing Pedestrian lights on the proposed crossing at the corner of Drummond Street and Park Street, Carlton North on the following grounds: Health issues: The proposed lights would, (even with guards) create a flashing sensation into the front bedroom of our residence at [a property in] Park Street, Carlton North. Clinical studies have shown the detrimental effect on health associated with intermittent flashing lights in relation to; mental health issues, epilepsy and neurological conditions. Safety: Flashing pedestrian lights are not a proven safe measure for pedestrian crossings. The installation of flashing lights gives pedestrians a false sense of safety and a hesitant and uncertain approach for motorists advancing towards the pedestrian crossing resulting in possible fatalities/injuries. These two issues combined with the crossing being used predominantly by primary aged children is a disaster waiting to happen. Therefore, flashing pedestrian lights should not be used on a children's crossing. Consultation with the Department of Education re: geographical location of a supervised school crossing should be undertaken: a school crossing supervisor during school hours is essential. Street and Housing Integrity: Our property, [in] Park Street, is part of the Heritage overlay of the City of Yarra ... it is classified as a good example of construction circa 1915 housing, (The federation/Edwardian period). The integrity of the streetscape and impact on housing with the

		installation of flashing pedestrian lights would be detrimental to the surrounding areas.
<b>47</b>	Marcus Coghlan, Carlton North	Please formally note in the LAPM the intention to introduce 30kph local limits as soon as possible. This will make the single biggest improvement to local amenity and the safety of people walking and cycling. LAPMs should be formally required to identify and support Safe Routes to School. There are no safe routes identified in the LAPM and despite previous community attempts to have these identified there is no effective process in Council to make them happen. In the interests of constant improvement Council should formally review the LAPM process post report with the Community members of the Community Reference Group.
<b>48</b>	Jan and Joe Epstein, Carlton North	We disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. Another incident involving a pedestrian hit by a car was reported twice on the ABC Radio Melbourne Drive program last Thursday June 18. What is most concerning and unexplained to residents in Drummond Street is the omission of a 'safety treatment' on Drummond St at Park St when these already exist or are proposed for every other street intersection with Park Street. It is not speed bumps that are needed to reduce accidents at our intersection but the narrowing of the entry point at Park Street to remind drivers that they are entering a residential area, not a speed track. Current recommendation 15 should be replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>49</b>	Barbara Lee, Carlton North	I disagree with Recommendation 15 for speed humps. My main concern is the safety of my two grandchildren aged 11 and 12. They cross over at Park Street corner Drummond street most days of the week to take the safer bike path to school and various activities. In my time I have seen cars coming around the right-angle corner carelessly and at speed, with years ago one driving into a tree. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. A survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions as a priority over speed humps. The omission of a safety treatment on Drummond St at Park St from the LAPM is discriminatory as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses my primary concern as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>50</b>	Diana Akritidis, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection



		<p>with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
<b>51</b>	Ari Akritidis, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
<b>52</b>	Andre Akritidis, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
<b>53</b>	Matthew Akritidis, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93%</p>

		want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>54</b>	Rosalind Braham, Carlton North	I disagree with Recommendation 15 for speed humps as the primary concern of residents is the safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street. The Council Officer's report (para.34) is misleading in failing to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. If the central median is now unfeasible why was it offered to us several years ago? The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. It is particularly important as Drummond Street does NOT have a central median. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety." This should be the first and primary aim of the LAPM rather than speed humps. The question of speed humps can be revisited at a later date. Drummond Street is too wide at that intersection without some form of pedestrian refuge and with the other streets getting kerb extensions it will encourage a rat run at that corner.
<b>55</b>	Andre Ferretto, Carlton North	Attachment 1 page 38 Number 34 refers to a survey organised by local resident Scott Ryan (et al.). It was also reported, but omitted, that 93% supported safety treatments at the Drummond/Park intersection as a priority over speed humps. It was also reported, but omitted, that an incident occurred at 5:50pm on Wednesday 3rd June. It involved my mother, escorted by my brother, as a pedestrian crossing Drummond St and was struck by a car turning right into Drummond St from Park St. The driver "cut the corner" and was significantly inside a "normal" path for a cornering vehicle. An Ambulance was required and Police attended. My mother was admitted to hospital, discharged three nights later and readmitted shortly after for another four nights. Council Officers confirm they have been in contact with the Victorian Police regarding this incident which resulted in the driver booked for failure to give way with the incident noted as driver error. As a long term resident I have observed that traffic executing a right hand turn into Drummond Street commonly "cut" this corner which is what occurred in my mother's incident. I believe it is common sense that the installation of a raised median strip will minimise, if not prevent, this type of incident from reoccurring. Fortunately, in my mother's case, there was no fatality and I truly hope this unfortunate incident will support safety treatments at the Drummond/Park intersection to increase pedestrian safety. Recommendation 15 should be replaced with one reflecting residents concerns.

56	Peter Ferretto, Carlton North	<p>Attachment 1 page 38 Number 34 refers to a survey organised by local resident Scott Ryan (et al.). It was also reported, but omitted, that 93% supported safety treatments at the Drummond/Park intersection as a priority over speed humps. It was also reported, but omitted, that an incident occurred at 5:50pm on Wednesday 3rd June. It involved my 90 (YOA) mother, escorted by me, as a pedestrian crossing Drummond St and was struck by a car turning right into Drummond St from Park St. The driver "cut the corner" and was significantly inside a "normal" path for a cornering vehicle. An Ambulance was required and Police attended. My mother was admitted to hospital, discharged three nights later and readmitted shortly after for another four nights. As a long term resident I have observed that traffic executing a right hand turn into Drummond Street commonly "cut" this corner which is what occurred in my mother's incident. I believe it is common sense that the installation of a raised pedestrian crossing similar to Amess at Park Street end strip would prevent cars from "cutting this corner". Fortunately, in my mother's case, there was no fatality and I truly hope this unfortunate incident will support safety treatments at the Drummond/Park intersection to increase pedestrian safety. Treatment 15 should be replaced with one which addresses 93% of residents: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Peter (1020)</p>
57	Angelo Tarola, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
58	Michelle Tarola, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central median on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a</p>

		raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
<b>59</b>	Patricia Wales, Carlton North	<p>A Working Group conducted a survey of all occupied households fronting Drummond Street between Park/Pigdon Street. The process was open, transparent and inclusive. There was no intimidation as implied by Council Officers in their response to the Working Group. This implication is both offensive and unjustified. I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) fails to mention that 93% of residents want kerb extensions and a raised central pedestrian refuge on Drummond at Park Street, as the priority over speed humps. It also fails to mention that an elderly, long-term resident was hit by a car at this intersection on 3 June 2020. There are many families with young children living on this block who cross Drummond Street here. The omission of a safety treatment on Drummond St at Park St from the LAPM is inexplicable as safety treatments exist or are proposed for every other intersection with Park and intersections along Lygon and Nicholson Streets entering Carlton North. Current recommendation 15 should be replaced with a new recommendation addressing the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Residents are not seeking a central median along the entire length of the block, as stated by officers.</p>
<b>60</b>	Euan Brown, Carlton North	<p>I refer to the Drummond St Working Group submission emailed to Councillors today (22 June 2020) which sets out a fuller submission. I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety." Residents are not seeking a central median down the length of Drummond St, which the City Works and Assets Team appear to have misunderstood.</p>
<b>61</b>	Kostas Papas, Carlton North	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the</p>

		<p>intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian &amp; resident safety."</p>
<b>62</b>	<p>Jeremy Lawrence (Streets Alive Yarra) Cremorne</p>	<p>Streets Alive Yarra supports the proposal for LAPM 2 Carlton North. We applaud the significant budget proposal of \$1.6m, and support advocacy for treatments that require DoT approval. LAPM treatments are at the core of how Council helps make Yarra more beautiful, liveable and accessible, including delivering infrastructure that enables independent mobility for children. We urge Councillors to support the recommendation.</p>
<b>63</b>	<p>Pauline Crewther, Carlton North</p>	<p>A working group conducted a survey of residents living in Drummond Street between Park/Pigdon Street. The survey was warmly received as evidenced by notes written on survey documents and verbal expressions of gratitude. Council Officers' suggestion that the survey may have been biased by intimidation of residents is groundless. The Council Officers' report ignores the fact that 93% of residents want kerb extensions and a raised central pedestrian refuge on Drummond at Park Street, the most dangerous area in this block for children, other pedestrians, cyclists and motorists. Residents (89%) are opposed to mid-block speed humps and want safety treatments installed on Drummond at Park Street before new speed surveys inform the decision on speed humps. There is no justification now for voting "Yes" on recommendation 15 for speed humps. Council Officers chose to use out dated 2014 speed survey data for this block alone, rather than obtaining 2019 data as they did for other blocks in Drummond Street. They have failed to support this decision. Current recommendation 15 should be deleted and a new recommendation should read: "Kerb extensions and a raised central pedestrian refuge to decrease crossing distance, prevent corner cutting and improve safety for all users."</p>
<b>64</b>	<p>Toni Maselli, Carlton North</p>	<p>I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. I have personally experienced a near miss with my five year old daughter at the same location when a car cut the corner turning from Park into Drummond Street. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease</p>



		pedestrian crossing distance and prevent corner-cutting to improve pedestrian & resident safety."
65	Catherine Doggett, Carlton North	I am a mother of 3 small children and the crossing is very very dangerous. Often a child falls behind and cars come flying blindly around that corner. I find it a very stressful walking across there to the Linear Park where our kids play and use the bike track. I was so delighted when a neighbour suggested the pedestrian refuge and corner treatment. It is dearly needed.
66	Scott Ryan, Carlton North	Following the previous meeting, a working group of residents of Drummond Street was formed in order to contribute to the LAPM plans for works between Park and Pigdon St. A survey was undertaken and feedback provided by myself on behalf of the group. The response from council officers was received Friday afternoon. It is unsatisfactory in a number of respects. First, it dismisses the survey and views of residents, with the implication that somehow residents "can often feel intimidated by such an approach". This is an inappropriate imputation against the organisers and the respondents. Furthermore, it is an attempt to dismiss stated preferences without addressing them. Many residents have directly participated in this survey and its findings should not be dismissed. Second, the claim made regarding the recent accident on the corner of Park & Drummond St does not address the issue raised by residents - that it was the result of "corner cutting" not speed. This is the exact point raised by residents regarding the need for corner kerb extensions to assist in preventing this. Third, a central median is not requested, simply a pedestrian island. But absent that, kerb extensions as done at other intersections would dramatically assist safety. There is still no stated reason why Drummond is the only intersection at Park without such treatments. Finally, a member of our group, Euan Brown, has directly emailed councillors with a more detailed response due to the word limits available via the website. Many thanks for your consideration.
67	Imelda Vendramini, Carlton North	We ([residents of] Drummond St) disagree with Recommendation 15 i.e. installation of speed humps. We support the alternative of pedestrian safety treatment at Drummond / Park St over installation of speed humps. In fact, 89% of the residents of Drummond St (39 out of 44) between Pigdon & Park St oppose Recommendation 15, and 93% support the safety treatment. The Local Area Study Group members did NOT approach us nor seek our opinion. THEY DO NOT REPRESENT our view nor those of my neighbours in their recommendations. We did not waive our rights or consent/agree for them to represent us in the LAPM study. Again we must emphasize that we disagree and oppose the installation of speed humps. Please delete Recommendation 15. Please listen to the residents of Drummond St.
68	Martin Kovac, Carlton North	I disagree with Recommendation 15 for speed humps. The safety of pedestrians, residents and motorists on Drummond Street at its intersection with Park Street is the primary concern of residents, not mid-block speeding. The Council Officer's report (para.34) is misleading. It fails to mention that the survey of Drummond St residents between Park and Pigdon found that 93% want kerb extensions and a raised central pedestrian refuge on Drummond at Park as the priority over speed humps. A car collided with a pedestrian at the intersection on 3 June. This collision would have been avoided had a pedestrian refuge existed at that time. The omission of a safety treatment on Drummond St at Park St from the LAPM is nonsensical as safety treatments exist or are proposed for every other intersection with Park Street and most

		intersections along Lygon and Nicholson Sts entering Carlton North. Current recommendation 15 should be deleted and replaced with a new recommendation which addresses the primary concern of 93% of residents as follows: "Kerb extensions and a raised central pedestrian refuge to decrease pedestrian crossing distance and prevent corner cutting to improve pedestrian & resident safety."
69	Moya OBrien, Carlton North	I live at [a property in] Drummond. Over the last 6 years I have constantly observed cars turning onto Drummond from Park at breakneck speeds. They often end up on the wrong side of the road. It is only a matter of time before there is a serious accident. Every day I worry that my children will be killed getting a school bag out of the boot or getting in the car to go to school. Speed humps are not enough the council must address this dangerous intersection as a matter of priority.
70	Edward Crossland, Carlton North	On review, while noting that the report was deferred from May to June, it would be beneficial if the matters raised leading up to the May meeting that subsequently lead to its deferral were discussed at the June Council meeting. I feel it's important to acknowledge that residents were only notified on the weekend prior to the May Council meeting - this has been omitted from the report. Overall, my comments from my submission to the May meeting still stand, most notably: - The lack of a coordinated means of engagement/ public awareness of projects - Lack of an integrated approach to project development and facilitation - Clear lack of alignment or total undermining of numerous Council policies and objectives - The need to provide opportunity to socially distance Kerb outstands Instead of creating just large kerb outstands in the 'no standing area', redistribute the road space along the length of the block to facilitate indented street trees. Unfortunately Council has progressed with planting street trees in footpath along Drummond, Canning and Newry St - hopefully this practice can be reviewed in future. Richardson St Treatment 11, 12 Ideally design kerb outstands to accommodate separated bicycle treatment along what is an important east-west bicycle corridor. Given the LAPM Policy is being reviewed and there is no budget allocated for 2020-2021, I would encourage that the LAPM 2 Carlton North be deferred until after the development and adoption of the Integrated Transport Plan. Thank you for the opportunity to make submission.

## COUNCIL RESOLUTION

**Moved:** Councillor Fristacky

**Seconded:** Councillor O'Brien

1. That this item on LAPM 2 Carlton North be deferred to the next Council Meeting.

**CARRIED**

Councillor Searle abstained

*Councillor Jolly left the meeting at 9.57pm*

*Councillor Jolly returned at 10.22pm*

## 11.4 Procurement Policy

Reference: D20/102252  
 Authoriser: Director Corporate, Business and Finance

### RECOMMENDATION

1. That Council:
  - (a) notes the annual review of the Procurement Policy in accordance with Section 186A(7) of the *Local Government Act 1989*;
  - (b) notes the inclusions to the Procurement Policy as outlined in the Report at paragraph 2; and
  - (c) adopts the 2020 Procurement Policy and makes it available for public inspection via Council's offices and website.

*Councillor O'Brien left the meeting at 10.25pm*

*Councillor O'Brien returned at 10.26pm*

*Councillor Jolly left the meeting at 10.26pm*

*Councillor Jolly returned at 10.33pm*

### Public Submissions

*The following people sent a submission to Council on the matter:*

#	Name	Submission
1	Shane Delphine (Yarra Climate Action Now), Fitzroy	<p>1. YCAN strongly endorses the revision, outlined in Section 15.1.4 of the Policy, which ensures that procurement guidelines are consistent with Council's commitment to eliminating single use plastics. 2. YCAN is keen to see Council's Ethical Procurement and Investment Commitment adopted in August 2016, and detailed in Attachment 1 to the Policy, updated. In particular, the Commitment requires updating to ensure consistency with the Climate Emergency Plan. YCAN played a strong advocacy role in relation to the adoption of the Commitment in 2016 and believes that the Commitment plays an important practical, as well as symbolic, role in communicating to residents, and to the broader Victorian community, the values that our community holds. YCAN believes that the positive screen needs to include a preference for procuring product/services from companies that can demonstrate that: companies themselves; and the products/services they provide have either a low carbon footprint or, alternatively, are best in class in terms of their carbon footprint. YCAN is concerned that the existing Commitment omits any reference to procurement under its negative screening guidelines. YCAN believes that a negative screen should apply to procurement. In particular, with reference to the objectives of the Climate Emergency Plan and consistent with the thrust of the existing Commitment, YCAN believes that a negative screen should apply with respect to the procurement of goods/services from companies involved in, or facilitating the development of: new/existing coal and uranium mines; new/existing unconventional oil and gas developments.</p>



## COUNCIL RESOLUTION

**Moved:** Councillor Jolly

**Seconded:** Councillor Chen Yi Mei

1. That Council:

- (a) notes the annual review of the Procurement Policy in accordance with Section 186A(7) of the *Local Government Act 1989*;
- (b) notes the inclusions to the Procurement Policy as outlined in the Report at paragraph 2; and
- (c) adopts the 2020 Procurement Policy and makes it available for public inspection via Council's offices and website.

**CARRIED**

Councillor Coleman abstained

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**11.5 Yarra Economic Development Strategy 2020 - 2025**

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Reference: D20/101532

Authoriser: Director Planning and Place Making

### **RECOMMENDATION**

1. That Council:
  - (a) note the officers report regarding the preparation of a new Economic Development Strategy;
  - (b) note that the Background report was prepared before the COVID-19 pandemic occurred, which has very significantly impacted on the Australian economy and indeed the local Yarra economy;
  - (c) note that some engagement occurred with the Councils Business Advisory Group and the Young Entrepreneurs in North to provide some input into the draft strategy for Council consideration;
  - (d) note that the draft strategy has a number of strategic actions, and in particular a focus on assisting the local economy from the pandemic impact;
  - (e) note that the Councils recent Community Grants package is a significant aspect of the COVID-19 resilience and assistance package to the local economy, in addition to the Federal and State economic packages; and
  - (f) note the draft Economic Development Strategy and proposed actions as shown in Attachment 1.
2. That Council authorise the draft Economic Development Strategy to be placed on public exhibition for a period of 4 weeks to seek community views.
3. That Council receive a further report after the community consultation stage with a summary of submission with a final draft Economic Development Strategy for Council consideration.

*Councillor Searle left the meeting at 10.35pm*

*Councillor Searle returned at 10.36pm*

*Councillor O'Brien left the meeting at 10.35pm*

*Councillor O'Brien returned at 10.40pm*

*Councillor Coleman left the meeting at 10.37pm*

*Councillor Coleman returned at 10.39pm*

*Councillor Chen Yi Mei left the meeting at 10.44pm*

*Councillor Chen Yi Mei returned at 10.52pm*

*Councillor Jolly left the meeting at 10.44pm*

*Councillor Jolly returned at 11.13pm*

## COUNCIL RESOLUTION

**Moved:** Councillor Chen Yi Mei

**Seconded:** Councillor Fristacky

1. That Council:
  - (a) note the officers report regarding the preparation of a new Economic Development Strategy;
  - (b) note that the Background report was prepared before the COVID-19 pandemic occurred, which has very significantly impacted on the Australian economy and indeed the local Yarra economy;
  - (c) note that some engagement occurred with the Councils Business Advisory Group and the Young Entrepreneurs in North to provide some input into the draft strategy for Council consideration;
  - (d) note that the draft strategy has a number of strategic actions, and in particular a focus on assisting the local economy from the pandemic impact;
  - (e) note that the Councils recent Community Grants package is a significant aspect of the COVID-19 resilience and assistance package to the local economy, in addition to the Federal and State economic packages; and
  - (f) note the draft Economic Development Strategy and proposed actions as shown in Attachment 1.
2. That Council authorise the draft Economic Development Strategy to be placed on public exhibition for a period of 4 weeks to seek community views, subject to the following corrections in Attachment 1:
  - (a) on page 13, under the Employment Table, so that the percentage of jobs in Yarra's suburbs totals 100% rather than 100.5%; and
  - (b) Retail Precinct being referred to as "Retail and Services Precincts" as appropriate in the Strategy, such as at pages 25, 32, 33.
3. That Council receive a further report after the community consultation stage with a summary of submission with a final draft Economic Development Strategy for Council consideration.

**CARRIED**

Councillor Jolly abstained

## 11.6 Update of the Membership of the Inner Melbourne Action Plan (IMAP) Implementation Committee

Trim Record Number: D20/103248

Responsible Officer: Group Manager Chief Executive's Office

### RECOMMENDATION

1. That Council appoints as voting members of the Inner Melbourne Action Plan Implementation Committee the persons from time to time holding the positions of:
  - (a) Mayor, Maribyrnong City Council;
  - (b) Chief Executive Officer, Maribyrnong City Council;
  - (c) Chair of the City of Melbourne Future Melbourne (Planning) Committee;
  - (d) Chief Executive Officer, City of Melbourne;
  - (e) Mayor, City of Port Phillip;
  - (f) Chief Executive Officer, City of Port Phillip;
  - (g) Mayor, City of Stonnington;
  - (h) Chief Executive Officer, City of Stonnington;
  - (i) Mayor, City of Yarra; and
  - (j) Chief Executive Officer, City of Yarra.

### COUNCIL RESOLUTION

**Moved:** Councillor Coleman

**Seconded:** Councillor Stone

1. That Council appoints as voting members of the Inner Melbourne Action Plan Implementation Committee the persons from time to time holding the positions of:
  - (a) Mayor, Maribyrnong City Council;
  - (b) Chief Executive Officer, Maribyrnong City Council;
  - (c) Chair of the City of Melbourne Future Melbourne (Planning) Committee;
  - (d) Chief Executive Officer, City of Melbourne;
  - (e) Mayor, City of Port Phillip;
  - (f) Chief Executive Officer, City of Port Phillip;
  - (g) Mayor, City of Stonnington;
  - (h) Chief Executive Officer, City of Stonnington;
  - (i) Mayor, City of Yarra; and
  - (j) Chief Executive Officer, City of Yarra.

**CARRIED**

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**12.1 Notice of Motion No. 7 of 2020 - Yarra Response to Black Lives Matter Movement**


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Reference: D20/102951

Authoriser: Group Manager Chief Executive's Office

**RECOMMENDATION****Start time: 10.53pm**

## 1. That Yarra Council acknowledges:

- (a) the success of the global Black Lives Matter protests in drawing mainstream attention to systemic racism and injustice in Australia and other colonised countries around the world;
- (b) that although the current level of mainstream and media attention is new the problem is old and Aboriginal and Torres Strait Islander people have fought for many generations to create meaningful change on this issue;
- (c) the lack of progress in acting on recommendations from the Royal Commission into Black Deaths in Custody 1991;
- (d) the reported 435 Aboriginal and Torres Strait Islander deaths in police custody since the Royal Commission in 1991, without a single conviction against a police officer in relation to these deaths;
- (e) the importance of considering this figure in the context of the vast number of Aboriginal and Torres Strait Islander deaths that have occurred in this country, from the time of European invasion onwards, including the massacres that have been researched, mapped and documented by Professor Lyndall Ryan from the University of Newcastle;
- (f) the deep hurt, grief and anger that continues to build in the Aboriginal and Torres Strait Islander community as a result of this lack of progress in acting on the recommendations in the Royal Commission, coupled with ongoing deaths in police custody and the highest incarceration rate of any group of people in the world;
- (g) that this is not an issue happening elsewhere but one that is happening in the City of Yarra's own back yard. A number of Aboriginal and Torres Strait Islander people who were residents of the City of Yarra have died in police custody over the years. Most recently a Yorta Yorta woman, Yarra resident and member of the local Parkies community died in police custody in January 2020. Less than two days after she was remanded in custody, she was found dead in her cell at Dame Phyllis Frost Centre, Victoria's maximum security women's prison in Deer Park, at about 8 o'clock in the morning on 2 January 2020;
- (h) the most recent Aboriginal death in custody took place on 5 June 2020 in Western Australia, just 1 day before the Black Lives Matters rallies around the country;
- (i) the need to improve relationships between police and Aboriginal and Torres Strait Islander People in Yarra;
- (j) that according to recently published research from the Australian National University, three out of four Australians hold a racial bias against Aboriginal and Torres Strait Islander Australians;
- (k) the role played by past Federal and State Government policies in the social, cultural and economic dispossession of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people; the ongoing intergenerational trauma experienced by many Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people as a result of this; the compounding effects of racism (overt, covert and unconscious) on this trauma—and the ways in which these forces combine to reinforce entrenched disadvantage, poor health outcomes, increased contact with the justice system and economic disadvantage; and

- (l) the Victorian Government's commitment to abolish public drunkenness law and replace a law and order approach with a health-based harm minimization approach.
2. That Yarra Council commits to:
- (a) ongoing consultation with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community in Yarra, through Council's Yana Ngargna Advisory Group, on how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody;
  - (b) continuing to build connections with Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people, communities and organisations;
  - (c) ongoing implementation of the Yana Ngargna Plan 2020 – 2023 and the 52 actions in the 2020 Year 1 Action Plan, including importantly the commitment to increase Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander employment opportunities at Council;
  - (d) continuing the work being undertaken with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community, to review Yarra's Local Law on Consumption of Liquor in Public Places;
  - (e) fighting racism and advocating for broader understandings of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community experiences, issues and stories in line with Council's 'January 26 decision' on 15 August 2017;
  - (f) continuing to support Smith Street Dreaming Working Group and Smith Street Dreaming Festival, to improve relationships between Victoria Police, the Parkies community, residents and traders – and seek further opportunities to build these relationships;
  - (g) continuing in principle support for 3CR Radio's Beyond the Bars program, which connects imprisoned Aboriginal and Torres Strait Islander people with family, community and identity during NAIDOC week each year;
  - (h) seeking support from MAV, VLGA and allied Councils to advocate to State and Federal Government for policy reform; and
  - (i) investigating public art and civic signage opportunities to maintain mainstream momentum and community engagement with the Black Lives Matters movement as connected to Aboriginal deaths in custody.

## REVISED RECOMMENDATION

1. That Yarra Council acknowledges:
- (a) the success of the global Black Lives Matter protests in drawing mainstream attention to systemic racism and injustice in Australia and other colonised countries around the world;
  - (b) that although the current level of mainstream and media attention is new the problem is old and Aboriginal and Torres Strait Islander people have fought for many generations to create meaningful change on this issue;
  - (c) the lack of progress in acting on recommendations from the Royal Commission into Black Deaths in Custody 1991;
  - (d) the reported 435 Aboriginal and Torres Strait Islander deaths in police custody since the Royal Commission in 1991, without a single conviction against a police officer in relation to these deaths;

- (e) the importance of considering this figure in the context of the vast number of Aboriginal and Torres Strait Islander deaths that have occurred in this country, from the time of European invasion onwards, including the massacres that have been researched, mapped and documented by Professor Lyndall Ryan from the University of Newcastle;
- (f) the deep hurt, grief and anger that continues to build in the Aboriginal and Torres Strait Islander community as a result of this lack of progress in acting on the recommendations in the Royal Commission, coupled with ongoing deaths in police custody and the highest incarceration rate of any group of people in the world;
- (g) that this is not an issue happening elsewhere but one that is happening in the City of Yarra's own back yard. A number of Aboriginal and Torres Strait Islander people who were residents of the City of Yarra have died in police custody over the years. Most recently a Yorta Yorta woman, Yarra resident and member of the local Parkies community died in police custody in January 2020. Less than two days after she was remanded in custody, she was found dead in her cell at Dame Phyllis Frost Centre, Victoria's maximum security women's prison in Deer Park, at about 8 o'clock in the morning on 2 January 2020;
- (h) the most recent Aboriginal death in custody took place on 5 June 2020 in Western Australia, just 1 day before the Black Lives Matters rallies around the country;
- (i) the need to improve relationships between police and Aboriginal and Torres Strait Islander People in Yarra;
- (j) that according to recently published research from the Australian National University, three out of four Australians hold a racial bias against Aboriginal and Torres Strait Islander Australians;
- (k) the role played by past Federal and State Government policies in the social, cultural and economic dispossession of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people; the ongoing intergenerational trauma experienced by many Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people as a result of this; the compounding effects of racism (overt, covert and unconscious) on this trauma—and the ways in which these forces combine to reinforce entrenched disadvantage, poor health outcomes, increased contact with the justice system and economic disadvantage; and
- (l) the Victorian Government's commitment to abolish public drunkenness law and replace a law and order approach with a health-based harm minimization approach.

2. That Yarra Council commits to:

- (a) ongoing consultation with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community in Yarra, through Council's Yana Ngargna Advisory Group, on how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody;
- (b) continuing to build connections with Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people, communities and organisations;
- (c) ongoing implementation of the Yana Ngargna Plan 2020 – 2023 and the 52 actions in the 2020 Year 1 Action Plan, including importantly the commitment to increase Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander employment opportunities at Council;
- (d) continuing the work being undertaken with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community, to review Yarra's Local Law on Consumption of Liquor in Public Places;
- (e) fighting racism and advocating for broader understandings of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community experiences, issues and stories in line with Council's 'January 26 decision' on 15 August 2017;

- (f) continuing to support Smith Street Dreaming Working Group and Smith Street Dreaming Festival, to improve relationships between Victoria Police, the Parkies community, residents and traders – and seek further opportunities to build these relationships;
  - (g) continuing in principle support for 3CR Radio's Beyond the Bars program, which connects imprisoned Aboriginal and Torres Strait Islander people with family, community and identity during NAIDOC week each year;
  - (h) seeking support from MAV, VLGA and allied Councils to advocate to State and Federal Government for policy reform; and
  - (i) investigating public art and civic signage opportunities to maintain mainstream momentum and community engagement with the Black Lives Matters movement as connected to Aboriginal deaths in custody.
3. That Officers report back on 2 (i) public art and civic signage opportunities in the August cycle of Council Meetings, and on 2 (a) how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody by September cycle of Council Meetings.
4. That Council:
- (a) conducts a stocktake of plaques, statues and monuments in public places and the names of public places including parks and buildings, where these reference figures from Australian history which may be associated with oppression of Aboriginal and Torres Strait Islander Australians and reports back to Council by December 2020;and
  - (b) Following a stocktake, conducts an audit of these objects, places and name and reviews its policies and processes that relate to the civic acknowledgement of cultural and historical figures, providing recommendations for updating of policies and processes for changing or removing objects or names.

#### **COUNCIL RESOLUTION (PROCEDURAL)**

**Moved:** Councillor Jolly

**Seconded:** Councillor Fristacky

That the meeting be extended a further 10 minutes.

**CARRIED**

*The meeting adjourned at 11.06pm*

*The meeting resumed at 11.13pm*

#### **COUNCIL RESOLUTION (PROCEDURAL)**

**Moved:** Councillor Chen Yi Mei

**Seconded:** Councillor Fristacky

That the meeting be extended to 11.30pm.

**CARRIED**



Public Submission

The following people sent a submission to Council on the matter:

#	Name	Submission
1	Michael Wellard, Mernda	I acknowledge the Wurundjeri Woi Wurrung people as the true owners of the country currently occupied by the City of Yarra, pay tribute to all Aboriginal and Torres Strait Islander people in Yarra, and pay my respects to Elders past, present and emerging – Always was, always will be Aboriginal land. In support of my position in favour of the retention of a memorial of James Cook in Edinburgh Gardens, I suggest going beyond the simple dichotomy of retain/remove. What hurts this country most is, in my opinion, the absence of truth and whether the memorial is retained (as is) or removed, the purpose of truth will be no better served. The people of Yarra have a golden opportunity before them in having their city the first, if I'm not mistaken, to have an 'honest' memorial to this country's past, a memorial that neither vilifies nor glorifies figures or events of the past but which simply tells the truth is one that can not only stand the test of time but attests to the commitment of the society to seek equity and justice. The way such a memorial is received will depend only on the observer's values and the memorial will reflect those values back to the observer thereby stimulating thought and, it is to be hoped, growth – the same growth that this country as a whole is in such dire need of. Suggestions: Encountered, not discovered, oldest ongoing culture - Awaiting treaty - Progress in 1992 overturning of Terra Nullius.

**COUNCIL RESOLUTION (PROCEDURAL)**

**Moved:** Councillor Coleman

**Seconded:** Councillor Fristacky

That the meeting be extended to 11.45pm.

**CARRIED**

**COUNCIL RESOLUTION**

**Moved:** Councillor Stone

**Seconded:** Councillor O'Brien

1. That Yarra Council acknowledges:

- (a) the success of the global Black Lives Matter protests in drawing mainstream attention to systemic racism and injustice in Australia and other colonised countries around the world;
- (b) that although the current level of mainstream and media attention is new the problem is old and Aboriginal and Torres Strait Islander people have fought for many generations to create meaningful change on this issue;
- (c) the lack of progress in acting on recommendations from the Royal Commission into Black Deaths in Custody 1991;
- (d) the reported 435 Aboriginal and Torres Strait Islander deaths in police custody since the Royal Commission in 1991, without a single conviction against a police officer in relation to these deaths;

- (e) the importance of considering this figure in the context of the vast number of Aboriginal and Torres Strait Islander deaths that have occurred in this country, from the time of European invasion onwards, including the massacres that have been researched, mapped and documented by Professor Lyndall Ryan from the University of Newcastle;
- (f) the deep hurt, grief and anger that continues to build in the Aboriginal and Torres Strait Islander community as a result of this lack of progress in acting on the recommendations in the Royal Commission, coupled with ongoing deaths in police custody and the highest incarceration rate of any group of people in the world;
- (g) that this is not an issue happening elsewhere but one that is happening in the City of Yarra's own back yard. A number of Aboriginal and Torres Strait Islander people who were residents of the City of Yarra have died in police custody over the years. Most recently a Yorta Yorta woman, Yarra resident and member of the local Parkies community died in police custody in January 2020. Less than two days after she was remanded in custody, she was found dead in her cell at Dame Phyllis Frost Centre, Victoria's maximum security women's prison in Deer Park, at about 8 o'clock in the morning on 2 January 2020;
- (h) the most recent Aboriginal death in custody took place on 5 June 2020 in Western Australia, just 1 day before the Black Lives Matters rallies around the country;
- (i) the need to improve relationships between police and Aboriginal and Torres Strait Islander People in Yarra;
- (j) that according to recently published research from the Australian National University, three out of four Australians hold a racial bias against Aboriginal and Torres Strait Islander Australians;
- (k) the role played by past Federal and State Government policies in the social, cultural and economic dispossession of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people; the ongoing intergenerational trauma experienced by many Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people as a result of this; the compounding effects of racism (overt, covert and unconscious) on this trauma—and the ways in which these forces combine to reinforce entrenched disadvantage, poor health outcomes, increased contact with the justice system and economic disadvantage; and
- (l) the Victorian Government's commitment to abolish public drunkenness law and replace a law and order approach with a health-based harm minimization approach.

2. That Yarra Council commits to:

- (a) ongoing consultation with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community in Yarra, through Council's Yana Ngargna Advisory Group, on how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody;
- (b) continuing to build connections with Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people, communities and organisations;
- (c) ongoing implementation of the Yana Ngargna Plan 2020 – 2023 and the 52 actions in the 2020 Year 1 Action Plan, including importantly the commitment to increase Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander employment opportunities at Council;
- (d) continuing the work being undertaken with the Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community, to review Yarra's Local Law on Consumption of Liquor in Public Places;

- (e) fighting racism and advocating for broader understandings of Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander community experiences, issues and stories in line with Council's 'January 26 decision' on 15 August 2017;
  - (f) continuing to support Smith Street Dreaming Working Group and Smith Street Dreaming Festival, to improve relationships between Victoria Police, the Parkies community, residents and traders – and seek further opportunities to build these relationships;
  - (g) continuing in principle support for 3CR Radio's Beyond the Bars program, which connects imprisoned Aboriginal and Torres Strait Islander people with family, community and identity during NAIDOC week each year;
  - (h) seeking support from MAV, VLGA and allied Councils to advocate to State and Federal Government for policy reform; and
  - (i) investigating public art and civic signage opportunities to maintain mainstream momentum and community engagement with the Black Lives Matters movement as connected to Aboriginal deaths in custody.
3. That Officers report back on 2 (i) public art and civic signage opportunities in the August cycle of Council Meetings, and on 2 (a) how Yarra Council should acknowledge this ongoing and long term struggle against racism and injustice and the connection to the Black Lives Matter movement and Aboriginal deaths in custody by September cycle of Council Meetings.
4. That Council:
- (a) conducts a stocktake of plaques, statues and monuments in public places and the names of public places including parks and buildings, where these reference figures from Australian history which may be associated with oppression of Aboriginal and Torres Strait Islander Australians and reports back to Council by December 2020; and
  - (b) following a stocktake, conducts an audit of these objects, places and name and reviews its policies and processes that relate to the civic acknowledgement of cultural and historical figures, providing recommendations for updating of policies and processes for changing or removing objects or names.

**CARRIED UNANIMOUSLY**

*Councillor Jolly left the meeting at 11.24pm*

*Councillor Jolly returned at 11.31pm*

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**12.2 Notice of Motion No. 8 of 2020 - Wood Heaters in Urban Areas**

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Reference: D20/104321

Authoriser: Group Manager Chief Executive's Office

**COUNCIL RESOLUTION**

**Moved:** Councillor Fristacky

**Seconded:** Councillor Stone

1. That:

- (a) Council note City of Darebin representations to the State Government seeking regulatory action and monitoring on wood smoke pollution; that smoke fumes from such open and wood fire heating systems are a major contributor to Melbourne air pollution; AMA advice that long-term exposure to particulates from such systems can contribute to heart and lung diseases, and the consequential estimated cost to the health system of \$8 billion by 2027;
- (b) Council further note the high incidence of respiratory diseases in Yarra and representations by Yarra residents for Council to discourage the use of open fires and wood heaters;
- (c) the Mayor write to the Premier advising Council's support for representations by the City of Darebin on the matter, and ask how the State Government plans to address the identified adverse health and emissions impacts from open fires and wood heaters in urban areas; and
- (d) this motion be referred to Council's Engagement and Media Unit for use of Council communication platforms to assist community awareness of the adverse health and environmental impacts of open fires and wood heaters, particularly in higher density inner areas such as Yarra, including information on cleaner ways to operate wood heaters and alternative heating.

**CARRIED UNANIMOUSLY**

## **Conclusion**

The meeting concluded at 11.36pm.

Confirmed Tuesday 7 July 2020

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Mayor