



# Ordinary Meeting of Council Agenda

**to be held on Tuesday 18 December 2018 at 7.00pm  
Fitzroy Town Hall**

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

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

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

## **Recording and Publication of Meetings**

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

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

## **Order of business**

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

## 1. Statement of Recognition of Wurundjeri Land

*"Welcome to the City of Yarra."*

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

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

Anticipated attendees:

### Councillors

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

### Council officers

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

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

## 4. Confidential business reports

### Item

- 4.1 Contractual matters
- 4.2 Matters prejudicial to Council and/or any person
- 4.3 Matters prejudicial to Council and/or any person
- 4.4 Matters prejudicial to Council and/or any person

## **Confidential business reports**

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

### **RECOMMENDATION**

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

## **5. Confirmation of minutes**

### **RECOMMENDATION**

That the minutes of the Ordinary Council Meeting held on Tuesday 4 December 2018 be confirmed.

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

## **7. Public question time**

Yarra City Council welcomes questions from members of the community.

### Public question time procedure

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

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

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

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

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

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

## **8. General business**

## **9. Delegates' reports**

## **10. Questions without notice**

## 11. Council business reports

Item	Page	Rec. Page	Report Presenter
11.1 Appointment of Chair for Audit Committee	8	9	Ivan Gilbert - Group Manager - Chief Executive's Office
11.2 Studio 1 Community Hub Strategic Partnership Recommendation Report	10	16	Aldo Malavisi – Community Partnerships Unit Manager
11.3 Status of Council owned sporting facilities and pavilions	18	25	Kerry Irwin – Manager Recreation and Leisure Services
11.4 Local Area Place Making Study - Abbotsford Precinct 13	26	40	Dennis Cheng – Manager Traffic and Civil Engineering
11.5 Local Area Place Making Study - Bendigo Richmond Precinct 19	41	50	Dennis Cheng – Manager Traffic and Civil Engineering
11.6 Draft Yarra Urban Agriculture Strategy 2019-2023	52	55	Colm Connolly – Manager City Works
11.7 Embedding Adaptation and Sustainability into Council operations and strategies	56	61	Michael Oke – Manager Sustainability and Strategic Transport
11.8 Buildings and Street Lighting Energy Efficiency Opportunities	62	69	Michael Oke – Manager Sustainability and Strategic Transport
11.9 Renaming Community Greenhouse Action Plan to Climate Emergency Plan	70	77	Michael Oke – Manager Sustainability and Strategic Transport
11.10 Richmond Youth Hub Business Case	78	85	Malcolm Foard – Manager Family, Youth and Children's Services
11.11 Report on Assemblies of Councillors	86	87	Ivan Gilbert - Group Manager - Chief Executive's Office

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

Public submissions procedure

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

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

## 12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Motion No. 17 of 2018 - ICAN Cities Appeal	88	90	Amanda Stone - Councillor
12.2	Notice of Motion No. 18 of 2018 - Parking	91	91	James Searle - Councillor
12.3	Notice of Motion No. 19 of 2018 - Management of Plane Trees within Yarra	92	92	Misha Coleman - Councillor
12.4	Notice of Motion No. 20 of 2018 - Trial Closure of Occasional Care Service at Leisure Centres	93	93	Misha Coleman - Councillor

## 13. Urgent business

Nil

---

## 11.1 Appointment of Chair for Audit Committee

---

Trim Record Number: D18/197445

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To seek Council approval for the appointment of the Audit Committee (the **Committee**) Chair for 2019 as recommended by the Audit Committee.

### Background

2. The Charter of the Audit Committee states that "*The Chairperson of the Committee will be an independent member and will be appointed by the Audit Committee annually. The nomination for the position of Chairperson will be submitted to Council for approval.*"
3. The three current external Independent Members are:
  - (a) David Ashmore – appointed 2015;
  - (b) Helen Lanyon – appointed 2017; and
  - (c) Vince Philpott – appointed 2015.
4. At its meeting on 4 December 2018, The Audit Committee appointed Helen Lanyon as its nominee for the position of Chair throughout 2019. In making this appointment, the Committee also acknowledged the contribution of David Ashmore, who has served as Committee Chair since 2015.

### External Consultation

5. No external consultation has been conducted.

### Internal Consultation (One Yarra)

6. Members discussed the Chairperson role for 2018/2019 at the 4 December 2018 Audit Committee meeting.
7. Helen Lanyon was nominated by David Ashmore and seconded by Vince Phillipott. Her appointment was endorsed by unanimous vote (Helen Lanyon left the room during the vote).

### Financial Implications

8. There are no financial implications.

### Economic Implications

9. There are no economic implications.

### Sustainability Implications

10. There are no sustainability implications.

### Social Implications

11. There are no social implications.

### Human Rights Implications

12. There are no human rights implications.

### Communications with CALD Communities Implications

13. There are no CALD communities' implications.

### Council Plan, Strategy and Policy Implications

14. There are no Council plan, strategy and policy implications.

### **Legal Implications**

15. The Audit Committee is an advisory committee to Council and the Committee Charter, as adopted by Council, requires Council to approve the appointment of the Audit Committee Chairperson annually.

### **Other Issues**

16. There are no other issues.

### **Options**

17. There are no other options.

### **Conclusion**

18. At its meeting on 4 December 2018, The Audit Committee appointed Helen Lanyon as its nominee for the position of Chair throughout 2019.

### **RECOMMENDATION**

1. That Council:
  - (a) approve the Audit Committee's appointment of Helen Lanyon as Chair of the Audit Committee for 2019; and
  - (b) thank David Ashmore for his ongoing contribution to the Audit Committee, including his period as Chair from 2015 to 2018.

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

### **Attachments**

There are no attachments for this report.

---

## 11.2 Studio 1 Community Hub Strategic Partnership Recommendation Report

---

Trim Record Number: D18/103840

Responsible Officer: Group Manager Chief Executive's Office

### Purpose

1. To update Councillors on Studio 1 Community Hub and seek determination on an extension of one year to the current strategic partnership with Richmond Community Learning Centre to allow for strategic work to occur that will inform a new EOI process.

### Background

2. Studio 1 Community Hub at 15 Barnet Way Richmond was formerly part of the GTV 9 complex and was transferred to Council as a developer contribution as part of the Lendlease Studio Nine development in Bendigo Street Richmond.
3. The original footprint of the building was 400m<sup>2</sup> and Council developed a community facility of around 600m<sup>2</sup> over two levels in 2015. Studio 1 Community Hub was opened in October 2015.
4. From its inception it was determined that this new community facility would not be a simple venue for hire but a place that would build community and meet a range of local community needs. To this end Council conducted an Expression of Interest (EOI) to select a partner organisation to work with Council to activate the site and provide 'caretaker' services in lieu of the rental and overhead costs. Prior to Studio 1 opening, Council selected the Richmond Community Learning Centre (RCLC) to enter into a strategic partnership.
5. The EOI stated that the selected lead tenant would:
  - (a) undertake activities/programs that:
    - (i) are compatible with the location;
    - (ii) bring vibrancy to the precinct;
    - (iii) have the potential to deliver creative and engaging programming within the facility;
    - (iv) provide significant community benefit;
    - (v) respond to identified community need; and
    - (vi) bring experience in community development and engagement which will assist in activation of the facility; and
  - (b) provide 'caretaker' services for the facility to ensure the building is open for core hours (30 hours per week);
  - (c) bring experience in facility management and technical skills in centre management; and
  - (d) understand and reflect Council's vision that community activation of the space is an absolute priority.
6. The EOI captured the vision of Council for this new community facility.
7. Council entered into a licence agreement with RCLC based on a co-management model.
8. One of the key terms of the licence was the management of spaces. RCLC has exclusive sole management of approximately 16% of the total space, specifically:
  - (a) Ground Floor - office; and
  - (b) Level 1 - Green Room and the Helen Porter Mitchell Room.
9. Council manages the remaining spaces:

- (a) Ground Floor - Womin Je ka Room, Kitchen and Reception/Ticket Booth; and
  - (b) Level 1 - Hugo Wertheim Room and the Radio Room.
10. Council's licence agreement with RCLC is due for review as is the operational grant.

Key challenges in operating Studio 1 since its opening in October 2015

11. It has only been 3 years since Studio 1 Community Hub was opened which poses a question, 'if it is enough time to make a judgement on whether it is a success or not?' Community building is based on forming relationships and addressing community needs. All of this takes time. The first year was about settling into the building and trialling out different programs and activities whilst beginning the work of making the necessary connections with the local community.
12. The planning permit has been an issue in that it has been very prescriptive about the type of activities that can be conducted in the facility. At first, Studio 1 was being hired out for private functions such as birthdays, christening parties, etc. Complaints were received from local residents about noise and amenity issues and unfortunately private functions had to cease due to the planning permit. The planning permit is provided as **Attachment 1**. This resulted in lost income for Council from venue hire.
13. Although the hours of operation, as prescribed in the planning permit are restrictive, early experience at Studio 1 would indicate that it would be very difficult to conduct activities outside the current hours of operation due to the close proximity of residences. As early experience has indicated there would be loss of amenity and undue disturbance.
14. The model of co-management has added a level of complexity to the running of the facility. In summary the complexity is around the booking process. Council manages its spaces and RCLC its own. The main challenge is when customers visit Studio 1 and enquire about hiring a space they expect RCLC to help them with their enquiries. The customer sees RCLC and not Council. Unfortunately the customer experience is one of confusion and delay. RCLC does not have the ability to enter bookings directly into the City of Yarra booking system. This makes the process of booking a space from the perspective of a customer, a clunky process.
15. The location of the facility has proven to be a barrier because it is off the 'main road' and down an enclosed laneway. People recount on how it is hard to find even with directions and signage.
16. The vision for Studio 1 is not clear and it seems to be driven by two very distinct visions. This has only been clarified in recent times. One vision is that of seeing the facility as a community centre which builds community. The other vision is seeing the facility as a venue for hire. The two visions are different and Council needs to be clear on what its vision is for Studio 1 Community Hub. One vision purposely builds community the other is about the provision of a facility for hire. Once the clarity of vision has occurred the next step would be to decide on who is better placed to deliver on that vision.

Utilisation of Studio 1 Community Hub

17. Studio 1 is currently under-utilised and its full potential is not being realised.
18. Key activities that currently occur at Studio 1 and conducted by RCLC are:
- (a) studio 1 Co-working, 26 people;
  - (b) community lunches, 15-20 people;
  - (c) low cost or free IT courses such as Technology Confidence Course and Tea, Tech and Talk sessions, 25+ people;
  - (d) guided meditation group, 5-7 people;
  - (e) low cost Yoga Class, 5-7 people;
  - (f) choir 3121 in partnership with Richmond Music Academy, 10 people;

- (g) collaborations between co-workers in areas of marketing, academia and personal fitness; and
  - (h) collaborations with Yarra Libraries such as *Beat the 3121 Drum*.
19. There are two spaces, the Radio Room and the Womin Je Ka Room (the largest space) that are available for hire through Council's booking system. The current occupation rate for the Womin Je Ka Room is 25.03% and for the Radio Room is 9.6%.
  20. Another space managed by Council, the Hugo Wertheim Room is being used to provide complementary space to local artists under the City of Yarra's Room to Create Artist Residency program.

Learnings/Opportunities

21. The key learning has been around what Studio 1 Community Hub is trying to achieve. Lack of clarity around its purpose has not helped in the activation of the space. The original vision for Studio 1 Community Hub was to have been a community centre, for the purpose of community building, as expressed through the original EOI process. Even the planning permit states a community centre by being prescriptive about what type of activities are permitted. This all leads to a particular vision for Studio 1 that is more than a venue for hire.
22. Programming a space driven by the vision of community development has jarred with hiring out spaces to disparate groups who are predominantly not from the local community and having no local community benefit. The opportunity now arises to clarify the vision for Studio 1 Community Hub and to seek a common outcome of benefitting the local community as a minimal requirement for all the activities at Studio 1.
23. The model of co-management needs both parties to share the same vision. In this case because the vision is not shared it debilitates the partnership. A model of single management would better allow for the realisation of the vision because there would be a common driver for all that happens at Studio 1. Single management would provide a more efficient model and clearer reporting and accountabilities. Having a single vision and single management would assist in how the facility is marketed, promoted, booked and used by the community. A single management approach allows for a holistic approach where programs/services can be linked and the benefits shared for those who participate, as a result of better outcomes for the community and Council.
24. Having Studio 1 Community Hub open on the weekend is not necessary, as experience has shown there have been very few weekend visitors to the facility. This would mean staffing hours could be increased during the week and thus make the opening hours more consistent e.g. 6 hours per day from Monday – Friday.
25. In its time at Studio 1, RCLC has established an ongoing dialogue with Lendlease project managers and is exploring future opportunities for delivery of services. Lendlease is planning to complete the development of the remaining land in the Studio 9 Precinct to include affordable housing, spaces for retirement living and aged care. This proposal, if realised, would further be a role for Studio 1 as a community hub while RCLC would continue its programs for the broader Richmond community. A joint project has been initiated by RCLC in collaboration with Lendlease and Council's Aged and Disability Services to scope out future possibilities.
26. RCLC is well positioned to explore a variety of collaborations with service providers and not-for-profit organisations to achieve positive outcomes for the local community. This strategy of developing beneficial partnerships with compatible organisations will promote visibility, activation and connection to Studio 1 within the local community.
27. Another learning is how this experience can inform the discussion around future property developments, such as Studio 1. The discussion and negotiations around community facilities needs to be around the vision and purpose of the intended community facility, as there are many variations on what a community facility means to different people.

### **External Consultation**

28. Due to the nature of the strategic partnership between Council and RCLC, communication between both parties has been regular and frequent. The very nature of this partnership requires a high level of consultation because RCLC is located on site at Studio 1 and has first-hand experience.
29. Venues and Events receives regular feedback about the disappointment of not being able to hire the facility for private functions due to the restrictions in the planning permit and the proximity of residences.

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

30. Internal consultation occurs on a regular basis as per the requirement of a strategic partnership. The Council units directly involved are:
  - (a) Community Partnerships;
  - (b) Venues and Events;
  - (c) Property Services;
  - (d) Arts and Culture; and
  - (e) Building Maintenance.

### **Financial Implications**

31. Initial negotiations agreed upon between RCLC and Council were that Council provided all utilities, cleaning, waste management, security and an operational grant to RCLC.
32. This annual operating cost is partly offset by revenue from community and commercial hiring of the facility. The income for months of the 2017/18 financial year for Studio One was \$24,875.93.
33. RCLC received a three year operational grant for the provision of caretaker services and community development activities. In 2015/16, RCLC received \$107,000. In 2016/17 it was \$95,783 and 2017/18, \$95,783.
34. It is proposed that if the strategic partnership was to be extended for one more year, the same conditions would apply as in the current funding agreement that Council provides all utilities, cleaning, waste management, security and the operational grant of \$95,783 to RCLC for the calendar year of 2019. This amount is included in the current 2018/19 budget.

### **Economic Implications**

35. Studio 1 Community Hub provides a co-working space that can cater for a maximum of 14 people on any one day. They currently have a cohort of 26 people who have either an ongoing membership or visit the centre regularly on a short term or casual basis.
36. The co-working space has only been operating for 2 years and was developed in response to an identified community need. The space is a shared working space which targets self-employed or small businesses and aims to connect people by offering affordable space away from the isolation of a home or small office.
37. RCLC provides a variety of opportunities for paid employment through Studio 1 for teachers, project workers, community development workers, arts practitioners, financial and IT staff that are important sources of local employment.
38. Studio 1 Community Hub also provides volunteer opportunities that contribute to the local economy.

### **Sustainability Implications**

39. The design of Studio 1 incorporated ESD considerations to the extent practicable.
40. The building transferred to Council sits within the context of the overall development and the building fabric is tightly controlled by heritage and body corporate restraints.

41. RCLC in partnership with Council's Sustainability Unit has launched the pilot project "Burnley Fruit Squad" to harvest excess fruit from local residents, minimise food waste, promote sustainable food initiatives, share fresh fruit with the community and help improve food security for vulnerable groups in Yarra. This program runs out of Burnley Backyard which is well connected to Studio 1 Community Hub.

### **Social Implications**

42. Studio 1 Community Hub is one of Council's premium community facilities and with the increasing population and increased density it is imperative that there are opportunities for people to engage and connect. The need for people to socially interact is a prerequisite for health and wellbeing.
43. The strategic partnership with RCLC allows Council to demonstrate its commitment to building community and decreasing social isolation. These things do not generally happen on their own and thus collaborating with RCLC, Studio 1 plays a key role in:
- (a) community development through building knowledge, developing skills, increasing levels of resilience, mutuality and trust within the community;
  - (b) community building and strengthening through a variety of events, festivals, workshops and forums, bringing diverse people together and showcasing the many positives of living in a close knit community;
  - (c) responding in appropriate ways to local community needs whether they be focussed on children, young people, the elderly, people with disabilities, people from culturally and linguistically diverse backgrounds, refugee and newly arrived and disadvantaged communities;
  - (d) providing opportunities to improve community health and well-being and social connectedness, through a range of exercise programs and well-being programs;
  - (e) offering accessible and affordable education, skills development, life-long learning and training opportunities and employment pathways; and
  - (f) offering volunteer opportunities that provide many avenues for connecting people, transferring and learning of skills and meaningful engagement.

### **Human Rights Implications**

44. There are no significant human rights implications arising from this report.

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

45. Part of RCLC's core business is the delivery of a range of programs, services and activities to culturally and linguistically diverse communities. There are no related implications arising from this report.

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

46. Studio 1 Community Hub is well supported by the Council Plan 2017 – 2021. The strategic objectives that directly support it are:
47. A healthy Yarra: Community Health, Safety and well-being are a focus in everything we do;
- (a) 1.2 – promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing;
  - (b) 1.3 – provide health promoting environments that encourage healthy eating and active living;
  - (c) 1.6 – promote a gender equitable, safe and respectful community; and
  - (d) 1.8 – provide opportunities for people to be involved in and connect with their community.
48. An inclusive Yarra: Inclusion Diversity and Uniqueness are welcomed respected and celebrated;

- (a) 2.1 – build resilience by providing opportunities and places for people to meet, be involved in and connect with their community;
  - (b) 2.2 – remain a highly inclusive municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues;
  - (c) 2.4 - acknowledge and celebrate our diversity and people from all cultural backgrounds; and
  - (d) 2.5 – support community initiatives that promote diversity and inclusion.
49. A sustainable Yarra: Council leads on sustainability and protects and enhances its natural environment.
50. A prosperous Yarra: Local businesses prosper and creative and knowledge industries thrive;
- (a) 5.3 – create local employment opportunities by providing targeted and relevant assistance to facilitate business growth, especially for small and medium size enterprises and entrepreneurs through the attraction and retention of businesses;
  - (b) 5.6 – attract and retain creative and knowledge industries in Yarra; and
  - (c) 5.7 – ensure libraries and neighbourhood houses, support lifelong learning, wellbeing and social inclusion.
51. A leading Yarra: Transparency, performance and community participation drive the way we operate.

### **Legal Implications**

52. There are no significant legal obligations arising from this report.

### **Other Issues**

53. There are no other issues arising from this report.

### **Options**

54. Having considered the experience of both RCLC and Council through this strategic partnership, there are three options for consideration by Council.

#### Option 1 – Renegotiate the current strategic partnership with RCLC to manage Studio 1 Community Hub

55. Pros:

- (a) remains true to the original vision for Studio 1 and allows more time for this vision to be realised;
- (b) RCLC is better placed to be responsive to the current and future needs of the local community; and
- (c) local community have been empowered to make this facility what they want it to be.

56. Cons:

- (a) in remaining with the original vision for Studio 1, Council is still committing financial resources to the Community Hub; and
- (b) the venue hire facilities are currently underutilised.

#### Option 2 – Studio 1 Community Hub as a venue for hire managed by Council and not renew the strategic partnership with RCLC

57. Pros:

- (a) Council would make a financial saving by not renewing the strategic partnership with RCLC;
- (b) easier to run a facility as a venue for hire than to run programs that meet local community need; and
- (c) Council would receive all revenue from venue hire bookings.

58. Cons:

- (a) it changes the original vision of Studio 1 into a venue for hire that does not necessarily build the local community;
- (b) Council would need to provide a transition period so as to allow RCLC to relocate their programs; and
- (c) local community would miss out on opportunities to break down social isolation and build a sense of belonging in the local area.

Option 3 – Extend the strategic partnership with RCLC for one year and conduct a new EOI process for the further activation of Studio 1 Community Hub

59. Pros:

- (a) would test the market to see if there were any other interested parties;
- (b) allow appropriate time to undertake strategic work required to inform a new EOI process, aligned with Council's property strategy; and
- (c) a new approach may deliver better outcomes.

60. Cons:

- (a) Could be a waste of time as not many groups would be interested with all the limitations; and
- (b) Current relationships and connections made in the local community could be lost.

**Conclusion**

- 61. The original intention, as expressed in the EOI process for Studio 1 Community Hub was one of community development. Any event, activity, program held in this space should meet the criteria of 'what benefit to the local community' even when a space is being hired.
- 62. Since the opening of Studio 1 under a co-management model, it has slowly been activated though the potential has yet to be fully realised.
- 63. Taking into consideration the restrictive planning permit, there really has not been enough time to realistically assess whether Studio 1 Community Hub is meeting original expectations.
- 64. RCLC has a high level of knowledge and expertise in community development and can maximise access to the facility to increase opportunities for community connection and wellbeing. RCLC is well placed to drive Council's vision for Studio 1 and develop it into a vibrant community asset that meets current and future needs of the local community.
- 65. It will be recommended that Council extend the strategic partnership with RCLC for one more year. This will allow time for the strategic work to occur which will inform a new EOI process.

**RECOMMENDATION**

1. That Council:

- (a) note the challenges over the past 3 years in activating Studio 1 Community Hub and the opportunities going forward;
- (b) extend the strategic partnership with Richmond Community Learning Centre for one more year, 1 January 2019 – 31 December 2019;
- (c) endorse the operating grant of \$95,783 for the calendar year of 2019, pending 2019/20 budget approval; and
- (d) endorse the strategic work required to inform a new EOI process to be conducted in 2019.

**CONTACT OFFICER:** Aldo Malavisi  
**TITLE:** Community Partnerships Unit Manager  
**TEL:** 9205 5036

**Attachments**

1 [⇒](#) Studio 1 Community Hub Planning Permit

---

**11.3 Status of Council owned sporting facilities and pavilions**


---

## Executive Summary

### Purpose

Council resolved on 17 July 2018, 'That Officers provide a report to Council no later than December 2018, that:

- (a) outlines the current condition of all council owned buildings and pavilions used by sports clubs, and the works required to ensure they meet current and anticipated service levels;
- (b) identifies those buildings in priority order as reflected in the Long Term Financial Plan based on the needs identified in (a) above and outlines the approach taken by officers to determine the priority order;
- (c) notes those factors which impact on the timing of necessary works on these facilities; and
- (d) identifies the potential funding sources and approaches that may be available to ensure council sports facilities meet current and future needs.'

This report has been drafted to satisfy this resolution; it presents information on the current status of the Council-owned buildings and pavilions used for sporting activities, and the recommended priority order for future investment to ensure Council will provide facilities that continue to meet the needs of the local community.

### Key Issues

Council Sporting Facilities provide for a range of uses and offer different levels of condition, function and amenity.

The condition and viability of Council Sporting Facilities are assessed on a regular basis. The condition rating reflects the physical condition of the facility. The viability rating assesses how fit for purpose the facility is based on a number of criteria, including assessment of the how female friendly the facility is and officer analysis of emerging trends and community needs based on feedback from user groups and the broader community.

These are combined into an overall rating which is used to provide a preliminary indication of the need for investment in the facility.

Other factors are also considered in arriving at an overall investment priority list including external funding available, Council strategies, benefits relative to investment and local context.

The timing of the delivery for the priority list is dependent on a number of factors including future external funding obtained, Council financial sustainability, demand for investment in other asset classes and periodic review and reassessment of building condition/viability and overall investment priorities.

Investments in Council Sporting Facilities are presented for Council consideration through the draft capital works program as part of the annual budget process.

### Financial Implications

The allocated and proposed investments 2018/19 through 2020/21 total \$18.99 million, including funding of \$14.03 million announced by the State Government, committed through funding agreements and election commitments.

The proposed list of investment priorities has a total estimated required investment (above currently committed external funding) in the order of \$26 million.

The primary source of external funding towards Sporting Facilities has historically been from State Government. Council will continue to seek funding support from State Government, and other sources, for Sporting Facility projects. Additional external funding awarded in future years will assist Council with timely delivery of its priorities for Sporting Facilities.

## PROPOSAL

1. That Council notes:
  - (a) the approach taken to assess building condition and viability and inform proposed investment priorities in Council Sporting Facilities;
  - (b) the building condition, viability and overall ratings for Council Sporting Facilities based on the recent assessment (refer attachment 1);
  - (c) the 2018/19 funding allocations for Council Sporting Facilities, and the proposed allocations for the 2019/20 and 2020/21 budget years, to be approved by the Council as part of the annual budget adoption process (refer attachment 2);
  - (d) the significant external funding towards Council Sporting Facilities within Yarra committed by State Government across the period 2018/19 through 2020/21;
  - (e) the overall priority list developed for investment in Council Sporting Facilities (refer attachment 3);
  - (f) that increasing the number and proportion of facilities that are female friendly is a key objective of proposed priority investment list; and
  - (g) that there are opportunities to continue to attract external funding towards future projects to enable their timely delivery, and that officers will continue to pursue these.

---

### 11.3 Status of Council owned sporting facilities and pavilions

---

Trim Record Number: D18/195537

Responsible Officer: Director City Works and Assets

#### Purpose

1. Council resolved on 17 July 2018, 'That Officers provide a report to Council no later than December 2018, that:
  - (a) outlines the current condition of all council owned buildings and pavilions used by sports clubs, and the works required to ensure they meet current and anticipated service levels;
  - (b) identifies those buildings in priority order as reflected in the Long Term Financial Plan based on the needs identified in (a) above and outlines the approach taken by officers to determine the priority order;
  - (c) notes those factors which impact on the timing of necessary works on these facilities; and
  - (d) identifies the potential funding sources and approaches that may be available to ensure council sports facilities meet current and future needs.
2. This report has been drafted to satisfy this resolution; it presents information on the current status of the Council-owned buildings and pavilions used for sporting activities, and the recommended priority order for future investment to ensure Council will provide facilities that continue to meet the needs of the local community.

#### Background

3. Council owns 25 buildings and pavilions used by sports clubs, which support a range of formal and informal sporting activities. For the purposes of this report, the term Sporting Facilities is used to refer to the Council's buildings and pavilions used by sports clubs.
4. Generally this excludes investment required in other ancillary sports infrastructure such as playing surfaces, goals/nets, coaches' boxes, sports lighting and the like, although it is noted that the Ryan's Reserve project referred to in this report is an integrated project for delivery of netball courts and pavilion at that site.
5. Council Sporting Facilities provide for a range of uses and offer different levels of condition, function and amenity.
6. These facilities are assessed periodically to determine the building condition and viability as follows:
  - (a) Condition – this indicates the physical condition of the building on rating scale ranging from 5 (very poor) to 1 (very good), in accordance with the International Infrastructure Management Manual asset condition scoring system. The Building Maintenance unit are responsible for inspecting all Council buildings, including Sporting Facilities, on an annual basis and providing a report which assesses the various building components such as floors, walls, ceilings, mechanical, electrical, and plumbing; and
  - (b) Viability – this indicates how fit for purpose the building is, also rated from 5 (very poor) to 1 (very good). This takes into account these seven criteria:
    - (i) compliance standards;
    - (ii) functionality;
    - (iii) accessibility;
    - (iv) access to transport/parking;
    - (v) community satisfaction;

- (vi) current utilisation; and
  - (vii) future utilisation.
7. This assessment includes whether the Sporting Facilities meet female friendly requirements, and officer analysis of emerging trends and community needs based on feedback from user groups and the broader community.
  8. Each Sporting Facility is assessed for both condition and viability, and an overall rating calculated to provide a preliminary indication of the need for capital investment, based on the facility being in poor condition and/or not meeting its intended function. The results of the most recent analysis, conducted in October-November 2018, are contained in Attachment 1 (Sporting Facility Condition, Viability & Overall Rating).
  9. The building condition and viability assessment, along with a range of other considerations such as the following are used to arrive at an overall priority list:
    - (a) project readiness;
    - (b) external funding availability and commitments;
    - (c) benefits delivered by the project relative to the required investment;
    - (d) Council strategies; and
    - (e) local context.
  10. Attachment 2 (Sporting Facility Investments 2018/19 through 2020/21) shows Sporting Facility projects:
    - (a) allocated in the 2018/19 capital works program (including external funding commitments since budget adoption);
    - (b) included in the preliminary draft 2019/20 capital works program; and
    - (c) included in year 2020/21 of the current preliminary draft Long Term Financial Strategy (LTFS).
  11. Planned funding allocations for the 2019/20 and 2020/21 budget years will be subject to the annual budget preparation processes for those years, including the publication of a proposed budget by Council, public submissions under section 223 of the Local Government Act 1989 and adoption of the budget by Council.
  12. The allocated and planned Sporting Facility capital budgets for the years 2018/19 through 2020/21 have a good correlation with the rankings identified by the building condition and viability assessment, but take into account the further considerations noted at paragraph 8.
  13. Attachment 3 (Overall Priority List for Sporting Facility Investments) shows the current overall long-term Sporting Facility investment priority list developed by officers, including project outline and anticipated project delivery duration taking into account Council's policy for staging design and construction for complex projects over multiple budget years.
  14. The timeframe and delivery order for the priority list is subject to variability based on a range of factors including:
    - (a) the level of external funding that can be secured to support future projects;
    - (b) competing demand for investment in other Council asset classes;
    - (c) Council financial sustainability; and
    - (d) periodic reassessment of building condition and viability, and overall project priorities.
  15. Ultimately, Council will determine which facilities receive funding as part of the annual budget adoption process.

### **External Consultation**

16. No direct external consultation has been undertaken as part of the development of this report, however regular feedback officers receive from clubs and general community has informed viability assessments and recommendations on priorities.
17. Community and club consultation will generally take place as part of the design phase for each capital project, once funding is allocated.

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

18. Internal consultation for this report has been undertaken primarily between the Leisure and Recreation Branch and Building and Asset Management Branch.

### **Financial Implications**

19. The adopted 2018/19 budget includes \$1.05 million of Council investment in Sporting Facilities, with a further \$4.41 million of external funding receipts for Sporting Facilities expected in this budget year.
20. The preliminary draft 2019/20 budget includes \$2.44 million of proposed Council investment in Sporting Facilities, with a further \$0.87 million of external funding from the State Government.
21. The allocated and proposed investments in Sporting Facilities for the period 2018/19 through 2020/21 total \$18.99 million, including funding of \$14.03 million announced by the State Government. These funds have been committed through State Government funding agreements and election commitments.
22. The proposed list of investment priorities in attachment 3 has a total estimated required investment (above currently committed external funding) in the order of \$26 million (in 2018/19 dollars), noting that further scoping and project planning is required to confirm the amounts required for each project and to ensure appropriate allocation of funding over future years; this will require analysis against all other asset classes, with decisions made annually as part of the budget process.
23. Council have historically received, and will continue to seek, funding support from State Government for Sporting Facility projects. Currently funding for projects through to budget year 2020/21 has been agreed or announced.
24. Additional external funding awarded in future years will assist Council with timely delivery of its priorities for Sporting Facilities.
25. The primary source of State Government funding towards Council Sporting Facilities has been via grants from Sport and Recreation Victoria, but more recently significant funds have been allocated directly by the State Government as election commitments.
26. At times there may be Commonwealth funding available, although this would normally only be for high profile facilities, or projects that meet other Commonwealth Government objectives (such as job creation or economic development).
27. Having an established priority order for investment in Council Sporting Facilities, not only helps to inform Council's investment, but positions Council well in terms of applying for and attracting external funding to support key capital projects.
28. There may be some capacity for club contributions in future, however this has not been common practice at Yarra to date.
29. If the proposed Yarra Development Contributions Plan (DCP) Overlay is incorporated into the Yarra Planning Scheme, this will provide an additional source of income which Council may choose to direct towards additional capital investment, including in Council Sporting Facilities.

30. Council Sporting Facility project expenditure will be acquitted against the Open Space Reserve under certain circumstances, as outlined below, further noting this will offset the amount of rates and other income source funding allocated, rather than being an additional source of funds.
31. Council's *Finance – Allocation of Moneys Received via the Public Open Space Requirement Policy* requires the following (underlining added to highlight relevance):

'The Council must only expend such public open space requirement contributions received for the purposes provided under the Subdivision Act 1988 and the Planning and Environment Act 1987 which would include:

  - (a) the creation of new open space and recreational facilities;
  - (b) the upgrading of open space and recreational facilities, only to the extent which such works would result in existing open space being more intensively used after than before the subdivision; and
  - (c) the renewal or improving of open space and recreational facilities, only to the extent which such works would result in the existing open space/recreation facility, being more intensively used after than before the subdivision.

### **Social Implications**

32. Council Sporting Facilities support a range of community activities. Well-designed Sporting Facilities can provide space that can be used for a range of community activities in addition to traditional sports use (e.g. University of the 3<sup>rd</sup> Age, Sports Education and Development Australia, CALD, Access All Ability groups).
33. There are a range of sites that offer the opportunity to be designed as community hubs to benefit multiple user groups.
34. Development of the prioritised plan for investment in Council Sporting Facilities will assist to ensure facilities are developed and maintained to provide appropriate amenity and a positive social environment for all members of the Yarra community.
35. The analysis of the female friendly characteristics of facilities, and investing to improve the capacity of our facilities to provide a female friendly environment will encourage broader participation in sporting and recreational activities.
36. Universal access to facilities will be delivered whenever significant capital works are undertaken at a facility.

### **Human Rights Implications**

37. There are no human rights implications as a result of this report.

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

38. There are no implications for communications with CALD communities as a direct result of this report.
39. All works proposed at Council Sporting Facilities will incorporate CALD community considerations in engagement and communications activities and facility signage.

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

40. The provision, maintenance and improvement of sporting facilities contributes to the delivery of numerous Council strategies as outlined below.

#### Council Plan 2017-2021:

- (a) Strategy 1.2 – Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing.
- (b) Strategy 1.6 – Promote a gender equitable, safe and respectful community.
- (c) Strategy 1.8 – Provide opportunities for people to be involved in and connect with their community.

- (d) Strategy 2.1 – Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community.
- (e) Strategy 2.5 – Support community initiatives that promote diversity and inclusion.
- (f) Strategy 4.4 – Protect Council assets through effective proactive construction management.

Access and Inclusion Strategy 2018-2024:

- (a) Strategy 1.1 – Promote and encourage the application of Universal Design and Universal Access within, and external to Council.
- (b) Strategy 1.5 – Improve accessibility to City of Yarra buildings and facilities, including ensuring adequate amenities are available.
- (c) Strategy 2.1 – Provide and/or support the community to provide a diverse range of accessible community services and arts, cultural, sport and recreational activities that are creative and fun for all abilities and ages.

Gender Equity Strategy 2016-2021:

- (a) Action Plan 12 – Gender issues are considered in all policy, planning and service delivery.

**Legal Implications**

41. There are no legal implications as a result of this report.

**Other Issues**

42. Council Sporting Facilities are a subset of the Buildings asset class. Buildings are one of several Council asset classes that require investment to ensure they are in reasonable condition and fit for purpose. The ability to invest in Sporting Facilities must be considered in the context of the need for investment across all Council asset classes.
43. Council's Community Infrastructure Plan is used to inform decision-making around the planning and delivery of community infrastructure, including Sporting Facilities.

**Options**

44. There are no options presented in this report. Determination of allocated funding towards Council Sporting Facilities and other assets will occur as part of the annual budget process.

**Conclusion**

45. The assessment of building condition and viability of Council Sporting Facilities provides information to assist with prioritising investment into those facilities and this analysis has been presented in attachment 1.
46. There are a range of other factors that also affect the investment priority, including external funding available, Council strategies, benefits relative to investment and local context. The overall list of investment priorities in Council Sporting Facilities has been presented in attachment 3, with specific allocated and proposed investments in years 2018/19 through 2020/21 in attachment 2.
47. The timing of the delivery for the priority list is dependent on a number of factors including future external funding obtained, Council financial sustainability, demand for investment in other asset classes and periodic review and reassessment of building condition/viability and overall investment priorities.
48. Investments in Council Sporting Facilities will be presented for Council consideration through the draft capital works program as part of each annual budget process.
49. State Government has committed significant funds towards Council Sporting Facilities in the period 2018/19 through 2020/21.

50. The investment priority list will allow officers to continue to seek additional funding through State Government grants and other external sources, which can potentially reduce the financial impact on Council and/or improve the timeliness of project delivery.

## RECOMMENDATION

1. That Council notes:
  - (a) the approach taken to assess building condition and viability and inform proposed investment priorities in Council Sporting Facilities;
  - (b) the building condition, viability and overall ratings for Council Sporting Facilities based on the recent assessment (refer attachment 1);
  - (c) the 2018/19 funding allocations for Council Sporting Facilities, and the proposed allocations for the 2019/20 and 2020/21 budget years, to be approved by the Council as part of the annual budget adoption process (refer attachment 2);
  - (d) the significant external funding towards Council Sporting Facilities within Yarra committed by State Government across the period 2018/19 through 2020/21;
  - (e) the overall priority list developed for investment in Council Sporting Facilities (refer attachment 3);
  - (f) that increasing the number and proportion of facilities that are female friendly is a key objective of proposed priority investment list; and
  - (g) that there are opportunities to continue to attract external funding towards future projects to enable their timely delivery, and that officers will continue to pursue these.

**CONTACT OFFICER:** Steven Jackson  
**TITLE:** Coordinator Recreation  
**TEL:** 92055735

## Attachments

- 1⇒ Sporting Facility Condition, Viability and Overall Rating
- 2⇒ Sporting Facility Investments 2018/19 through 2020/21
- 3⇒ Sporting Facility Overall Investment Priorities

---

**11.4 Local Area Place Making Study - Abbotsford Precinct 13**

---

## Executive Summary

### Purpose

To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Abbotsford precinct (LAPM 13).

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

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

### Key Issues

The LAPM study for the Abbotsford precinct (LAPM 13) was undertaken between October 2017 and November 2018. The study area is bounded by Johnston Street, Hoddle Street, Victoria Street and the Yarra River in Abbotsford.

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

A local area study group was formed and met in March 2018 consisting of twelve (12) community members, an external consultant, ward councillors and Council officers. This group provided additional insights on local issues and informed the direction of the draft LAPM 13 plan. A further phase of broad community engagement on the draft LAPM 13 plan took place over June and July 2018.

In general all proposed treatments were well received with some concerns about traffic redistribution to other local streets and the removal of speed humps. The study group met again to discuss the consultation results and helped to prepare a recommended LAPM 13 plan (see **Attachment 5**). Council officers are recommending the plan be adopted by Council.

Key recommendations in the plan include new or upgraded bicycle and pedestrian infrastructure, upgraded or relocated speed mitigation treatments, reductions in traffic lanes and parking, intersection improvements and turn bans. A list of priority projects on the arterial roads has also been formulated for advocacy to VicRoads.

### Financial Implications

The estimated cost to deliver all actions in the recommended LAPM 13 plan is in the order of \$1.43M (excl. GST).

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

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

The remaining works will be subject to allocation in future budgets, with officers proposing a funding split in the order of \$500,000 (excl. GST) allocated in 2020/2021 and \$430,000 (excl. GST) allocated in 2021/2022. Officers recommend spreading the expenditure over multiple years, primarily to ensure the project is fundable in the context of all other Council priorities.

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

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

## **PROPOSAL**

That Council:

1. Endorses the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Abbotsford precinct (LAPM 13).
2. Endorses the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation.
3. Notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program.
4. Notes that implementation of the recommended LAPM plan for the Abbotsford precinct (LAPM 13) can commence in July 2019, pending confirmation of \$500,000 (excl. GST) currently contained in the draft 2019/20 Budget, which will be determined in June 2019.
5. Refers this amount to the 2019/20 Budget process for consideration.
6. Notes the remaining works to implement traffic management and place making treatments identified for LAPM 13 will be subject to funding consideration in future budgets, with Officers proposing a funding split – the order of \$500,000 (excl. GST) allocated in 2020/2021 and \$430,000 (excl. GST) allocated in 2021/2022.

---

## 11.4 Local Area Place Making Study - Abbotsford Precinct 13

---

Trim Record Number: D18/206125

Responsible Officer: Director City Works and Assets

### Purpose

1. To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Abbotsford precinct (LAPM 13).
2. To seek Council endorsement for referral for budget consideration in 2019/20, 2020/21 and 2021/22.
3. To seek Council endorsement of the proposal to advocate to VicRoads for implementation of the proposed treatments on the arterial roads.

### Background

#### LAPM

4. Local Area Place Making (LAPM) is focussed on the planning and management of Council's local road network. It aims to improve local streets for people by managing vehicle traffic and improving conditions for pedestrians and cyclists.
5. The LAPM 13 study has been undertaken in general accordance with Council's Local Area Place Making Policy 2017 (See **Attachment 1**).
6. The Local Area Place Making (LAPM) Policy 2017 supersedes the Local Area Traffic Management (LATM) Policy first adopted in 2014. The change from Traffic Management to Place Making reflects the broader place making approach when undertaking traffic studies in the City of Yarra.

#### Abbotsford Precinct 13

7. The LPM 13 study area is bounded by Johnston Street, Hoddle Street, Victoria Street and the Yarra River in Abbotsford.
8. The study area comprises approximately 5,000 properties and is predominantly residential with the exception of:
  - (a) Retail/commercial uses fronting Johnston Street, Hoddle Street and Victoria Street;
  - (b) Retail/commercial uses fronting Nicholson Street, including the Hive Shopping Centre;
  - (c) Industrial uses in the south-eastern portion of the study area, including Carlton and United Breweries;
  - (d) Abbotsford Primary School, located on Lithgow Street;
  - (e) Collingwood Railway Station, located on the southern side of Stanton Street;
  - (f) The Abbotsford Convent and Collingwood Children's Farm, in the north-eastern portion of the study area; and
  - (g) The Main Yarra Trail and adjacent Yarra Bend Park.
9. Engagement with the community is a key component of the LAPM process. The input of the community to identify the issues and needs in their neighbourhood, together with evidence-based analysis, forms the basis for the development of the LAPM plan.
10. Traffic engineering and transport planning consulting firm O'Brien Traffic was engaged to assist Council's Traffic Engineering unit to investigate, develop and consult on a recommended LAPM plan for the Abbotsford precinct in December 2017.

## External Consultation

11. With the assistance of Council's Communications and Engagement unit, a new approach to community engagement was undertaken with the aim of reducing confusion, repetition and the formality of previous studies. A move to online surveys and interactive mapping also reduced costs associated with printing, delivery and data entry of hard copy paper surveys.
12. Stage One – Identify issues and ideas (October-November 2017)
  - (a) An information postcard titled *Taking it to the streets – Abbotsford* was sent to all properties in the study area, inviting the community to identify the issues and ideas to improve their neighbourhood streets and the safety of pedestrians and cyclists. See **Attachment 2**;
  - (b) The study was also advertised through Council publications including its Facebook page, Yarra Life electronic bulletins and Yarra News;
  - (c) *Your Say Yarra* was the primary engagement platform, providing further information on the LAPM 13 study, an invitation to nominate as a community volunteer on the Local Area Study Group, and an online survey and interactive mapping tool for feedback;
  - (d) *Your Say Yarra* attracted 256 visitors, with 36 survey responses and 175 issues and ideas identified on the interactive map;
  - (e) 10 emails and phone calls were received;
  - (f) 30 visitors attended a drop-in session at The Park Hotel on 2 November 2017; and
  - (g) The predominant concerns raised in the precinct were rat-running on local streets, pedestrian safety and bike lane connectivity.
13. Local Area Study Group Meeting One (8 March 2018)
  - (a) A Local Area Study Group comprising twelve (12) community volunteers was selected. The group included residents from all parts of the precinct and representatives of Abbotsford Convent and Abbotsford Primary School;
  - (b) Ward Councillors, Council Officers and the consultant were also part of the Local Area Study Group; and
  - (c) The purpose of the first meeting of the Local Area Study Group was to receive community insights on the issues identified in Stage One and inform a draft LAPM plan.
14. Stage Two – Draft LAPM plan (June and July 2018)
  - (a) An information brochure for *Taking it to the streets – Abbotsford* was sent to all properties in the study area and 360 owner non-occupiers, inviting feedback on the draft LAPM 13 plan. See **Attachment 3**;
  - (b) Further promotion was provided on Council's Facebook page, electronic bulletins and an email to previously registered LAPM 13 participants;
  - (c) Feedback was encouraged through the online interactive mapping platform Social Pinpoint which provided further information on the treatments, a Like or Dislike survey, and discussion forum;
  - (d) Due to an extremely low response rate, a second information brochure was sent to all properties in the study area together with an extended consultation period;
  - (e) Feedback was received from 122 users on Social Pinpoint, who collectively voted 514 times and provided 233 comments on the discussion forum;
  - (f) 37 emails and phone calls were received;
  - (g) 12 visitors attended two drop-in sessions at Collingwood Town Hall on 28 June and 25 July 2018;

- (h) In general all proposed treatments were well received, with some concerns about traffic redistribution to other local streets and the removal of speed humps. The following table is a summary of the feedback; and

Number	Description	Responses	Like	Dislike
1A	Reduce northbound lanes from 3 to 2 and continue bike lane to intersection of Nicholson Street and Johnston Street	27	96%	4%
1B	Advocate VicRoads to remove left turn slip lane and review bus stop location at Johnston Street and Nicholson Street	19	53%	47%
2	Remove parking on south side of Johnston Street, between Paterson Street and Trenergy Crescent 4pm-6.30pm Mon-Fri	30	93%	7%
3	Remove speed humps outside 220 and 227 Nicholson Street	22	45%	55%
4	Remove speed humps outside 190 and 193 Nicholson Street	15	40%	60%
5	Upgrade existing crossing to raised zebra crossing outside Mavis the Grocer	18	94%	6%
6	Remove speed humps outside 181 Nicholson Street	12	58%	42%
7	Ban entry from Harper Street into Little Nicholson Street 7am-9am Mon-Fri	9	89%	11%
8	Intersection upgrade with new pedestrian and bike links at Park Street and Vere Street	18	89%	11%
9	Provide contraflow bike lane on Vere Street	18	89%	11%
10	Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station	15	100%	
11	Upgrade existing crossing on Gipps Street near railway bridge to a raised zebra crossing	27	89%	11%
12	Upgrade speed hump to full width outside 124 and 155 Nicholson Street	10	90%	10%
13	Replace bluestone channel on north-west corner of Gipps Street and Nicholson Street to widen bike lane	31	87%	13%
14	Raised pedestrian friendly threshold treatment on outside of bend at Gipps Street and Victoria Crescent and vibraline on bike lane	12	100%	
15	Raised pedestrian crossing on Victoria Crescent just south of Gipps Street	17	94%	6%
16	Upgrade existing crossing on Nicholson Street just north of Mollison Street to raised zebra crossing	10	90%	10%
17	Median island on Nicholson Street with left in/left out only at Mollison Street (cyclists excepted)	28	61%	39%
18	Raised pedestrian crossing on Mollison Street at Victoria Crescent	13	100%	

19	Redesign Langridge Street intersection to be left in/left out only (cyclists excepted)	18	61%	39%
	Replace Langridge Street crossing with threshold treatment and kerb extensions			
	Relocate speed hump on Nicholson Street and install raised zebra crossing north of Langridge Street			
20	Replace painted islands with kerb outstands and new kerb ramps at Langridge Street and Charles Street	13	100%	
21	Raised zebra crossing on Langridge Street near Park Street	13	92%	8%
22A	Relocate existing road closure on Albert Street to Murray Street and provide pedestrian and bike rider access across Murray Street at bend	17	94%	6%
22B	Raised threshold treatment on Murray Street and pedestrian ramps on Albert Street	4	50%	50%
23	Raised threshold treatment on Murray Street at Church Street	10	70%	30%
24	Continue Church Street bike lane to Victoria Street	21	90%	10%
25	Advocate VicRoads to increase right turn capacity from Victoria Street into Hoddle Street	14	86%	14%
26	Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre	25	88%	12%
	Relocate/rationalise loading zone and community bus parking			
27	Reconfigure southbound bike lane on Nicholson Street to Victoria Street to the kerbside	21	90%	10%
28	No right turn from Victoria Street into Thompson Street 7am-9am Mon-Fri	8	100%	

- (i) Using the number of properties in the precinct as a base, we get an overall response rate of 3.0 per cent (noting that some respondents provided feedback on multiple platforms).

15. Local Area Study Group Meeting Two (12 September 2018)

- (a) The second Local Area Study Group meeting was held to consider the community's response to the draft LAPM 13 plan and helped to prepare a recommended LAPM 13 plan;
- (b) In general, there was agreement that the draft plan achieved the aims of the LAPM 13 study in addressing the issues of rat-running on local streets, pedestrian safety and bike lane connectivity. Discussion focussed on where concerns were raised in the community, as follows:
  - (i) Proposed treatment 1B – Advocate VicRoads to remove left turn slip lane and review bus stop location at Johnston Street and Nicholson Street. Concerns were raised about the increased queuing on Johnston Street and Nicholson Street;

However there was general agreement to a relocation of the bus stop and that works to improve pedestrian safety and reduce vehicle speeds was desirable at this intersection;

- (ii) Proposed treatment 2 - Remove parking on south side of Johnston Street, between Paterson Street and Trenerry Crescent 4pm-6.30pm Mon-Fri. Concerns were raised by local traders about the removal of customer parking during business hours. Council officers commented that opportunities for customers to park in side streets would be investigated;
- (iii) Proposed treatments 3, 4 and 5. Removal of speed humps on Nicholson Street. There was some concern that removing speed humps would result in increased vehicle speeds. Currently the existing speed humps have limited effectiveness and are poorly spaced. The introduction of raised zebra crossings on Nicholson Street also reduces the need for speed humps and will reduce confusion that may result from different treatments. Council officers and the consultant acknowledged that there could be benefit in upgrading the speed humps outside 190 and 193 Nicholson Street by repositioning them to be better spaced between other traffic treatments. Speed humps outside 220, 227 and 181 Nicholson Street are recommended to be removed with monitoring of speed;
- (iv) Proposed treatment 7 - Ban entry from Harper Street into Little Nicholson Street 7am-9am Mon-Fri. Requests were received to extend this ban permanently. Traffic data shows the peak traffic movement occurs in the morning peak. At other times of the day, there is very little traffic using the laneway to warrant extending the ban permanently. It is recommended that the proposed treatment proceed unchanged with monitoring;
- (v) Proposed treatment 10 - Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station. Funding a major streetscape change such as a shared space is currently beyond the scope of LAPM. The design, timing and delivery of a shared space must also work with future planning on the Collingwood Town Hall precinct. The importance of providing pedestrian improvements in this area remain and it is recommended that more cost effective shared space models be investigated in the interim. These may include signage, line marking, landscaping, bollards and street painting treatments like those used at the Stewart Street shared space in Richmond;
- (vi) Proposed treatment 17 - Median island on Nicholson Street with left in/left out only at Mollison Street (cyclists excepted). Concerns were raised about the redistribution of traffic and the impact on surrounding streets. It was generally agreed that ambitious proposals are sometimes required to change travel behaviour more broadly in the area. It is recommended that the proposed treatment be implemented on a trial basis and monitored;
- (vii) Proposed treatment 19 - Redesign Langridge Street intersection to be left in/left out only (cyclists excepted); replace Langridge Street crossing with threshold treatment and kerb extensions; relocate speed hump on Nicholson Street and install raised zebra crossing north of Langridge Street. As with proposed treatment 17, concerns were raised about the redistribution of traffic and the impact on surrounding streets. There was also some concern about the removal of the pedestrian crossing on Langridge Street. Council officers advised that an improved intersection design combined with the expected reduction in traffic removes the need for a pedestrian crossing on Langridge Street. It is recommended that the proposed treatment be implemented on a trial basis with monitoring of the need for pedestrian crossing on Langridge Street; and

- (viii) Proposed treatment 22A and 22B – Albert Street and Murray Street. Two options were presented to address safety issues at this intersection. The preferred option was to relocate the existing closure on Albert Street to Murray Street with a raised pedestrian crossing across Murray Street.

16. Stage Three – Recommended LAPM plan (November 2018)

- (a) An information postcard for *Taking it to the streets – Abbotsford* was sent to all properties in the study area to view the recommended LAPM 13 plan online, request a hard copy and invited interested parties to attend the Council meeting where the recommended plan for the Abbotsford precinct will be considered (See **Attachment 4**);
- (b) Further promotion was provided by Council’s Facebook page, electronic bulletins and an email to 110 registered LAPM 13 participants;
- (c) The recommended LAPM 13 plan is summarised below. The recommended LAPM 13 plan is found as **Attachment 5**. The consultant final report for LAPM 13 is found as **Attachment 6**; and

Number	Description
1	Reduce northbound lanes on Nicholson Street from 3 to 2 at Johnston Street and continue bicycle lane to intersection (subject to VicRoads approval)  Advocate VicRoads for safety improvements at Johnston Street and Nicholson Street and review bus stop location
2	Remove parking on south side of Johnston Street, between Paterson Street and Trenerry Crescent 4pm-6.30pm Mon-Fri
3	Remove speed humps outside 220 and 227 Nicholson Street
4	Upgrade speed humps outside 190 and 193 Nicholson Street to full width and reconsider location
5	Upgrade existing crossing to raised zebra crossing on Nicholson Street outside Mavis the Grocer
6	Remove speed humps outside 181 Nicholson Street
7	Ban entry from Harper Street into laneway behind 106-160 Nicholson Street 7am-9am Mon-Fri
8	Intersection upgrade with new pedestrian and bike links at Park Street and Vere Street
9	Provide contraflow bike lane on Vere Street
10	Raised pedestrian crossing between Gahan Reserve and railway station, and cost effective shared space between Collingwood Town Hall and railway station
11	Upgrade existing crossing on Gipps Street near railway bridge to a raised zebra crossing
12	Upgrade speed hump to full width outside 124 and 155 Nicholson Street
13	Replace bluestone channel on north-west corner of Gipps Street and Nicholson Street to widen bike lane
14	Raised pedestrian friendly threshold treatment on outside of bend at Gipps Street and Victoria Crescent and vibraline on bike lane
15	Raised pedestrian crossing on Victoria Crescent just south of Gipps Street
16	Upgrade existing crossing on Nicholson Street just north of Mollison Street to raised zebra crossing
17	Median island on Nicholson Street with left in/left out only at Mollison Street (cyclists excepted)
18	Raised pedestrian crossing on Mollison Street at Victoria Crescent
19	Redesign Langridge Street intersection to be left in/left out only (cyclists excepted)  Replace Langridge Street crossing with threshold treatment and kerb

	extensions  Relocate speed hump on Nicholson Street and install raised zebra crossing north of Langridge Street
20	Replace painted islands with kerb outstands and new kerb ramps at Langridge Street and Charles Street
21	Raised zebra crossing on Langridge Street near Park Street
22	Relocate existing road closure on Albert Street to Murray Street and provide pedestrian and bike rider access across Murray Street at bend
23	Raised threshold treatment on Murray Street at Church Street
24	Continue Church Street bike lane to Victoria Street (subject to VicRoads approval)
25	Advocate VicRoads to increase right turn capacity from Victoria Street into Hoddle Street
26	Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre  Relocate/rationalise loading zone and community bus parking
27	Reconfigure southbound bike lane on Nicholson Street to Victoria Street to the kerbside (subject to VicRoads approval)
28	No right turn from Victoria Street into Thompson Street 7am-9am Mon-Fri

- (d) Arterial roads are managed by VicRoads, the state road authority. A list of priority projects on the arterial roads has also been formulated through the LAPM 13 study. The recommended priority projects on the arterial roads for advocacy to VicRoads are listed below.

VicRoads road	Projects to advocate
Trenerry Crescent and Johnston Street	<ul style="list-style-type: none"> <li>• Traffic signals and other improvements at Trenerry Crescent and Johnston Street to improve the safety of all road users</li> <li>• Immediate safety improvements to reduce the risk to pedestrians and cyclists</li> <li>• Reduce confusion at the intersection when the centre lane on Johnston Street changes operation during clearway times</li> <li>• Integrate existing left turn bans into traffic signals to reduce confusion and improve compliance by motorists</li> <li>• Optimise traffic signal operations to reduce short-cutting traffic using Trenerry Crescent.</li> </ul>
Johnston Street	<ul style="list-style-type: none"> <li>• Improvements to the existing pedestrian crossing under the railway bridge on Johnston Street to stop drivers blocking the crossing.</li> </ul>
Hoddle Street	<ul style="list-style-type: none"> <li>• Post evaluation of Streamlining Hoddle Street project to ensure any issues to local streets are properly addressed</li> <li>• Public realm improvements particularly at Johnston Street and Hoddle Street</li> <li>• Continuous bus lanes</li> <li>• Advocate to Public Transport Victoria for bus route 246 Elsternwick-Clifton Hill to be upgraded to SmartBus timetable</li> <li>• Reduce speed limit to 60 km/h</li> <li>• Improvement in pedestrian crossing times and responsiveness at all existing crossings, particularly in the east-west direction.</li> </ul>

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

**Internal Consultation (One Yarra)**

18. The following Council teams were consulted through the study:
- (a) Economic Development;
  - (b) Compliance;
  - (c) Construction Management;
  - (d) City Works;
  - (e) Waste Management and Cleansing;
  - (f) Engineering Services;
  - (g) Asset Management;
  - (h) Open Space Planning and Design;
  - (i) Open Space Planning Maintenance;
  - (j) Parking Management;
  - (k) Statutory Planning;
  - (l) Strategic Transport;
  - (m) Social Policy; and
  - (n) Urban Design.
19. Internal feedback was provided as below:
- (a) Waste Management and Cleansing raised concerns with the removal of the slip lane at Johnston Street into Nicholson Street particularly for waste collection and street cleansing. Additional costs incurred by delays was raised as an issue. The removal of the slip lane is not included in the recommended LAPM 13 plan, however it is recommended that safety improvements at this location including a review of the existing bus stop should be advocated to VicRoads;
  - (b) Waste Management and Cleansing raised concerns with the introduction of the median on Nicholson Street at Mollison and Langridge streets to prevent right turns. These treatments may impact current waste collection and street cleansing services. Traffic Engineering will work closely with Waste Management and Cleansing to explore alternate routes for waste collection and street cleaning vehicles. It is recommended that the proposed median treatment is an appropriate design and be implemented on a trial basis and monitored;
  - (c) Strategic Transport contributed to the discussion regarding bike infrastructure in the precinct, such as bike lanes, conflict points and bike parking opportunities; and
  - (d) Urban Design contributed to the discussion regarding strategic planning of the Collingwood Town Hall precinct in relation to the shared space proposal outside Collingwood Town Hall and railway station.

**Financial Implications**

20. Implementation of the recommended plan has been estimated to cost up to \$1.43M (excl. GST). The cost estimate is detailed below.

Number	Description	Traffic Management	Lighting and drainage	Cost estimate
1	Reduce northbound lanes on Nicholson Street from 3 to 2 at Johnston Street and continue bicycle lane to	\$30,000		\$30,000

	intersection (subject to VicRoads approval)  Advocate VicRoads for safety improvements at Johnston Street and Nicholson Street and review bus stop location	Council Officers time		
2	Remove parking on south side of Johnston Street, between Paterson Street and Trenerry Crescent 4pm-6.30pm Mon-Fri	Council Officer time		Nil
3	Remove speed humps outside 220 and 227 Nicholson Street	\$10,000		\$10,000
4	Upgrade speed humps outside 190 and 193 Nicholson Street to full width and reconsider location	\$20,000		\$20,000
5	Upgrade existing crossing to raised zebra crossing on Nicholson Street outside Mavis the Grocer	\$30,000	\$20,000	\$50,000
6	Remove speed humps outside 181 Nicholson Street	\$10,000		\$10,000
7	New sign to ban entry from Harper Street into laneway behind 106-160 Nicholson Street 7am-9am Mon-Fri	\$500		\$500
8	Intersection upgrade with new pedestrian and bike links at Park Street and Vere Street	\$12,000	\$18,000	\$30,000
9	Provide contraflow bike lane on Vere Street	\$10,000		\$10,000
10	Raised pedestrian crossing between Gahan Reserve and railway station, and cost effective shared space between Collingwood Town Hall and railway station	\$80,000	\$50,000	\$130,000
11	Upgrade existing crossing on Gipps Street near railway bridge to a raised zebra crossing	\$30,000	\$60,000	\$90,000
12	Upgrade speed hump to full width outside 124 and 155 Nicholson Street	\$20,000		\$20,000
13	Replace bluestone channel on north-west corner of Gipps Street and Nicholson Street to widen bike lane	\$6,000		\$6,000
14	Raised pedestrian friendly threshold treatment on	\$100,000	\$20,000	\$120,000

	outside of bend at Gipps Street and Victoria Crescent and vibriline on bike lane			
15	Raised pedestrian crossing on Victoria Crescent just south of Gipps Street	\$40,000	\$30,000	\$70,000
16	Upgrade existing crossing on Nicholson Street just north of Mollison Street to raised zebra crossing	\$30,000	\$20,000	\$50,000
17	Median island on Nicholson Street with left in/left out only at Mollison Street (cyclists excepted)	\$50,000 (\$10,000 trial)		\$50,000 (\$10,000 trial)
18	Raised pedestrian crossing on Mollison Street at Victoria Crescent	\$20,000	\$70,000	\$90,000
19	Redesign Langridge Street intersection to be left in/left out only (cyclists excepted)	\$50,000 (\$10,000 trial)		\$50,000 (\$10,000 trial)
	Replace Langridge Street crossing with threshold treatment and kerb extensions			
	Relocate speed hump on Nicholson Street and install raised zebra crossing north of Langridge Street	\$50,000	\$17,500	\$67,500
20	Replace painted islands with kerb outstands and new kerb ramps at Langridge Street and Charles Street	\$30,000	\$65,000	\$95,000
21	Raised zebra crossing on Langridge Street near Park Street	\$30,000	\$50,000	\$80,000
22	Relocate existing road closure on Albert Street to Murray Street and provide pedestrian and bike rider access across Murray Street at bend	\$80,000	\$70,000	\$150,000
23	Raised threshold treatment on Murray Street at Church Street	\$50,000	\$30,000	\$80,000
24	Continue Church Street bike lane to Victoria Street (subject to VicRoads approval)	\$25,000		\$25,000
25	Advocate VicRoads to increase right turn capacity from Victoria Street into Hoddle Street	Council officer time		Nil
26	Remove 3 parking spaces	\$60,000	\$10,000	\$70,000

	and provide landscape treatment on western side at entrance to Hive Shopping Centre			
	Relocate/rationalise loading zone and community bus parking			
27	Reconfigure southbound bike lane on Nicholson Street to Victoria Street to the kerbside (subject to VicRoads approval)	\$25,000		\$25,000
28	No right turn from Victoria Street into Thompson Street 7am-9am Mon-Fri	\$1,000		\$1,000

21. With any new infrastructure, there are ongoing maintenance and renewal costs. These will be referred to the annual budget process as part of the operational budget to ensure appropriate maintenance of these assets.
22. Funding allocation for all LAPM related studies and works has been submitted to Council's Capital bids program 2019/2020 for \$1M. This reflects the commitment Council made in 2016 to match the VicRoads grant allocation of \$1M towards LAPM works in Yarra over 2017/18, 2018/19 and 2019/20.
23. Officers will bring reports to Council with recommendations for three other LAPMs in 2018/19, being Scotchmer precinct North Fitzroy (LAPM 3), Bendigo precinct in Richmond (LAPM 19) and North Carlton (LAPM 2).
24. The implementation of the recommended LAPM plan for the Abbotsford precinct (LAPM 13) can commence in July 2019 with up to \$500,000 (excl. GST) of works in the first year.
25. The remaining works to implement LAPM 13 will be subject to the annual Capital Works Program budget process with proposed allocations of an additional \$500,000 (excl. GST) in 2020/2021 and \$430,000 (excl. GST) in 2021/2022.
26. Opportunities to fund LAPM treatments through other mechanisms will be considered including:
  - (a) Future capital road works such as road reconstruction;
  - (b) Future utility service road works such as for water mains;
  - (c) Future private development contributions or public realm improvements;
  - (d) Australian Government Black Spot Program; and
  - (e) Other Council or Victorian Government projects.

**Economic Implications**

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

**Sustainability Implications**

28. The recommended LAPM 13 plan and priority projects for advocacy to VicRoads improves pedestrian and cyclist safety and connectivity, thus supporting sustainable transport options and usage. Sustainable materials will be utilised where appropriate.

**Social Implications**

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

### **Human Rights Implications**

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

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

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

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

32. Objective Six of the Council Plan 2017-2021 refers to *A Connected Yarra*, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed. The Plan includes *Strategy 6.1 Manage traffic movement and promote road safety within local roads* specifically identifies the Local Area Place Making program (Initiative 6.1.1)
33. The road materials used will be in line with Council's Infrastructure – Road Materials Policy.
34. Council's Strategic Transport Statement 2012 commits to improve pedestrian crossings, facilities and priority projects.

### **Legal Implications**

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

### **Other Issues**

37. The proposed Council funding for LAPMs in 2019/2020 enables Council to deliver on its commitment to contribute 50:50 to match the \$1M grant provided by VicRoads for the investigation and delivery of projects that improve road safety on local streets.
38. Traffic management and place making remain some of the highest priorities for our community, and there will be an ongoing need for Council to resource this into the future. LAPMs has proven to be a highly successful model for addressing these issues, and involving the community in determining solutions. There is a significant forward program of LAPM studies which is likely to result in demand for capital works. The forward Capital Works Program will need to be developed to enable funding of LAPM projects. External grants will also need to be sought to fund future works.

### **Conclusion**

39. A recommended LAPM plan has been developed for the Abbotsford precinct (LAPM 13) in consultation with the community and through an evidence-based analysis.
40. In addition, a priority list of traffic management treatments on the arterial roads has been formulated to advocate to VicRoads for implementation.
41. Implementation of the recommended LAPM plan for the Abbotsford precinct (LAPM 13) can commence in July 2019 with up to \$500,000 (excl. GST) of works in the first year, subject to the allocation of funding in the 2019/20 budget.
42. The remaining works will be subject to allocation in future budgets, with officers proposing a funding split in the order of \$500,000 (excl. GST) allocated in 2020/2021 and \$430,000 (excl. GST) allocated in 2021/2022. Officers recommend spreading the expenditure over multiple years, primarily to ensure the project is fundable in the context of all other Council priorities.

## RECOMMENDATION

1. That Council:
  - (a) endorses the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Abbotsford precinct (LAPM 13);
  - (b) endorse the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation;
  - (c) notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program;
  - (d) notes that implementation of the recommended LAPM plan for the Abbotsford precinct (LAPM 13) can commence in July 2019, pending confirmation of \$500,000 (excl. GST) currently contained in the draft 2019/20 Budget, which will be determined in June 2019;
  - (e) refers this amount to the 2019/20 Budget process for consideration; and
  - (f) notes the remaining works to implement traffic management and place making treatments identified for LAPM 13 will be subject to funding consideration in future budgets, with Officers proposing a funding split in the order of \$500,000 (excl. GST) allocated in 2020/2021 and \$430,000 (excl. GST) allocated in 2021/2022.

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

### Attachments

- 1  Local Area Place Making LAPM Policy 2017
- 2  Taking it to the streets Abbotsford LAPM postcard November 2017
- 3  Taking it to the streets Abbotsford Draft LAPM plan brochure June 2018
- 4  Taking it to the streets Abbotsford Recommended LAPM plan postcard
- 5  Abbotsford Recommended LAPM plan November 2018
- 6  LAPM 13 Abbotsford Final Report O'Brien Traffic November 2018

---

**11.5 Local Area Place Making Study - Bendigo Richmond Precinct 19**

---

## Executive Summary

### Purpose

To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Bendigo-Richmond precinct (LAPM 19).

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

### Key Issues

The LAPM study for the Bendigo-Richmond precinct (LAPM 19) was undertaken between October 2017 and November 2018. The study area is bounded by Bridge Road, Swan Street, Burnley Street, and the Yarra River in Richmond.

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

A local area study group was formed and met in February 2018 consisting of twelve (12) community members, an external consultant, Ward Councillors and Council Officers. This group provided additional insights on local issues and informed the direction of the draft LAPM 19 plan. A further phase of broad community engagement on the draft LAPM 19 plan took place over June and July 2018.

In general all proposed treatments were well received with the exception of a proposal to make Stawell Street one-way northbound only. The study group and a number of local residents met again to discuss the consultation results and helped to prepare a recommended LAPM 19 plan (see **Attachment 5**). Council officers are recommending the LAPM 19 plan be adopted by Council.

Key recommendations in the LAPM 19 plan include new or upgraded pedestrian infrastructure, upgraded or relocated speed mitigation treatments, median, kerb extensions and parking changes. A list of priority projects on the arterial roads has also been formulated for advocacy to VicRoads.

### Financial Implications

The estimated cost to deliver all actions in the recommended LAPM 19 plan is \$320,000 (excl. GST), with a further \$110,000 (excl. GST) of works on the VicRoads' managed Yarra Boulevard to be advocated to VicRoads to implement and fund. Funding allocation for works in the Bendigo-Richmond precinct has been referred to the 2019/2020 draft Budget for consideration, at \$358,000. With Council endorsement and sufficient budget allocation, implementation of the LAPM 19 plan for the Bendigo-Richmond precinct can commence in July 2019.

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

### PROPOSAL

That Council:

1. Endorses the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Bendigo-Richmond precinct (LAPM 19).
2. Endorses the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation.
3. Notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program.

4. Notes that implementation of the recommended LAPM plan for the Bendigo-Richmond precinct (LAPM 19) can commence in July 2019, and be delivered in one year, pending confirmation of \$358,000, in the 2019/20 Budget which will be determined in June 2019.

---

## 11.5 Local Area Place Making Study - Bendigo Richmond Precinct 19

---

Trim Record Number: D18/205389

Responsible Officer: Director City Works and Assets

### Purpose

1. To present the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Bendigo-Richmond precinct (LAPM 19).
2. To seek Council endorsement of the proposal to advocate to VicRoads for implementation of the proposed treatments on the arterial roads.

### Background

#### LAPM

3. Local Area Place Making (LAPM) is focussed on the planning and management of Council's local road network. It aims to improve local streets for people by managing vehicle traffic and improving conditions for pedestrians and cyclists.
4. The study has been undertaken in general accordance with Council's Local Area Place Making Policy 2017. See **Attachment 1**
5. The Local Area Place Making (LAPM) Policy 2017 supersedes the Local Area Traffic Management (LATM) Policy first adopted in 2014. The change from Traffic Management to Place Making reflects the broader place making approach when undertaking traffic studies in the City of Yarra.

#### Bendigo Precinct 19

6. The study area is bounded by Bridge Road, Swan Street, Burnley Street, and the Yarra River in Richmond.
7. The study area comprises approximately 2,000 properties and is predominantly residential with the exception of:
  - (a) Melbourne Girls' College, located on the eastern side of Yarra Boulevard;
  - (b) The Main Yarra Trail, Burnley Oval and Burnley Park; and
  - (c) Retail/commercial uses fronting Bridge Road, Swan Street and Burnley Street.
8. Engagement with the community is a key component of the LAPM process. The input of the community to identify the issues and needs in their neighbourhood, together with evidence-based analysis, forms the basis for the development of the LAPM plan.
9. Traffic engineering and transport planning consulting firm O'Brien Traffic was engaged to assist Council's Traffic Engineering unit to investigate, develop and consult on a recommended LAPM plan for the Bendigo-Richmond precinct in December 2017.

### External Consultation

10. With the assistance of Council's Communications and Engagement unit, a new approach to community engagement was undertaken with the aim of reducing confusion, repetition and the formality of previous studies. A move to online surveys and interactive mapping also reduced costs associated with printing, delivery and data entry of hard copy paper surveys.
11. Stage One – Identify issues and ideas (October-November 2017)
  - (a) An information postcard titled *Taking it to the streets – Richmond* was sent to all properties in the study area, inviting the community to identify the issues and ideas to improve their neighbourhood streets and the safety of pedestrians and cyclists. See **Attachment 2**;

- (b) The study was also advertised through Council publications including its Facebook page, Yarra Life electronic bulletins and *Yarra News*;
- (c) *Your Say Yarra* was the primary engagement platform, providing further information on the LAPM study, an invitation to nominate as a community volunteer on the Local Area Study Group, and an online survey and interactive mapping tool for feedback;
- (d) *Your Say Yarra* attracted 310 visitors, with 22 survey responses and 134 issues and ideas identified on the interactive map;
- (e) 20 emails and phone calls were received;
- (f) 20 visitors attended a drop-in session at Burnley Backyard on 1 November 2017; and
- (g) The predominant concerns raised in the precinct were speeding, rat-running on local streets and improving pedestrian infrastructure.

12. Local Area Study Group Meeting One (27 February 2018)

- (a) A Local Area Study Group comprising twelve (12) community volunteers was selected. The group included residents from all parts of the precinct and representatives of Melbourne Girls' College and the GTV Nine development;
- (b) Ward Councillors, Council Officers and the consultant were also part of the Local Area Study Group; and
- (c) The purpose of the first meeting of the Local Area Study Group was to receive community insights on the issues identified in Stage One and inform a draft LAPM 19 plan.

13. Stage Two – Draft LAPM 19 plan (June and July 2018)

- (a) An information brochure for *Taking it to the streets – Richmond* was sent to all properties in the study area and 337 owner non-occupiers, inviting feedback on the draft LAPM plan. See **Attachment 3**;
- (b) Further promotion was provided on Council's Facebook page, electronic bulletins and an email to previously registered LAPM 19 participants;
- (c) Feedback was encouraged through the online interactive mapping platform Social Pinpoint which provided further information on the treatments, a Like or Dislike survey, and discussion forum;
- (d) Feedback was received from 128 users on Social Pinpoint, who collectively voted 332 times and provided 163 comments on the discussion forum;
- (e) 30 emails and phone calls were received;
- (f) 20 visitors attended a drop-in session at Burnley Backyard on 20 June 2018;
- (g) In general all proposed treatments were well received with the exception of a proposal to make Stawell Street one-way northbound only. The following table is a summary of the feedback;

Number	Description	Responses	Like	Dislike
1	Advocate to VicRoads for removal of weekday morning right turn ban from Bridge Road into Yarra Boulevard, provision of traffic signals and tram stop upgrade	33	91%	9%
2	Kerb outstands and additional landscaping on eastern side of Westbank Terrace and Park Avenue	18	67%	33%
3	Convert northern school crossing on Yarra Boulevard to raised zebra crossing (subject to VicRoads approval)	22	91%	9%

Number	Description	Responses	Like	Dislike
4	Remove existing two speed humps on Westbank Terrace and replace with up to three new sinusoidal (bike friendly) speed humps	23	70%	30%
5	Widen footpath outside Melbourne Girls' College on Yarra Boulevard	21	95%	5%
6	Kerb outstands and additional landscaping on eastern side of Westbank Terrace and Campbell Street	18	67%	33%
7	Median island and landscape treatments at bend in Westbank Terrace	30	70%	30%
8	Restrict traffic on Stawell Street to one way northbound only with contraflow bike lane to allow bike riders to travel in both directions	98	31%	69%
9	Convert southern school crossing on Yarra Boulevard to raised zebra crossing (subject to VicRoads approval)	22	86%	14%
10	Repurpose parking outside Bendigo Street Milk Bar and create pedestrian friendly space with raised crossing, landscaping, seats, bike racks and outdoor dining opportunities	47	83%	17%

- (h) Using the number of properties in the precinct as a base, we get an overall response rate of 6.8 per cent (noting that some respondents provided feedback on multiple platforms). A low response rate could indicate that the draft plan was reasonable and reflective of the needs and desire of the community. Higher response rates are typical when more controversial projects are proposed. This is evident, in this case, by the higher response for the Stawell Street one-way treatment;
- (i) Some community concerns were raised about the removal of parking to implement the proposed treatments, such as the median island at the bend in Westbank Terrace (treatment 7) and the pedestrian friendly space outside Bendigo Street Milk Bar (treatment 10);
- (j) However there was general consensus that the proposed treatments would achieve the objective of the LAPM study to improve the safety and amenity of pedestrians and cyclists;
- (k) Traffic volumes and cyclist safety were identified as issues in Stawell Street. The Stawell Street one-way proposal was disliked by both local street residents and the wider community. Concerns included impact to local access, redistribution of travel onto busy arterial roads, and increased traffic to other local streets; and
- (l) Given that Stawell Street has had no reported casualty crashes in the five-year analysis period and that vehicle speeds are well controlled by existing speed humps and the narrowness of the street, it is the view of Council Officers that no additional treatments are required. The proposal was therefore not recommended.

14. Local Area Study Group Meeting Two (13 September 2018)

- (a) The second Local Area Study Group meeting considered the community's response to the draft LAPM 19 plan and helped to prepare a recommended LAPM 19 plan;
- (b) Approximately twelve (12) local residents also attended the meeting to voice their support and objections to the proposed treatments. Primary objections were the view that the treatments were not required on safety grounds and that parking should not be removed as it would impact the amenity to local residents and visitors to the area

including Burnley Backyard. Conversely, some residents were supportive of the proposed treatments and the need to prioritise pedestrian and road user safety over parking;

- (c) Council officers and the consultant acknowledged the concerns but advised that the treatments proposed were being made to improve the safety of all road users and address confirmed issues. In this case the safety of all road users has priority over parking amenity;
- (d) It was noted that Tudor Street is sufficiently wide at 7.8 metres to allow parking on both sides on traffic engineering grounds. Tudor Street does not serve as a major traffic route and therefore does not warrant unimpeded two-way traffic at all times. Narrowing the road space by providing parking may also reduce the attractiveness of Tudor Street as a through route and deter vehicle speed. As a comparison nearby Type Street is 7.0 metres wide, allows parking on both sides and carries similar traffic volumes to Tudor Street; and
- (e) In view of the above, Council Officers recommended that parking be reinstated on both sides of Tudor Street to address the parking concerns. Some residents of Tudor Street expressed concerns with safety and the look and feel of the street by reinstating parking.

15. Stage Three – Recommended LAPM plan (November 2018)

- (a) An information postcard for *Taking it to the streets – Richmond* was sent to all properties in the study area to view the recommended LAPM 19 plan online, request a hard copy and invited interested parties to attend the Council meeting where the recommended plan for the Bendigo-Richmond precinct will be considered. See **Attachment 4**;
- (b) Further promotion was provided by Council’s Facebook page, electronic bulletins and an email to 141 registered LAPM 19 participants;
- (c) The recommended LAPM 19 plan is summarised below. The recommended LAPM 19 plan is included as **Attachment 5**. The consultant final report is included as **Attachment 6**; and

Number	Description
1	Advocate to VicRoads for removal of weekday morning right turn ban from Bridge Road into Yarra Boulevard, provision of traffic signals and tram stop upgrade
2	Kerb outstands and additional landscaping on eastern side of Westbank Terrace and Park Avenue
3	Convert northern school crossing on Yarra Boulevard to raised zebra crossing (subject to VicRoads approval)
4	Remove existing two speed humps on Westbank Terrace and replace with up to three new sinusoidal (bike friendly) speed humps
5	Widen footpath outside Melbourne Girls' College on Yarra Boulevard
6	Kerb outstands and additional landscaping on eastern side of Westbank Terrace and Campbell Street
7	Median island and landscape treatments at bend in Westbank Terrace
8	Convert southern school crossing on Yarra Boulevard to raised zebra crossing (subject to VicRoads approval)
9	Repurpose parking outside Bendigo St Milk Bar and create pedestrian friendly space with raised crossing, landscaping, seats, bike racks, outdoor dining and other place making opportunities
10	Reinstate parking on both sides of Tudor Street

- (d) Arterial roads are managed by VicRoads, the state road authority. A list of priority projects on the arterial roads has also been formulated through the LAPM 19 study. The recommended priority projects on the arterial roads for advocacy to VicRoads are listed below.

VicRoads road	Projects to advocate
Bridge Road	<ul style="list-style-type: none"> <li>• Completion of VicRoads' Bridge Road Safety Improvement Project to original specifications including raised threshold treatments at side street intersections for improved pedestrian access</li> <li>• A reduced speed limit</li> <li>• Tram stop upgrades</li> <li>• A new pedestrian signal when warranted midblock between Yarra Boulevard and Burnley Street</li> </ul>
Burnley Street	<ul style="list-style-type: none"> <li>• A reduced speed limit</li> <li>• Raised threshold treatments at side street intersections for improved pedestrian access</li> <li>• Continue bike lanes to intersections of Bridge Road and Swan Street.</li> </ul>
Swan Street	<ul style="list-style-type: none"> <li>• A reduced speed limit</li> <li>• Make pedestrian traffic lights at Stawell Street clearly visible to citybound road users</li> <li>• Raised threshold treatments at side street intersections for improved pedestrian access</li> <li>• A new pedestrian signal when warranted near Bendigo Street.</li> </ul>

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

**Internal Consultation (One Yarra)**

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

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

18. Internal feedback was provided as below:

- (a) Waste Management and Cleansing regarding ensuring adequate turning room for waste collection vehicles where kerb extensions are proposed;
- (b) Engineering Services regarding using prefabricated concrete sinusoidal road humps;

- (c) Strategic Transport identified missing bike links. These were addressed directly as part of the LAPM study where possible, or were noted;
- (d) Statutory Planning and Urban Design have been involved with the GTV9 development and provided comments, especially in relation to Khartoum Street; and
- (e) Parking Management advised that they had no objection to reinstating parking to both sides of Tudor Street.

**Financial Implications**

19. Implementation of the recommended plan has been estimated to cost \$320,000 (excl. GST), and can be delivered in one year. The cost estimate is detailed below.

Number	Description	Traffic Management	Lighting and drainage	Cost estimate
1	Advocate to VicRoads for removal of weekday morning right turn ban from Bridge Rd into Yarra Blvd, provision of traffic signals and tram stop upgrade	Council Officer time		Nil
2	Kerb outstands and additional landscaping on eastern side of Westbank Tce and Park Av	\$30,000	\$5,000	\$35,000
3	Convert northern school crossing on Yarra Blvd to raised zebra crossing (subject to VicRoads approval)	\$20,000*	\$30,000*	\$50,000*
4	Remove existing two speed humps on Westbank Tce and replace with up to three new sinusoidal (bike friendly) speed humps	\$50,000		\$50,000
5	Widen footpath outside Melbourne Girls' College on Yarra Blvd	\$20,000		\$20,000
6	Kerb outstands and additional landscaping on eastern side of Westbank Tce and Campbell St	\$20,000	\$5,000	\$25,000
7	Median island and landscape treatments at bend in Westbank Tce	\$40,000		\$40,000
8	Convert southern school crossing on Yarra Blvd to raised zebra crossing (subject to VicRoads approval)	\$20,000*	\$40,000*	\$60,000*
9	Repurpose parking outside Bendigo St Milk Bar and create pedestrian friendly space with raised crossing, landscaping, seats, bike racks, outdoor dining and other place making opportunities	\$120,000	\$30,000	\$150,000

10	Reinstate parking on both sides of Tudor Street	Council Officer time		Nil
----	---	----------------------	--	-----

\*Funding to be sought from VicRoads in the first instance as the responsible road authority for Yarra Boulevard.

20. In the first instance, Council shall advocate to VicRoads to undertake and fund all proposed treatments on roads and intersections under their management. This includes the two school crossing upgrades on Yarra Boulevard estimated at \$110,000 (excl. GST).
21. With any new infrastructure, there are ongoing maintenance and renewal costs. These will be referred to the annual budget process to ensure appropriate maintenance of these assets.
22. Funding allocation for all LAPM related studies and works has been submitted to Council's Capital bids program 2019/2020 for \$1 million. This reflects the commitment Council made in 2016 to match the VicRoads allocation of \$1M towards LAPM works in Yarra over 2017/18, 2018/19 and 2019/20.
23. Officers will bring reports to Council with recommendations for three other LAPMs in 2018/19, being Scotchmer precinct North Fitzroy (LAPM 3), Abbotsford precinct (LAPM 13) and North Carlton (LAPM 2).
24. Implementation of the recommended LAPM plan for the Bendigo-Richmond precinct (LAPM 19) can commence in July 2019 with \$320,000 (excl. GST) and be delivered in one year.
25. Opportunities to fund LAPM treatments through other mechanisms will be considered including:
  - (a) Future capital road works such as road reconstruction;
  - (b) Future utility service road works such as for water mains;
  - (c) Future private development contributions or public realm improvements;
  - (d) Australian Government Black Spot Program; and
  - (e) Other Council or Victorian Government projects.

**Economic Implications**

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

**Sustainability Implications**

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

**Social Implications**

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

**Human Rights Implications**

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

**Communications with CALD Communities Implications**

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

**Council Plan, Strategy and Policy Implications**

31. Objective Six of the Council Plan 2017-2021 refers to *A Connected Yarra*, a place where connectivity and travel options are environmentally sustainable, integrated and well-designed. The Plan includes *Strategy 6.1 Manage traffic movement and promote road safety within local roads* specifically identifies the Local Area Place Making program (Initiative 6.1.1).
32. The road materials used will be in line with Council's Infrastructure – Road Materials Policy.

33. Council's Strategic Transport Statement 2012 commits to improve pedestrian crossings, facilities and priority projects.

### **Legal Implications**

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

### **Other Issues**

36. The current funding for LAPM until 2019/2020 comes from a 50:50 \$1M grant provided by VicRoads for the investigation and delivery of projects that improve road safety on local streets.
37. Traffic management and place making remain some of the highest priorities for our community, and there will be an ongoing need for Council to resource this into the future. LAPMs has proven to be a highly successful model for addressing these issues, and involving the community in determining solutions. There is a significant forward program of LAPM studies which is likely to result in demand for capital works. The forward Capital Works Program will need to be developed to enable funding of LAPM projects. External grants will also need to be sought to fund future works.

### **Conclusion**

38. A recommended LAPM 19 plan has been developed in consultation with the community and through an evidence-based analysis.
39. In addition, a priority list of traffic management treatments on the arterial roads has been formulated to advocate to VicRoads for implementation.
40. Implementation of the recommended LAPM plan for the Bendigo-Richmond precinct (LAPM 19) can commence in July 2019 with \$320,000 (excl. GST) of works, and be completed in one year, subject to the allocation of funding in the 2019/20 budget.

### **RECOMMENDATION**

1. That Council:
  - (a) endorse the recommended traffic management and place making treatments identified in the Local Area Place Making (LAPM) study of Bendigo-Richmond precinct (LAPM 19);
  - (b) endorse the priority list of traffic management treatments on the arterial roads to advocate to VicRoads for implementation;
  - (c) notes the requirement to allocate Council funding towards LAPMs in 2019/20 in order to acquit the \$1M of funding received from VicRoads towards this program;
  - (d) notes that implementation of the recommended LAPM plan for the Bendigo-Richmond precinct (LAPM 19) can commence in July 2019, and be delivered in one year, pending confirmation of \$358,000, in the 2019/20 Budget which will be determined in June 2019; and
  - (e) refers this amount to the 2019/20 Budget process for consideration.

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

**Attachments**

- 1 ⇨ Local Area Place Making LAPM Policy 2017
- 2 ⇨ Taking it to the streets Richmond LAPM study postcard October 2017
- 3 ⇨ Taking it to the streets Richmond LAPM study brochure June 2018 brochure
- 4 ⇨ Taking it to the streets Richmond LAPM study postcard November 2018
- 5 ⇨ Recommended LAPM plan Bendigo-Richmond precinct (LAPM 19) November 2018
- 6 ⇨ LAPM 19 Bendigo-Richmond final report from consultant O'brien Traffic November 2018

---

**11.6 Draft Yarra Urban Agriculture Strategy 2019-2023**


---

Trim Record Number: D18/210880

Responsible Officer: Director City Works and Assets

### Purpose

1. To provide Councillors with an overview of the Draft Yarra Urban Agriculture Strategy 2019–2023 (YUAS) and officers plan to bring a report to Council on 18 December 2018 seeking authorisation to put the Draft Yarra Urban Agriculture Strategy 2019-2023 (see Attachment 1) on public exhibition for consultation and community input from 29 January to 22 February 2019, prior to finalising the Strategy.

### Background

2. The Draft YUAS has been developed over the past eight (8) months following a review of the Federal, State and Local Government policy and plans.
3. The YUAS 2014-18 provided Council with a framework to engage the community and establish clear objectives and actions to promote urban agriculture initiatives within the city, thereby realising the community, health, social and environmental benefits that local food systems create.
4. The preliminary public engagement was also used to inform the review of the YUAS between the 18 May and the 29 June 2018. This exercise was undertaken to seek early feedback on the effectiveness of existing YUAS and identify any key considerations that should inform the strategy revision. Respondents were invited to answer a survey containing four open ended questions, including:
  - (a) What should Council do to encourage food to be grown locally?
  - (b) What have our successes been?
  - (c) What can we do better?
  - (d) What can you do to support urban agriculture in Yarra?
5. The consultation was advertised through the Urban Agriculture Newsletter, the Yarra Life newsletter, the Yarra Environment Newsletter, and Council's social media channels including two short promotional which can be viewed on Yarra's Facebook. Hard copies of a consultation postcard were also displayed at Council's main administration buildings and libraries, as well as distributed to Neighbourhood Houses in the area.
6. The consultation was conducted via a number of mediums, including:
  - (a) Online survey; and
  - (b) 4 x Pop - up consultation sessions (Edinburgh Gardens, Peel Street Park, Gleadell Street Market, Yarra Sustainability Awards).
7. In total, 186 responses were received throughout the consultation period.
8. A number of strong themes can be identified across the responses received. Of particular relevance is the responses related to Council's role in encouraging Urban Agriculture in Yarra. These have been collected at Table 1 in the attachments, analysed by officers, and the top 10 themes are presented below in order of prevalence:
  - (a) Increase the number of community gardens in Yarra (59 responses);
  - (b) Build skills and knowledge in the community (40 responses);
  - (c) Increase the number of planter boxes (25 responses);
  - (d) Requirements on new developments to including space for food growing (24 responses);

- (e) Find and incentivise underutilised land to be used for food growing (20 responses);
  - (f) Grow Food in Parks (14 responses);
  - (g) Urban orchards (14 responses);
  - (h) Provide seeds/seedling starter packs to residents (13 responses);
  - (i) Facilitate community composting initiatives (12 responses); and
  - (j) Work with Schools (12 responses).
9. The consultation process has informed the vision and objectives to cement a new way of thinking throughout the strategy and action plan.
10. The Vision included in the draft YUAS is:  
*‘Yarra contributes to a sustainable city where our community grows, produces and shares food as part of a healthy and resilient food system’.*
11. Four objectives were established to achieve the vision:
- (a) Facilitate access to space for people to grow food:  
We will:
    - (i) provide access to growing space for residents through the provision of community growing space program;
    - (ii) facilitate land share within our community for the purpose of food growing;
    - (iii) work with developers to facilitate the provision of land for growing food in new developments; and
    - (iv) support community groups in negotiations with landowners to facilitate long and short-term Urban Agriculture opportunities.
  - (b) Increase food skills and knowledge through education and training:  
We will:
    - (i) develop an annual program of events and activities to promote Urban Agriculture;
    - (ii) undertake a comprehensive program of community, business and stakeholder engagement to understand community expectations of Urban Agriculture;
    - (iii) promote Urban Agriculture in publications and on the Council website; and
    - (iv) partner with educational institutions to promote Urban Agriculture.
  - (c) Build partnerships with other organisations:  
We will:
    - (i) work with community organisations to optimise funding opportunities to deliver Urban Agriculture;
    - (ii) work with other local governments to support and promote Urban Agriculture; and
    - (iii) facilitate opportunities for organisations working in Urban Agriculture to work together.
  - (d) Advocate – within and beyond council to work towards a food systems approach:  
We will:
    - (i) gather available evidence to better understand Urban Agriculture and how it fits into the broader food system;
    - (ii) develop methods to embed Urban Agriculture into projects and developments within council and the City of Yarra;
    - (iii) create and protect opportunities for food growing and recycling in Yarra; and

- (iv) build and promote an understanding of food systems and their application in local government.

### **External Consultation**

- 12. Between 18 May and the 29 June 2018 considerable community consultation and stakeholder engagement was undertaken, including:
  - (a) a strategy and policy review;
  - (b) three workshops with Yarra Urban Agriculture Advisory Group; and
  - (c) a community **Have your say** online survey and three pop-up sessions throughout the municipality. In total, 186 responses were received throughout the consultation period.
- 13. In November 2018, an additional consultation session was held with the Urban Agriculture Advisory Committee to consider the draft YUAS and Action Plan. Strong support for the vision and objectives was expressed by the group. Some suggestions for minor changes to individual actions were submitted in writing by committee members in the weeks following, and these have been incorporated into the draft YUAS 2019-2023 (see attachment 2).
- 14. The next stage of consultation will be to place the draft Strategy on exhibition for public comment for a period of four (4) weeks. This will involve the draft YUAS 2019-2023 being available online for download via Council's *Have Your Say* web page and will include a survey questions to capture public feedback; coverage of the consultation on Council's social media platforms; inclusion in Council's Yarra News e-newsletter, Environment e-newsletter and Urban Agriculture e-newsletter; a direct email notification to key stakeholders; and hard copies available at Council's Administration Buildings and Libraries. Council officers will meet with Wurundjeri Council for a cultural consultation and will consult with both the Urban Agriculture Advisory Committee and the Yarra Environment Advisory Committee.

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

- 15. The development of the draft Strategy and Action Plan has gone through consultation with relevant staff across the different units involved in delivering the draft Action Plan.

### **Financial Implications**

- 16. Additional resources will be required in order to implement a number of the actions in the Draft YUAS. Year one is outlined in the draft Action Plan. It is proposed that budget submissions for the following years will be developed annually, to be reviewed as part of the regular overall Council budget process.

### **Economic Implications**

- 17. There are no economic implications.

### **Sustainability Implications**

- 18. The development of the YUAS 2019-23 will ensure that Council continues to advance and improve the 4 objectives within the strategy. This will ensure that the City of Yarra continues to drive urban agriculture and community food resilience within the city.

### **Social Implications**

- 19. There are no significant social implications.

### **Human Rights Implications**

- 20. There are no significant human rights implications.

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

- 21. The initial high-level community engagement and consultation plan for development of a new strategy is detailed above.

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

22. The 2017-21 Council Plan includes Objective 3 “*City of Yarra; A place where Council leads on sustainability and protects and enhances its natural environment*”. It states that the YUAS 2014-18 is to be reviewed.

### **Legal Implications**

23. There are no legal implications directly associated with this report.

### **Options**

24. The Options are:
- (a) to endorse officers to put the Draft Yarra Urban Agriculture Strategy 2019-2023 (at Attachment 1) on public exhibition for consultation and community input from 29 January to 22 February 2019, prior to finalising the Strategy; or
  - (b) withhold from endorsement, and seek further refinements / changes, which would mean the timelines for adoption of a strategy would need to be extended.

### **Conclusion**

25. After significant community consultation, officers have completed a Draft Yarra Urban Agriculture Strategy 2019-23.
26. This report recommends Council authorise officers to put the Draft YUAS 2019-2023 on public exhibition for consultation and community input from 29 January to 22 February 2019, prior to finalising the Strategy (and bringing this back to Council for formal adoption, in April 2019).

### **RECOMMENDATION**

1. That:
- (a) Council endorse the Draft Yarra Urban Agriculture Strategy 2019-2023 for public exhibition and consultation from 29 January to 22 February 2019; and
  - (b) Officers report back to Council following this consultation with a proposed final Yarra Urban Agriculture Strategy 2019-2023 for consideration.

**CONTACT OFFICER:** Lisa Coffa  
**TITLE:** Waste Minimisation and Agriculture Coordinator  
**TEL:** 9205 5793

### **Attachments**

- 1⇒ Draft Yarra Urban Agriculture Strategy 2019-2023  
2⇒ Yarra Urban Agriculture Advisory Committee - Strategy Feedback

---

**11.7 Embedding Adaptation and Sustainability into Council operations and strategies**

---

## **Executive Summary**

### **Purpose**

To respond to the new Annual Plan initiative 3.08, especially the September Quarterly Milestone to *'develop a plan for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in their operations in 2018/19 and beyond, and a plan for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies'*.

### **Key Issues**

Over the past three years Yarra has developed and rolled out a suite of Climate Change Adaptation and broader sustainability decision-making tools, and Climate Adaptation training, to assist in embedding climate change adaptation and sustainability considerations into Council decision-making.

A review has been undertaken, and proposed plans have been developed to build on this existing work. This report outlines the proposed plan:

- (a) to further embed the Climate Adaptation Guidance Tool and Training in Council operations;
- (b) for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies; and
- (c) for how Council staff will work to further expand and embed sustainability across Council in 2019.

Council will be updated quarterly on progress, with the next update in April 2019.

### **Financial Implications**

There are no direct financial implications.

### **PROPOSAL**

That Council:

- (a) note the report of officers regarding improving ways of embedding climate change adaptation and sustainability into Council operations and strategies;
- (b) endorse the proposed plans for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in Council operations in 2018/19 and beyond, and for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies; and
- (c) note that the first quarterly progress report will be presented to Council in April 2019
- (d) note that a status report will be presented to Council in July 2019, providing an update of actions undertaken to embed sustainability into Council processes, outcomes and next steps.

---

## 11.7 Embedding Adaptation and Sustainability into Council operations and strategies

---

Trim Record Number: D18/200523

Responsible Officer: Director Planning and Place Making

### Purpose

1. To respond to the new Annual Plan initiative 3.08 to 'Integrate climate adaptation principles and environmental and sustainability policies and strategies', especially the September Quarterly Milestone to '*develop a plan for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in their operations in 2018/19 and beyond, and a plan for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies*'.

### Background

2. As part of the Annual Plan adoption in August 2018, Council endorsed the following new Initiative and Milestones:

*Initiative 3.08: 'Integrate climate adaptation principles and environmental and sustainability policies and strategies'.*

- (a) Embed adaptation sustainability across Council decision making processes; and
- (b) Council has several environmental and sustainability policies. It has also developed a Climate Adaptation Guidance Tool and Training that can inform Council operations. These strategies and tools will be further embedded within the organisation.

#### *Quarterly Milestones*

- (a) **September 2018** - develop a plan for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in their operations in 2018/19 and beyond, and a plan for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies;
  - (b) **December 2018** - receive reports from the organisation (particularly from relevant branches) outlining; the ways they have engaged the Climate Adaptation Guidance Tool and Training to-date, all strategies developed in 17/18 and how they integrated environmental and sustainability policies and strategies; and
  - (c) **June 2019** - receive a further status report from the organisation.
3. Over the past three years Yarra has developed and rolled out a suite of Climate Change Adaptation and broader sustainability decision-making tools, and Climate Adaptation training, to assist in embedding climate change adaptation and sustainability considerations into Council decision-making.
  4. This project was funded by the State Government, and in 2017 Yarra was awarded the United Nations Association of Australia - Local Government Climate Action Award - for this project.
  5. Below is a description of each of the tools and a summary of how they have been embedded into Council operations to date. The tools are located at <https://www.yarracity.vic.gov.au/about-us/sustainability-initiatives/climate-adaptation#accordion-training>

#### Quadruple Bottom Line (QBL) Tool

6. The QBL Tool (see attachment 1) was designed by the consulting firm ARUP, supported by Council staff, to provide a simple and effective mechanism for staff to be able to review and self-score the key potential implications of projects and decisions, across the areas of:

- (a) Social;
  - (b) Economic;
  - (c) Environmental; and
  - (d) Climate Change Adaptation.
7. This has been designed specifically for Yarra. The key implications of decisions in these areas were derived from existing Council policies, and developed and endorsed by senior staff representing each area.
  8. The QBL Tool is currently used as an essential part of the budget bidding process of Council and provides qualitative guidance to officers and the evaluation panel on the holistic performance of the project. All staff who are putting in a project bid are required to fill out and attach the completed tool to their submission.
  9. This allows staff to better understand the full implications of the proposed project and potentially initiate ways to mitigate or enhance its negative or positive impacts.
  10. This is also used by the decision-makers reviewing project bids to quickly and simply understand the full impacts of the projects before decisions are made - allowing for follow up rectification in some areas prior to bid approval or not, and highlights differentiation between bids.
  11. Feedback from staff across the last two years has been that the QBL Tool is simple and straightforward to fill in (about 15-20 min). Decision makers have reflected that it provides more clarity regarding the bid impacts (positive and negative) across all key areas of Council before decisions are made.

#### Climate Adaptation Guidance Tool

12. The Adaptation Guidance Tool is a simple excel-based tool which helps staff to understand how climate change will impact the proposed project and identify actions to make projects more climate-resilient. The Guidance Tool is unique in that it has been designed specifically for Yarra Council. The Guidance Tool provides guidance and opportunities specifically to that type of project in a Yarra context.
13. The Guidance Tool is designed to guide new infrastructure projects as well as operating projects including strategy/policy development or service reviews. It is designed to be used during the project scoping/design phase as this is where it can best influence project design.
14. Building and Asset Management and Traffic and Civil Engineering have received training on the Guidance Tool to encourage its use in the scoping phase of the project.

#### Climate Adaptation Training

15. Climate Adaptation Training is (currently) a series of power point slides which shows the key future climate implications specific to Yarra Council and how Climate Adaptation is everyone's responsibility. The concept of climate adaptation is relatively new and can be often confused with emissions reduction or mitigation. The Training takes approximately 10-15 minutes.
16. The Training takes the user through the three simple steps which they can use to ensure that projects are 'climate ready', relevant to all staff members, their role and branch/unit. The training also introduces the user to the Yarra Climate Adaptation Guidance Tool - its use and application.
17. The Climate Adaptation Training currently sits outside of the on-line corporate training system, viewed on individual PC's. Undertaking the training relies on personal interest of staff and degree of support from managers and coordinators.

#### Building Vulnerability Assessment Tool

18. The Building Vulnerability Assessment Tool is a simple excel-based tool which allows the user to screen the building for areas in which it may be vulnerable to the changing climate. The Tool is designed to be incorporated into the building condition assessment process. This

tool is a summarised version of the larger Building Vulnerable Assessment methodology used at the City of Whitehorse since 2012. The Building Vulnerability Tool has not yet been embedded into Yarra Council processes, with further investigation to occur in 2019.

A plan for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in their operations in 2018/19 and beyond

19. The *proposed* plan to further embed the Climate Adaptation Guidance Tool and Training in operations is:
  - (a) **Adaptation Awareness and Education:** A broad communication package will be developed to raise the awareness and educate all Yarra Staff on the key elements of climate adaptation for Yarra, to be rolled out in 2019;
  - (b) **Climate Adaptation Training:** The Climate Adaptation Training will be converted into the staff on-line corporate training system. This training would aim to be mandatory for SMT+ staff, and available to all staff. Managers and Coordinators will request particular staff undertake the training where deemed appropriate;
  - (c) **Climate Adaptation Guidance Tool:** All discretionary project bids (capital and operational projects) will be reviewed to identify projects which would benefit from the completion of the Adaptation Guidance Tool. The completion of the Guidance Tool will then occur at the planning and design stage for each relevant project which has received funding to proceed, between February and August 2019. The July 2019 Status Review will incorporate a review of effectiveness, uptake, and suggest actions to improve this if required; and
  - (d) **QBL Tool (Budget Bids):** The QBL Tool will continue to be a mandatory part of the submission for all discretionary budget bids to assist submitting staff and decision makers to better understand the full impacts of the project.
  
20. The *proposed* plan for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies is:
  - (a) All new Council-endorsed Policies and Strategies to be developed will include an initial review of potential sustainability (QBL) impacts and opportunities. Staff will gain enhanced awareness and appreciation of the ways the proposed strategy may be able to influence and support other QBL outcomes;
  - (b) This review would highlight the internal consultation requirements, and involvement of key staff; and
  - (c) A summary of how the four elements have been incorporated (if applicable) will be included in the officer report to Council seeking adoption of the strategy/policy.
  
21. Additionally, in 2019 Council staff will work to further expand and embed sustainability into Council processes, with an update provided to Council in the July 2019 Status Review. Opportunities include:
  - (a) Running an engaging sustainability integration session with senior Council staff (SMT+) including an external presenter, with the aim to further embed sustainability as a cultural norm;
  - (b) Picking two to three additional key Council projects that are being initiated to support these to use the QBL Tool and/or other methodologies to ensure sustainability has been integrated;
  - (c) Establishment of an Embedding QBL 'Think Tank' at Council with key staff; and
  - (d) Review and upgrade of the QBL Tool.
  
22. In **April 2019** Council will receive in a report outlining the ways the organisation (and different departments) have engaged the Climate Adaptation Guidance Tool and Training to-date, and Council endorsed strategies developed and how they integrated sustainability (QBL).

23. In **July 2019** Council will receive a further status report from the organisation providing an update of actions undertaken to embed sustainability into Council processes, outcomes and next steps.

#### **External Consultation**

24. There has been no external consultation in preparing this report.

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

25. Internal consultation has occurred with various teams including Building and Asset Management, and Corporate Planning and Performance, as well as the Executive Management Team.

#### **Financial Implications**

26. There are no immediate financial implications of this update report.
27. Where staff are using the relevant tools as part of project bids, there is the potential that this may increase the scope of works (and budget) to incorporate broader sustainability or adaptation initiative into the works. If this was the case, the project would likely have longer-term positive financial (and QBL) benefits.
28. The mandatory use of the QBL Tool in the discretionary budget bidding processes, as well as in new policies and strategies, would ensure that Council decision makers understand more comprehensively the potential impacts of the projects proposed or strategies being developed.

#### **Economic Implications**

29. The mandatory use of the QBL Tool in the discretionary budget bidding processes, as well as in new policies and strategies, ensures that Council decision makers understand the potential economic impacts of the projects being proposed or strategies being developed.

#### **Sustainability Implications**

30. The mandatory use of the QBL Tool in the discretionary budget bidding processes, as well as in new policies and strategies, ensures that Council decision makers understand the potential environmental sustainability impacts of the projects being proposed or strategies being developed.
31. Further refinement of the embedding adaptation tools and training will likely result in improved understanding of climate change impacts in Yarra and for particular Council roles and projects, and improve outcomes.
32. Identification of additional possible projects, to further expand and embed sustainability into Council processes, will also likely increase sustainability outcomes across Council.

#### **Social Implications**

33. The mandatory use of the QBL Tool in the discretionary budget bidding processes, as well as in new policies and strategies, ensures that Council decision makers understand the potential social impacts of the projects being proposed or strategies being developed.

#### **Human Rights Implications**

34. Understanding the fuller implications of proposals will also be relevant to broad human rights aspects.

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

35. There are no significant Communications with CALD Communities Implications of this report. The CALD Communities aspects will also be assessed as part of proposed projects.

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

36. This report is a direct response to Annual Plan Initiative 3.08, and associated Milestones.

## Legal Implications

37. There are no known legal implications of this report.
38. The improved understanding of future Climate Change, and potential modifications of projects to incorporate this, may reduce future potential legal implications compared to not factoring this into Council initiatives.

## Other Issues

39. Nil

## Options

40. This report proposes a plan to further embed adaptation and sustainability at Council, as per the Annual Plan action.

## Conclusion

41. This report provides a proposed plan:
  - (a) to further embed the Climate Adaptation Guidance Tool and Training in Council operations;
  - (b) for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies; and
  - (c) for how Council staff will work to further expand and embed sustainability into Council processes in 2019.
42. The proposed plans build on the existing work undertaken via the Embedding Adaptation Project, and will result in improvements to processes, having particular regard to climate change adaptation and sustainability being further embedded into Council operations and strategies.
43. Council will be kept informed on the progress of these initiatives via an update to Council in April and July 2019.

## RECOMMENDATION

1. That Council:
  - (a) note the report of officers regarding improving ways of embedding climate change adaptation and sustainability into Council operations and strategies;
  - (b) endorse the proposed plans for how the organisation intends to embed the use of the Climate Adaptation Guidance Tool and Training in Council operations in 2018/19 and beyond, and for how strategies and policies to be developed in 2018/19 will integrate with environmental and sustainability policies and strategies;
  - (c) note that the first quarterly progress report will be presented to Council in April 2019; and
  - (d) note that a status report will be presented to Council in July 2019, providing an update of actions undertaken to embed sustainability into Council processes, outcomes and next steps.

**CONTACT OFFICER:** Karen Cameron  
**TITLE:** Environmental Programs Officer  
**TEL:** 9205 5717

## Attachments

- 1  Yarra QBL Tool Final PDF

---

**11.8 Buildings and Street Lighting Energy Efficiency Opportunities**


---

## Executive Summary

### Purpose

To respond to Annual Plan item 3.02 to provide a '*public report to Council with a prioritised list of building energy efficiency projects on Council Buildings*'.

As street lights and buildings together are the major energy use and efficiency opportunity areas for Council operations, officers have expanded the response to include street lighting.

### Key Issues

Council has achieved significant reductions in emissions, with a sector leading 38.1% reduction as at 30 June 2018 which is significant progress towards its 60% reduction target set for 2020.

In the last few years, emissions reductions has stalled. To continue reducing energy use, additional resourcing and focus would be required to support the required works and capacity to drive emissions down further.

Officers have identified a prioritised list of potential energy efficiency measures which would further reduce Councils' emissions. If these measures are implemented, Council could achieve its 60% reduction target.

The two highest priority measures to reduce emissions are:

- a staff role focusing on energy efficiency optimisation and management, and
- commencement of the renewal of major road street lighting to high efficiency LED lighting.

### Financial Implications

There are no financial implications in receiving this report.

Significant financial outlays would occur if Council determines future budget allocation to progress emissions reductions based on prioritised list, which cumulatively add up to around \$2.5 million.

Two of these actions have been put forward for consideration in the 2019/20 budget.

### PROPOSAL

That Council:

- (a) notes the officer report on *Buildings and Streetlights Energy Efficiency Opportunities*;
- (b) note the update on emissions that show Council has achieved a 38.1% reduction in gross emissions as at 30 June 2018;
- (c) note that the achievement of the 60% gross emissions [energy efficiency] reduction target could be achieved with additional focus and resourcing but that it is unlikely to be achieved by the original set date of 2020; and
- (d) note that officers have submitted budget bids for major road street lighting renewal and a *Building Optimisation Officer* initiatives described in this report, for consideration in the annual budget process for 2019/20 financial year.

---

## 11.8 Buildings and Street Lighting Energy Efficiency Opportunities

---

Trim Record Number: D18/195190

Responsible Officer: Director Planning and Place Making

### Purpose

1. To respond to the Annual Plan December Milestone 3.02 to provide a *'public report to Council with a prioritised list of building energy efficiency projects on Council Buildings'*.
2. As street lights and buildings together are the major energy use and efficiency areas for Council operations, Officers have expanded the response to include street lighting energy efficiency opportunities.

### Background

3. Yarra has long been recognised as a leader in organisational energy efficiency and greenhouse gas management.
4. Council currently has a target to reduce **'gross greenhouse gas emissions'** by 60% by 2020, against the 2000/01 baseline. Gross greenhouse gas emissions are the full emissions of the organisation before any offsets or renewable electricity certificates are purchased.
5. 'Gross emissions' is the most common, consistent and easily understood metric to set targets and monitor action on improving energy efficiency. In order to provide meaningful year to year data, emissions are calculated using state level emissions factors and not taking into account any organisational purchase of renewable energy or offsets.
6. This rationale supports the Council adopted 'Energy Hierarchy' which is to first avoid or reduce energy usage, then purchase renewable energy, followed by offsets for remaining emissions.
7. The most recent emissions update includes the 2017/18 financial year, and indicates that Yarra is achieving a sector-leading 38.1% reduction in gross emissions against the baseline 2000/01, with total annual emissions have reduced by 6,406 tonnes CO<sub>2</sub> (see Figure 1).
8. Additionally, Council has a target to remain a certified Carbon Neutral organisation (where all emissions are offset to zero). Council was first certified as Carbon Neutral (under the National Carbon Offsetting Standard) in 2012 - the first Victorian Council to do so. Council has just submitted its annual report detailing how carbon neutral status has again been achieved for 2017/18 financial year. Yarra Councils' **'net greenhouse gas emissions'** are therefore zero.
9. Over the past decade, Yarra has implemented a significant number of projects and retrofits to improve energy efficiency. The most significant projects include:
  - (a) 2008: Yarra was the first Victorian Council to undertake a bulk retrofit of residential street lighting. This project is saving approximately 1,100 tCO<sub>2</sub> per year;
  - (b) 2014: Yarra was the first Victorian council to undertake a comprehensive Energy Performance Contract (EPC). This resulted in an energy efficiency based retrofit of multiple buildings with a guarantee the savings would be realised. The \$3.1 million project included detailed assessment of 18 Council Facilities to identify all initiatives that could be delivered to meet the Council policy to invest in any action with a less than 10 year payback. This project is saving approximately of 2,000 tCO<sub>2</sub> per year;
  - (c) 2017: Council completed a solar PV roll out to install systems on any Council buildings which did not already have solar, or had additional roof space for more solar to be installed. This project has resulted in eight new or expanded solar PV arrays and six Tesla Batteries, saving approximately 400 tCO<sub>2</sub> annually. Yarra now has 38 solar power systems totalling over 700kW and saving approximately 1,200 tCO<sub>2</sub>per year; and

- (d) In addition to these major projects, in past years, a wide range of other energy efficiency initiatives have been implemented including cogeneration systems at the leisure centres, lighting upgrades to buildings, air-conditioning, draft sealing, voltage optimisation, insulation, and more.

10. Council’s greenhouse emissions profile is provided in Figure 1. This clearly shows the investment in energy efficiency over past years has been an environmental and financial success.

**Figure 1 – Yarra Councils’ gross organisational greenhouse emissions**



11. It is estimated that as a result of energy efficiency initiatives implemented since 2008/09, Council is currently saving over \$1 million per year in reduced operational expenditure. This amount would otherwise be spent annually on additional electricity and gas for buildings and street lighting. Cumulatively, Council has saved over \$5 million since 2008/09.

12. Whilst these projects have resulted in significant reductions in energy use and greenhouse emissions from Council operations since 2008/09, the emissions profile, Figure 1, shows that emissions reduction has stalled over the past few years since 2014/15.

13. Beyond the installation of additional solar panels on Council Buildings, there have not been any major reduction initiatives funded since the Energy Performance Contract in 2013/14.

14. Against this, there have been various factors which led to an underlying increase in emissions. This includes the introduction of new buildings including 345 Bridge Road and Bargoonga Nganjin library, and increased operating hours and patronage at key sites such as Richmond Recreation Centre.

15. It is also clear that most of the significant ‘low hanging fruit’ has been implemented in terms of upgrades of plant and equipment in buildings. This certainly does not mean that opportunities for further reductions are not there, just that they may require more research, have longer paybacks, be more reliant on new and innovative approaches and technologies, and require strong and integrated organisation-wide emissions reductions focus.

Buildings and Streetlights Energy Efficiency Opportunities

16. Council Staff have reviewed current opportunities to achieve additional emissions reduction from buildings and street lights based on current knowledge and expectations, and have developed a *Prioritised list of Buildings and Street Lighting energy efficiency opportunities*. The opportunities are prioritised based on the urgency, current level of scoping and project readiness. The figures provided are largely best estimates, subject to additional detailed expert scoping and review.

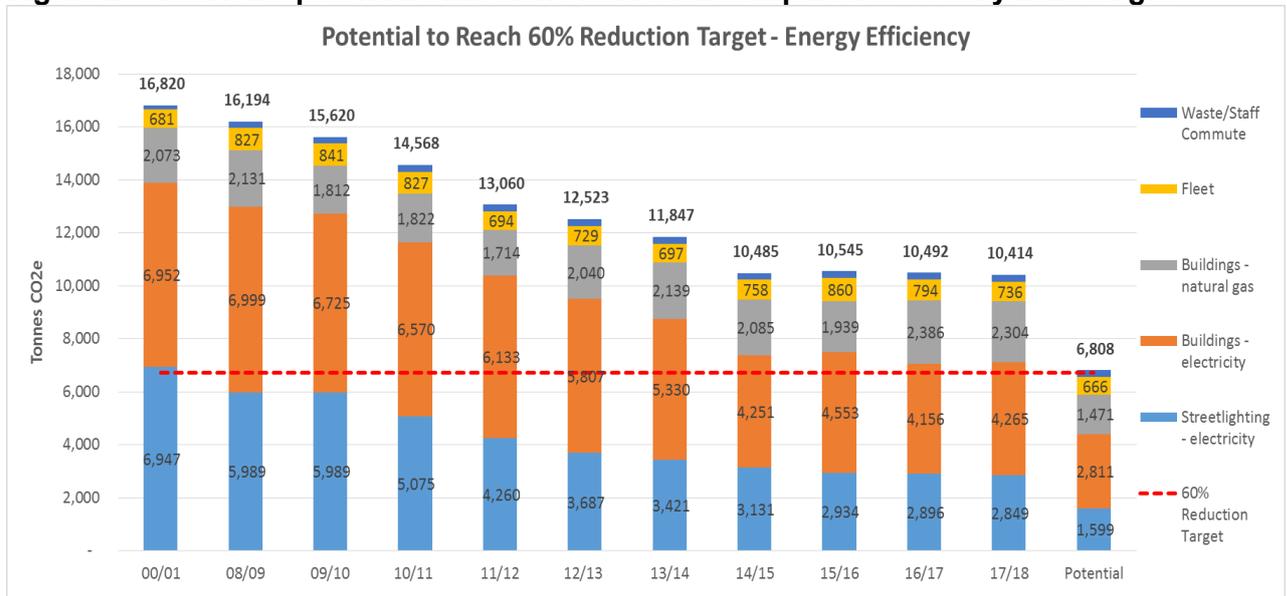
17. A key priority opportunity to continue to reduce Council building energy use is by optimising the substantial existing sustainable plant that Council has already invested in, and actively managing the operation of buildings and equipment with energy efficiency in mind. To actively optimise existing assets would require a new staffing resource with specific technical energy efficiency focus and knowledge.
18. Another key priority is to ensure that when any building works are undertaken, Council has the processes, capacity and expertise to integrate and optimise the energy efficiency outcomes at the initial design stage. In some cases this may result in additional up front capital cost, however the total life cycle cost to Council would then be lower due to reduced ongoing operational costs for energy and longer asset life. This process is described in Council's ESD Buildings Policy, but requires internal technical capacity to support the process.
19. To address the need for additional staff capacity and expertise, officers have submitted an operating budget bid, for consideration for the 2019/20 budget process, to fund a new position specifically to increase Council's ability to optimise buildings performance and oversee energy efficiency design in all building works. This role has a strong business case, and would be partly (and potentially fully) self-funded from operational savings realised from reduced electricity and gas costs of works better management of assets and reduced energy use, as well as extended asset life and staff productivity benefits.
20. Although buildings still offer opportunities to reduce emissions, the most significant infrastructure opportunity in terms of size of emissions reduction, certainty of outcome, and financial savings to Council, would be to implement Phase 2 of the street lighting efficiency retrofits – major road lighting. This project would ultimately retrofit around 2,600 major road street lights with high efficiency LED Lighting.
21. Council has not yet retrofitted its major road street lights as until recently there were no suitable and approved high efficiency lights to retrofit on main roads. Appropriate and approved lights are now available.
22. Retrofitting all of Council's major road street lights is projected to cost in the order of \$2 million, with a payback expected to be in the order of 7 years, saving around \$285,000 and between 700 to 1,000 tCO<sub>2</sub>e per annum. Potential grants and rebates could be available to further improve the savings.
23. For the 2019/20 Financial Year, a budget of \$200,000 is being recommended via the preliminary Capital Works Renewal program. This would allow for a carefully planned commencement of the renewal of up to 200 lights, testing of lighting options, consultation with the community and finalising preferred specifications and project management and procurement strategy for the main roll out in subsequent years (subject to future funding allocation).
24. In addition to the above potential energy efficiency opportunities, there are numerous ongoing initiatives which would further reduce emissions (the *Prioritised list of Buildings and Street Lighting energy efficiency opportunities*).

#### Tracking Council Energy Efficiency and Emissions Reduction Progress

25. From 1 January 2019, Council will be purchasing 100% renewable electricity through the Melbourne Renewable Energy Project (MREP) for the next ten years. As Council has a contract directly with the wind farm, electricity emissions are technically zero emissions for Yarra.
26. In this context, Council's organisational gross emissions (total emissions before purchase of offsets), will likely be over 70% lower than the baseline in 2020. Council is thus expected to over achieve its 60% emissions reduction by 2020.
27. This reinforces the significance and importance of the leadership Council has shown through participation in MREP.

- 28. However, the methodology for gross emissions excluding renewable energy purchased, has historically been the methodology to provide a proxy for tracking an organisation’s emissions and energy efficiency outcomes. Following the energy hierarchy in other words there is no other simple and effective methodology for tracking energy efficiency of an organisation.
- 29. In this context for gross emissions (energy efficiency), rather than treating Council electricity use from 1 January 2019 as zero emissions, Council would continue to use the state-based emissions intensity figure. This provides more meaningful information on Council’s performance relating to energy use an efficiency over time.
- 30. **Figure 1** highlights that, if using this energy efficiency methodology for gross emissions, without significant renewed focus on energy efficiency, this target of 60% gross emissions reduction would not likely be met any time soon.
- 31. However, with renewed focus and integration, and with a successful implementation of the actions in the *Prioritised list of Buildings and Street Lighting energy efficiency opportunities*, it is projected that Council could achieve very close to the 60% gross emissions reduction target, although most likely not by 2020 (refer to Figure 2).

**Figure 2 – Councils’ potential emissions reduction compared to 60% by 2020 target**



- 32. In order to achieve the 60% reduction in gross emissions (energy efficiency) as close as possible to 2020, Council would need to ensure every possible opportunity is taken to integrate energy efficiency. Strong and integrated processes, policies and staff capacity would be essential to achieving this target.
- 33. Achieving 60% gross emissions (energy efficiency) reduction would potentially be a globally leading outcome given the many upward pressures on Council’s energy use since 2000/01, and would reinforce the leadership Yarra Council is showing for local governments, businesses and households across Australia and around the world.

**External Consultation**

- 34. There has been no external consultation in the preparation of this report.

**Internal Consultation (One Yarra)**

- 35. Building and Asset Management and Traffic and Civil Engineering units play a strong role in supporting and implementing energy efficiency retrofits to Council buildings and street lights, and were consulted in developing the options.

**Financial Implications**

- 36. There are no financial implications in receiving this report.

37. Significant financial outlays would occur if Council determines future budget allocation to progress emissions reductions further. The prioritised list highlights potential energy efficiency actions which cumulatively add up to around \$2.5 million, with an expected payback under 10 years.
38. Two of these actions have been put forward in the budget bids for the 2019/20 budget consideration:
  - (a) *New staff role - Buildings Optimisation Officer.* This would be partly (potentially fully) self-funded from operational savings realised, and
  - (b) *Renewal of Major Road Street Lighting to high efficiency LED – Pilot Phase - \$200,000.* This pilot phase will prove the case for the full roll-out, reduce emissions, and have financial payback in approximately 7 years from operational savings.
39. In 2018/19 Council is expected to spend approximately \$2.1 million for electricity, gas, and regulated street lighting maintenance charges. This is made up of approximately
  - (a) \$800,000 for electricity for Council buildings;
  - (b) \$445,000 for natural gas usage in Council buildings;
  - (c) \$464,000 for electricity for street lights, and
  - (d) \$400,000 regulated charges for maintenance of street lights (note: this is reduced by moving to new, more reliable lighting e.g. LED's).
40. As highlighted in Figure 1 without investment in operational energy efficiency, Council energy usage and associated emissions are likely to remain fairly constant (or increase) in the future. As such, without Council investment in energy efficiency works this would lock in this approximately \$2.1 million annual financial expenditure for Council.
41. Moving forward, energy efficiency is the most effective way to reduce Council's energy costs with most initiatives resulting in a net saving or cost neutral total lifecycle cost. Already to date it is estimated that energy efficiency works are saving Council over \$1 million per annum on what Councils' organisational energy spend would otherwise have been.
42. Currently Council has a policy to '*Invest in any [energy efficiency] action that has a less than 10 year payback*'. This policy has allowed many of the actions of the past to proceed and innovate. However, it should also be noted that with less 'low hanging fruit' remaining, actions with longer paybacks may need to be supported. Even a project with a 20 year payback is expected to have a cost neutral-life cycle cost to Council as long as the initiative is expected to remain in place for that period.

### **Economic Implications**

43. There are no significant Economic Implications.

### **Sustainability Implications**

44. Significant greenhouse gas reductions have been achieved since Council commenced actively investing in energy efficiency. Council has now achieved a sector leading 38.1% gross emissions reduction since the 2000/01 baseline (Figure 1). Council emissions have remained fairly consistent for the past four years.
45. The list of energy efficiency opportunities, which if implemented over time, would further reduce Council's emissions.
46. Particular focus and resourcing on the following two areas are currently considered to be the main potential sources of reducing energy use and emissions in the short term;
  - (a) New staff position to oversee Buildings optimisation and energy efficiency – covering operations, ensuring equipment is at optimal operating levels, new builds, renovations and maintenance, and
  - (b) Major Road Street Lighting – renew old lights with high efficiency LED.

47. With the commencement of the Melbourne Renewable Energy Project (MREP) from 1 January 2019, all Council electricity will be sourced as renewable electricity, and as such is zero emissions. When accounting for electricity as zero emissions, Council is projected to exceed its 2020 60% organisational emissions reduction target.
48. However, using gross emissions as a measure of organisational energy efficiency, Council can continue to track organisational emissions over time (Figure 1) by continuing using the state based emissions intensity figures for our electricity usage. Doing so highlights that whilst achieving a 60% gross emissions (energy efficiency) reduction target would be difficult, with a strong focus and additional resourcing to drive energy efficiency, it is plausible that Council can reach this 60% emissions reduction target. It is unlikely it would be reached by 2020, but depending when actions were initiated and completed, could be but soon after.
49. Achieving 60% gross emissions reduction would potentially be a globally leading outcome given the many upward pressures on Council's energy use since 2000/01, and would reinforce the leadership Yarra Council is showing for local governments, businesses and households across Australia.

### **Social Implications**

50. There are no direct social implications.
51. The Yarra community is however expecting Council to play an important leadership role in both promoting and actioning greenhouse gas reduction. Climate change impacts are not likely to be felt by all Yarra citizens equitably, rather they are likely to be disproportionately felt by vulnerable citizens in Yarra

### **Human Rights Implications**

52. There are no direct human rights implications.
53. Climate Change has world-wide Human Rights implications. Inaction, or ineffective action to reduce world-wide greenhouse emissions to below a 1.5 degree temperature increase will have catastrophic impacts. This will be disproportionately felt by vulnerable populations such as pacific islanders and developing countries.

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

54. There has been no expected Communications with CALD Communities implications.

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

55. Council Plan item 3.3 – *Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality and maintain Council as a carbon neutral organisation.*
  - (a) Strategic indicator - *'Reduce Council's carbon emissions (before offsets)'; and*
  - (b) Initiative 3.3.1 – *'Continue to invest in initiatives to reduce energy use and emissions.'*
56. Yarra Environment Strategy 2014-17 Sustainable Council Operations:
  - (a) Objective 4.1 - *Lead by example, with Integration of sustainability across Council - Integrating sustainability as a core Council business aspect into everything we do, and empowering staff to own sustainability as part of their core business; and*
  - (b) Objective 4.2 - *Best Practice Carbon Management - Reducing Council energy use and greenhouse gas emissions from its own activities, and becoming the most aware, energy efficient and self-reliant local government in Australia.*

### **Legal Implications**

57. There are no known legal implications in receiving this report.

### **Other Issues**

58. There are no other issues identified

## Options

59. This report is an update report requested by Council.

## Conclusion

60. As requested by Councillors, Officers have developed a prioritised list of buildings energy efficiency opportunities, and have included street lighting.
61. Whilst most of the “low hanging fruit” has been addressed already, there are many opportunities where investment would be financially positive to Council and result in continued reduction in emissions.
62. Council has achieved a significant 38.1% reduction in emissions to date, however, emissions reductions have stalled for the past four years.
63. If Council is to continue to aim for the target of 60% reduction in gross greenhouse gas emissions by 2020 (using the energy efficiency based calculation methodology), additional focus and resourcing would be required.
64. The two priority building and street light energy efficiency opportunities are:
  - (a) Establish a new full time staff position of ‘Buildings Optimisation Officer’ to ensure Council has the capacity and specific skill set to maximise energy efficiency outcomes from operations, existing technology/equipment and buildings works, and
  - (b) Commence Phase 2 of street lighting renewal, to replace old inefficient street lights on main roads with high efficiency LED providing a payback around 7 years.
65. The above two projects would require funding, and as such budget bids for both of these projects have been submitted for consideration via Council’s annual processes for 2019/20.

## RECOMMENDATION

1. That Council:
  - (a) note the officer report on Buildings and Streetlights Energy Efficiency Opportunities;
  - (b) note the update on emissions that show Council has achieved a 38.1% reduction in gross emissions as at 30 June 2018;
  - (c) note that the achievement of the 60% gross emissions [energy efficiency] reduction target could be achieved with additional focus and resourcing but that it is unlikely to be achieved by the original set date of 2020; and
  - (d) note that officers have submitted budget bids for major road street lighting renewal and a Building Optimisation Officer initiatives described in this report, for consideration in the annual budget process for 2019/20 financial year.

**CONTACT OFFICER:** Indy Lingam  
**TITLE:** Greenhouse Program Leader  
**TEL:** 9205 5792

## Attachments

There are no attachments for this report.

---

**11.9 Renaming Community Greenhouse Action Plan to Climate Emergency Plan**

---

## **Executive Summary**

### **Purpose**

To respond to the 30 October 2018 Council resolution that *“Officers provide advice to Council in November on renaming the Community Greenhouse Action Plan a “Climate Emergency Plan” with associated changes to the content of the plan.”*

### **Key Issues**

Climate Emergency is a growing movement around the world that seeks to elevate climate change action to an emergency response, calling for strong and immediate action.

Compared to a Community Greenhouse Action Plan, Climate Emergency elevates business as usual emission reduction actions to a mass-mobilisation of people and practices at the local level at increased speed and with a strong focus on advocacy and influence.

The level of focus, attention, and resources that are placed on addressing Climate Emergency can be very different, and need to be better understood in the context of Yarra.

Therefore further research is needed by officers before a detailed response is possible.

### **Financial Implications**

The recommendation of this report is to defer advice to Council to March 2019, in part to better understand the short and long-term financial implications to Council.

The transition to a Climate Emergency Plan would likely have increased short and long-term financial implications, in line with increased complexity, urgency and strength of the response by Council.

### **PROPOSAL**

That Council:

- (a) note the officer report relating to the request from Council for *advice on renaming the Community Greenhouse Action Plan a “Climate Emergency Plan” with associated changes to the content of the plan;*
- (b) note the complexity of ‘Climate Emergency’ and the need to better understand what it would mean in the Yarra context;
- (c) defer the renaming of the proposed Community Greenhouse Action Plan to Climate Emergency Plan until after a facilitated workshop with Councillors and Executive in February 2019; and
- (d) a further report from officers be presented to Council in March 2019 regarding further detail on implications of what a Climate Emergency Plan would entail.

---

## 11.9 Renaming Community Greenhouse Action Plan to Climate Emergency Plan

---

Trim Record Number: D18/205604

Responsible Officer: Director Planning and Place Making

### Purpose

1. To respond to the 30 October 2018 Council resolution that “*Officers provide advice to Council in November on renaming the Community Greenhouse Action Plan a “Climate Emergency Plan” with associated changes to the content of the plan.*”

### Background

2. For many years Yarra has been a leading local authority in supporting community emissions reduction, and has a target to reduce municipal emissions to zero by 2020.
3. A Community Greenhouse Action Plan essentially provides a long-term strategic pathway and short-term action plan to support greenhouse emissions reduction in the community, towards a set target.
4. Council last completed a standalone CGAP in 2006. Council has included elements which would be considered part of a CGAP within subsequent Yarra Environment Strategies and other relevant documents.
5. In 2009 Council led a regional project to develop a strategic plan for the northern metropolitan Council’s which make up the Northern Alliance for Greenhouse Action (NAGA) titled “*Towards Zero Emissions in the NAGA Region*”.
6. In 2009 Council also endorsed “*The establishment of an Entity, with a focus to support Council’s goal of carbon neutrality in the City of Yarra by 2020*”.
7. This led to the establishment of YEF, and the associated annual funding allocation to YEF, with the purpose of engaging people and business in Yarra to take practical steps to reduce their emissions and work towards a zero carbon future.
8. Since the establishment of YEF, Council has not overtly focused on community emissions reduction and tracking to the set target. Rather this has been left to the leadership and direction of YEF. Council resources moved to focus on *organisational* greenhouse gas reduction and broad sustainable living priorities.
9. Of the overall emissions of the Yarra municipality, YEF has chosen to focus on Stationary energy only (electricity and gas usage from residential, commercial, industrial buildings and alike). Whilst this is the bulk of greenhouse emissions within the municipality, this does not cover greenhouse emissions from Waste or Transport.
10. Council continues to support community greenhouse emissions reductions by working closely with YEF, as well as by taking complimentary action though the sphere of waste reduction, sustainable transport, sustainable design and the planning scheme, and alike.
11. To date no new Community Greenhouse Action Plan or similar community-wide climate action plan has been developed by YEF, or Council.

### Community Greenhouse Action Plan Development

12. In February 2017, Council further acknowledged a commitment to action on climate change via a Council resolution that “*we are in a state of climate emergency that requires urgent action by all levels of government, including by local councils.*”
13. In March 2017 Council joined the *Global Compact of Mayors for Climate and Energy*, an international alliance of cities and local governments with a shared long-term vision of promoting and supporting voluntary action to combat climate change and move to a low emission, resilient society.

14. As part of the commitment to the Global Compact of Mayors, Council is required to develop action plans for “*both climate change mitigation and adaptation (climate resilience)*” within 3 years of becoming a signatory.
15. In December 2017, Council resolved to *receive a briefing report to the March cycle (2018) on the feasibility of developing a Community Greenhouse Action Plan (CGAP).*
16. Following a period of planning and review, in June 2018 Council endorsed the CGAP be developed, and the plan to do so which included it to be co-developed in partnership with the Yarra Energy Foundation. This acknowledged the separate but equally important roles of each organisation in reducing greenhouse emissions in the municipality. The Plan was to be developed within the current existing resources of both organisations.
17. The CGAP is planned to be a strategic document outlining the need, options and recommended pathway for Council and the Yarra Energy Foundation to support achievement of maximum greenhouse gas abatement across the municipality by a set time, and within a set a budget.
18. Since June 2018, Council and YEF have been jointly developing this CGAP. Community consultation has concluded, and work has started on pulling together the draft CGAP.
19. Community Consultation activities included:
  - (a) Online survey, completed by over 100 individuals (July-Aug 2018);
  - (b) Face to face survey, completed by almost 50 individuals (July-Aug 2018);
  - (c) Consultation with the Yarra Environment Advisory Committee, Yarra Youth Advisory Committee and Business Advisory Group (Aug 2018);
  - (d) Feedback sought from the Futures Group which was convened to support development of Yarra Environment Strategy (July-Sept 2018); and
  - (e) Facilitated workshop with Yarra Energy Foundation board (Nov 2018).
20. Feedback from the consultation included:
  - (a) Push for Council and YEF to continue to provide strong leadership and support for an acceleration of community greenhouse emissions reduction through the rollout of more solar, energy efficiency, advocacy and transport programs;
  - (b) A need to better support and mobilise the Yarra Citizens to take action together;
  - (c) An increased sense of urgency of action, with some reference to the need for a climate emergency response;
  - (d) The want for a strong target to reduce community emissions to zero as soon as possible; and
  - (e) Articulation that Yarra Council cannot do this alone, but requires joined up action of all Yarra citizens, as well as other levels of government.

Should Council adopt a Climate Emergency Plan?

21. On 30 October 2018 Council resolved for “*Officers provide advice to Council in November on renaming the Community Greenhouse Action Plan a “Climate Emergency Plan” with associated changes to the content of the plan.*”
22. Climate Emergency is a growing movement around the world that seeks to elevate climate change action to an emergency response, calling for strong and immediate action.
23. Climate Emergency elevates business as usual emission reduction actions to a mass-mobilisation of people and practices at the local level with a strong focus on advocacy and influence.

24. The City of Darebin was one of the first local authorities in the world to adopt a Climate Emergency Declaration, and have since been a leader in the space, advocating for others to do so, and articulating what an emergency response might mean. Darebin released their Climate Emergency Plan in 2017.
25. There are various parties that have been pushing climate emergency terminology and agenda, and advocating for a climate emergency response to be taken by individuals, business, and all levels of Government.
26. Darebin has defined Climate Emergency in their action plan as an entering into ‘emergency mode’ approach to tackle climate change via a large-scale mobilisation on an emergency footing, taking into account the scale and speed required to restore a safe climate, including drawdown actions (those which withdraw CO2 from the atmosphere).
27. Whilst the definition of Climate Emergency, and Emergency Action is clear from the definition from Darebin above, it is also clear that it can mean different things to different people and organisations. It is one thing to confirm the belief that there is a climate emergency that requires attention – but the level of focus, attention, and resources that are placed on addressing this may be very different, and this needs to be better understood in the context of Yarra.
28. The development of a Climate Emergency Plan would provide a plan for how the organisation would seek to respond to deal with this emergency. By the very definition of such a resolution, a Climate Emergency Plan would therefore need to identify the most strategic opportunities and urgent actions which should be delivered at an appropriate scale and urgency.
29. Compared to a CGAP, which may seek out and expect incremental actions for change over a longer time scale, a Climate Emergency Plan would greatly elevate this and seek to provide immediate, strong, effective, and ongoing action.
30. In October 2018, Council approved the installation of banners to be displayed at Town Halls promoting Yarra’s resolution that we are in a climate emergency and commitment to take action. The banners, to be installed firstly at Richmond Town Hall in early 2019, will display “**Climate Emergency: We commit to urgent action**”.
31. With the Council’s Climate Emergency Declaration, and endorsement of climate emergency banners, Council has already begun the initial steps towards a climate emergency response. However action must follow to address the issue.
32. The renaming of CGAP to Climate Emergency Plan is possible, and a logical next step.
33. As detailed above, the most significant impact of this change in terminology would be the elevation of the expectation of the strength and immediacy of Council action, and associated resourcing and reputational implications.
34. Other potential implications of renaming the CGAP a “Climate Emergency Plan” include:
  - (a) An elevation of the importance of urgent greenhouse mitigation throughout the municipality, with a ramping-up of action and ownership by Council;
  - (b) Greenhouse and climate action to be more strongly delivered through all possible Council avenues (such as waste, transport, economic development, community engagement and communications, and planning etc.);
  - (c) A potential expanded scope, including the inclusions of climate adaptation response, increased focus on Council leadership, advocacy for action by others, and further engagement with additional key stakeholders;
  - (d) The strong likelihood that this Plan development would need to be wholly led by Council (with support of the Yarra Energy Foundation); and
  - (e) A delay in the development of the plan associated with the additional information needs and complexity.

35. To be able to fully understand and detail expected changes to the content of the plan, Officers need to further understand the context of Climate Emergency for Yarra and the implications this has. Key questions at this point in time include:
  - (a) What does climate emergency and Climate Emergency Plan mean in the Yarra City Council context?
  - (b) How strong is the response expected to be and what level of resourcing would be directed to this by Council?
  - (c) What are the key areas in which Council can have the most impact?
  - (d) How much of the required work can the Yarra Energy Foundation be expected to lead and deliver within the resources they have?
  - (e) Does Council need to take on additional elements of oversight and delivery of municipal greenhouse emissions reduction in light of any elevated response?
  - (f) What are the resource implications for taking on full ownership of such a strategy (Plan development and ramping up of expectations to deliver a climate emergency response)?
36. Further research is therefore needed before a detailed response is possible.
37. In particular, a detailed conversation between Councillors and the Executive Team is required to better understand and articulate what climate emergency means in the Yarra context and available mechanisms and resourcing for stronger action. It is recommended this detailed conversation occur through a facilitated workshop in February 2019.
38. A follow-up report would then be able to be completed by March 2019 which details more fully the implications of *renaming the Community Greenhouse Action Plan a "Climate Emergency Plan" with associated changes to the content of the plan.*
39. Due to the important and immediate nature of climate action and need for emission reduction, Council and YEF will continue to work in partnership to progress emissions reduction in the municipality as business as usual between the interim of the reports.
40. The timing for delivery of any Climate Emergency Plan is likely to extend beyond the expected CGAP endorsement date. Officers will work to keep this delay to a minimum and will provide an updated timeline as part of the report to Council in March 2019.
41. In anticipation of a possible Climate Emergency Plan being determined by Council, funding for a Climate Emergency Officer has been included in the 2019/20 budget consideration process under the sponsorship of the Executive. This role would lead the development of the Plan, oversight of Plan implementation, and lead rollout of actions.

#### **External Consultation**

42. Development of the action plan to date included community consultation as detailed in paragraph 19 above.
43. The City of Darebin has additionally been consulted regarding climate emergency and the expectations around development of a Climate Emergency Plan.

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

44. Internal consultation for CGAP plan has occurred with keys areas of Council impacted by the CGAP development, including Transport, Waste Minimisation and Economic Development.
45. The elevation to a Climate Emergency Plan would require further consultation with existing internal stakeholders, as well as engaging additional areas of Council impacted by changes, including Communications, Governance, City Works and key community service teams.

#### **Financial Implications**

46. Transition from a CGAP to Climate Emergency Plan would see the need to substantially ramp-up programs, communications, advocacy and efforts towards emissions reduction throughout the municipality.

47. This is likely to have short and long term financial implications, however further research and consultation is required to fully articulate and understand the financial implications for Council.
48. The expected financial implications will be reported back to Council in March 2019.

#### **Economic Implications**

49. Renaming of the CGAP a Climate Emergency Plan and associated changes to the plan would likely increase the focus on how to support businesses in Yarra respond and adapt to climate change, and provide the means to reduce their energy costs.
50. Future climate change is anticipated to be a significant risk for economic development in Australia, and Yarra.

#### **Sustainability Implications**

51. Renaming of the CGAP a Climate Emergency Plan and associated changes to the plan would likely have strong sustainability benefits by increasing the focus and urgency of reducing greenhouse emissions within the City of Yarra.
52. Leadership and advocacy by Yarra may also support additional mobilisation of other levels of government and organisations to take more urgent action.
53. The inclusion of Climate Adaptation consideration in a Climate Emergency Plan would also likely elevate the response to this issue by Council.

#### **Social Implications**

54. A Climate Emergency Plan would include a review of community emissions reduction, potential climate impacts and future program opportunities to target different social elements within Yarra. To effectively reduce emissions, all sectors of the Yarra community would need to be engaged and supported.
55. An increased focus on climate change adaptation under a climate emergency response, would need to review the impacts of climate change on difference social elements of the Yarra community and how to reduce these. Vulnerable people are often the most at risk of climate change, especially extreme heat and storm events as are likely to be experienced more frequently in Yarra in the future.

#### **Human Rights Implications**

56. There are potential human rights implications of not taking urgent action to mitigate climate change, and respond to the effects being felt by Yarra citizens. Climate change impacts are not likely to be felt by all Yarra citizens equitably, rather they are likely to be disproportionately felt by vulnerable citizens in Yarra.
57. Additionally, Climate Change has world-wide Human Rights implications. Inaction, or ineffective action to reduce world-wide greenhouse emissions to below a 1.5 deg temperature increase will have catastrophic impacts. This will be disproportionately felt by vulnerable populations such as pacific islanders and developing countries.

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

58. The development of CGAP included a Communications and Engagement Plan reviewed by the Communications Team to meet corporate expectations.
59. This plan will be reviewed with a Climate Emergency Plan lens and reported back to Council as part of the March 2019 report.

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

60. Regardless of the naming of the Plan, this action responds to Council Plan Strategy 3.3 *Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality.*

61. The Climate Emergency plan would also respond to Council resolution February 2017 *“that we are in a state of climate emergency that requires urgent action by all levels of government, including by local councils.”*
62. Regardless of the naming of the Plan, this action responds to Councils commitments under the *Global Compact of Mayors for Climate and Energy*, to *“Develop [Municipal] Action Plans for both climate change mitigation and adaptation (climate resilience) within 3 years of becoming a signatory”* (March 2020).

### Legal Implications

63. There are no known legal implications in receiving this report.
64. The potential plan to accelerate action to reduce Climate Change, and to enhance Council response to climate adaptation may reduce future likelihood of legal implications compared to not taking strong action.

### Other Issues

65. There are no other issues identified.

### Options

66. This report provides the background and initial potential implications of renaming the Community Greenhouse Action Plan a “Climate Emergency Plan”, and associated changes to the content of the plan.
67. This report recommends that the decision by Council be delayed to March 2019 to allow time for further internal and external consultation to allow for a fuller comprehension of what this would mean to Yarra and therefore the implications of doing so.
68. If Council was to endorse the immediate renaming of CGAP to Climate Emergency Plan, there should be full acknowledgment that this would result in elevation of expectations on Council, with increased future resource implications, which are not yet fully understood.

### Conclusion

69. Council has endorsed that we are in a state of climate emergency, and has commissioned banners to be displayed at Yarra Town Halls: - these will read **“Climate Emergency: We commit to urgent action”**.
70. Renaming the proposed Community Greenhouse Action Plan to a Climate Emergency Plan, is possible. However, the implications are not yet fully understood.
71. Some of the likely implications of the renaming of the CGAP to a Climate Emergency Plan include:
  - (a) elevation of importance and urgency of Councils response, with ramping up of actions and ownership by Council;
  - (b) raised expectations on Council to more strongly delivery greenhouse mitigation and climate adaptation across a number of Council avenues;
  - (c) expanded scope to include advocacy, mobilisation, leadership and adaptation;
  - (d) the Plan development would likely need to be wholly led by Council; and
  - (e) a delay in the development of the plan associated with the additional information needs and complexity.
72. Due to the complex nature of Climate Emergency, expectations, and the various avenues for developing a Climate Emergency Plan, it is recommended that Council and Executive Team first participate in facilitated workshop in February 2019 to assist in better understanding and articulation of climate emergency in the Yarra context.
73. This would result in the consideration of renaming of CGAP to Climate Emergency Plan to a follow-up report in March 2019 to inform the Council of the full implications of any decision to do so.

## RECOMMENDATION

1. That Council:
  - (a) note the officer report relating to the request from Council for *advice on renaming the Community Greenhouse Action Plan a "Climate Emergency Plan" with associated changes to the content of the plan*;
  - (b) note the complexity of 'Climate Emergency' and the need to better understand what it would mean in the Yarra context;
  - (c) defer the renaming of the proposed Community Greenhouse Action Plan to Climate Emergency Plan until after a facilitated workshop with Councillors and Executive in February 2019; and
  - (d) a further report from officers be presented to Council in March 2019 regarding further detail on implications of what a Climate Emergency Plan would entail.

**CONTACT OFFICER:** Courtney Deans  
**TITLE:** Sustainability Officer  
**TEL:** 9205 5783

### Attachments

There are no attachments for this report.

---

## 11.10 Richmond Youth Hub Business Case

---

Trim Record Number: D18/207902

Responsible Officer: Director Community Wellbeing

### Purpose

1. To present Council with a proposed business plan for the Richmond Youth Hub and to seek endorsement to progress work required to deliver the project.

### Background

2. During the draft 2018/19 budget consultation, Council received 43 submissions from young people seeking a commitment towards a dedicated youth space on the Richmond Housing Estate.
3. Council resolved on 26 June 2018 to allocate \$185,000 in the 2018/19 annual budget to a Richmond Youth Space, conditional upon provision of appropriate business plan and continued advocacy to Victorian Government to support the Hub.
4. The Victorian Government's Department Health and Human Services (DHHS) is responsible for the Richmond Public Housing Estate including the provision and upgrade of community facilities. Community facilities on the DHHS housing estate are provided for events, meetings and activities that promote tenant involvement or have wider benefits for the community.
5. Consultation with DHHS indicates that there is no specific site available to develop a dedicated youth hub on the housing estate or within visual or easy reach of the estate. Most community sites are well utilised and shared by different user groups. However, two options are available to develop a youth hub that would also be accessed by other community groups.
6. Community needs and aspirations suggest that there is a case for developing a Richmond Youth Hub and that it would be a welcome community asset.
  - (a) The Richmond Estate has the greatest number of residents aged from 12 to 25 years compared to the other estates and, unlike the other larger estates, Richmond lacks an established youth space. The Hub would improve the provision of activities funded through Council's Richmond Youth Program Grant;
  - (b) The level of disadvantage on the estate suggests that the transition from childhood to adulthood presents additional challenges and barriers for young people and their families;
  - (c) Further opportunity for prosocial activities delivered through in a youth space could be beneficial in supporting health and wellbeing of children and young people;
  - (d) Current programming for young people is inconsistent and decentralised and the Hub could provide a focus for service providers and community groups to improve coordination and delivery of activities on the estate; and
  - (e) Further information is contained in Attachment 1 - Richmond Youth Space Business Plan.

### External Consultation

7. Targeted consultations with young people and their parents were also undertaken to inform the purpose of a Youth Hub for Richmond.
  - (a) In August 2018, the drum's Youth Peer Leader consulted around 20 young people aged 11 to 16 years who attend programs on the Richmond Housing Estate. The consultation explored why young people would go to a youth space, what they would like to see happen in the youth space and their preferences for service hours;

- (b) In addition to this feedback from young people, the drum also spoke to some of the participants' parents who said that their preference is for a youth hub on the estate;
- (c) In November 2018, the Drum conducted a consultation with 15 young people (8 to 16 years) from culturally and linguistically diverse backgrounds, who live on the Richmond Housing estate:
  - (i) The conversations with young people focused upon the Community Information Centre at 110 Elizabeth Street as a potential Youth Hub;
  - (ii) The participants considered the site an accessible and safe location;
  - (iii) Their parents already allow them to play in the area and they already regularly use the basketball court outside and occasionally use the Centre too;
  - (iv) They thought the space was small but that it could be improved through design to make a good youth hub;
  - (v) Whilst young male participants in the consultation were satisfied with the sports programs on the estate, the young women demonstrated strong interest in other programs that could be targeted for them. The young women suggested that a girls-only access for one day/night a week in the Hub would be well supported; and
  - (vi) The young women who were consulted with were highly engaged and appreciated that they were being consulted with and would like to continue to participate in the process.

8. External consultation and engagement with the Victorian Government and organisations for the development of a Richmond Youth Hub has involved:

- (a) Advocacy to the Local Member of Parliament and DHHS Deputy Secretary for support for the Hub and provision of community development resources to support activation of the Hub;
- (b) Meetings and discussions with Housing and Place Manager Richmond Estate, Department of Human Services and Health (DHHS) to identify potential sites, discuss community needs and DHHS expectations and requirements for this type of project;
- (c) Meetings on site with DHHS - Engineering Service (Buildings) to identify building issues that may impact upon the budget, design and works;
- (d) Meetings with representatives from Belgium Avenue Neighbourhood House and Carringbush Adult Education who manage or lease DHHS facilities that could potentially include the Youth Hub to discuss sites, potential impacts on other users of the facilities and programming opportunities arising from the Hub;
- (e) Discussion with Police Youth Liaison Officer, who runs the Blue Light program on Fridays at the estate, regarding potential sites and opportunities for collaborations to foster the development of a Youth Hub; and
- (f) Meetings with the Drummond Street, Manager, Youth & Community, Youth Peer Leaders and other staff regarding community needs, potential sites and programming opportunities arising from the Hub.

**Internal Consultation (One Yarra)**

9. A Project working group led by the Director Community Wellbeing has been established with representatives from Family Youth and Children's Services, Buildings and Corporate Planning and Performance. Further consultation with other branches will occur in later stages of the project, subject to Council's support.

**Financial Implications**

10. Council's financial contribution of \$185,000 to the Richmond Youth Hub is allocated in this financial year. The capacity of Council to deliver the desired outcome is also dependent upon project approval by the DHHS.

11. Chaulk Architects were engaged to provide concept design and estimates to consideration in the business plan. Attachment 2 presents the concept considerations and costs.
12. The concept design costs are derived from average rates per square meter from similar projects and advice from the architect's quantity surveyor:
  - (a) \$1,200 per square metre for a similar area;
  - (b) \$3,000 per square metre for a complex area;
  - (c) \$3,500 per square metre for wet areas; and
  - (d) \$800 per square metre for façade works.
13. Estimated budget for the two sites shortlisted for the Hub project shows that a financial contribution from DHHS may be required to deliver the project:
  - (a) 110 Elizabeth Street – footprint 82m<sup>2</sup> – estimated total project cost \$261,429; and
  - (b) The Factory – footprint 180m<sup>2</sup> – estimated total project cost \$385,000.
14. The concept design has elements that could be modified to reduce the cost of the project, such as optional façade works at 110 Elizabeth St. However, furniture and equipment is expected to cost an additional \$10,000.
15. The Business Plan is premised upon leveraging existing Council and community resources to engage with young people and service providers and organisations to activate the Youth Hub through:
  - (a) Delivery of Richmond Youth Program Grant for delivery of programs for children and young people aged from 8 to 21 years. The current grant recipient Drummond Youth Services (the Drum) was awarded \$85,000 for a three year term from 1 July 2017 to 30 June 2020; and
  - (b) Collaborations between Council and community service providers and organisations to run activities and support the development of the Hub.

### **Economic Implications**

16. No direct economic implications are addressed in this report however the Richmond Youth Hub could provide programs to support young people's engagement with learning and employment.

### **Sustainability Implications**

17. No specific sustainability implications considered in this report although the project may contribute to improved environmental performance of a facility. Wherever possible, sustainability design elements will be built into the project scope.

### **Social Implications**

18. The level of disadvantage on the estate suggests that the transition from childhood to adulthood presents additional challenges and barriers for young people and their families. An increase in protective factors in a community is linked to better health, wellbeing and life chance outcomes for young people. Further exploration of these issues can be found in attachment 1.
19. The sites considered in this Report largely lack accessible entrances and toilets and the proposed concept design will rectify these deficits.

### **Human Rights Implications**

20. The Hub will continue Council's commitment to responding to rights of children and young people to participate and to be heard and as outlined in the United Nations Declaration on the Rights of the Child and the Victorian Charter for Human Rights and Responsibilities.

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

21. Targeted consultations with young people from culturally and linguistically diverse communities and their parents has informed consideration of sites for the Richmond Youth Hub.

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

22. The proposed Richmond Youth Hub aligns to the Council Plan 2017-2021:
- (a) A Healthy Yarra - Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing; Provide opportunities for people to be involved in and connect with their community; and
  - (b) An Inclusive Yarra - Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community - Remain a highly inclusive municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues - Support community initiatives that promote diversity and inclusion.
23. The Richmond Youth Hub aligns to the strategic priorities for the Yarra 0 to 25 Plan for children and young people.

### **Legal Implications**

24. The business plan provides for a Memorandum of Understanding with DHHS (or an exchange of letters) to ensure the development, governance and operationalisation of the proposed Youth Hub on the estate.

### **Other Issues**

25. The proposed Business Plan objectives for the Richmond Youth Hub are:
- (a) Identify community needs and aspirations for the Richmond Youth Hub;
  - (b) Investigate potential spaces for a proposed Hub on the Richmond Housing Estate;
  - (c) Provide a recommended site and service model for the Hub;
  - (d) Identify key elements for a Memorandum of Understanding with DHHS for the development, governance and operationalisation of the Hub;
  - (e) Develop key elements for Shared Use protocols with the building manager and DHHS to ensure resources and the space are maintained for the Hub; and
  - (f) Specify Council programming commitments to the Hub.
26. The Business Plan identifies how the Richmond Youth Hub responds to needs and aspirations of children and young people. The extent of disadvantage, concerns about safety and level of interest by young people in the development of a Youth Hub suggests that the project responds to community needs and aspirations.
27. At this point in the project the Business Plan identifies a number of unresolved issues and risks that must be addressed after a site is achieved and project is accepted by the DHHS.
- (a) This includes an agreement or MOU with the DHHS should be developed to ensure Council's financial contribution to the hub that:
    - (i) Specifies the DHHS site for the Richmond Youth Hub;
    - (ii) Commits to develop the Hub in accordance with the detailed design and costs;
    - (iii) Accepts Council contribution of \$185,000 to the development of the Hub;
    - (iv) Specifies DHHS commitment to resourcing the development of the Hub and ongoing maintenance costs and operations;
    - (v) Specifies the days / times for which Youth Hub will operate;

- (vi) Commits to the following words in promotional material / signage - “This service is supported by Yarra City Council”;
- (vii) Agrees to support development of Shared Use protocols with Council and the building manager to establish and maintain access, scheduling and resources for the Youth Hub and relationships with other users of the site; and
- (viii) Commits to explore opportunities to integrate surrounding outdoor space with Hub.

**Site investigation and recommendation**

28. Several sites were investigated and rejected by officers as unsuitable for consideration in the Business Plan for the Hub:

- (a) Front of 110 Elizabeth St, Richmond:
  - (i) Not available for shared use at this point in time as it is heavily utilised; and
  - (ii) DHHS unable to advise if the site could be available in the future;
- (b) Community Hall - 106 Elizabeth St, Richmond:
  - (i) Heavily booked by regular user groups across the whole of the year;
  - (ii) Difficulty finding sufficient space for youth programs due to high demand for the site;
  - (iii) Existing configuration of space required to meet needs of different user groups;
  - (iv) Potential safety concerns due to regular and large gathering of drug affected visitors / residents near the Hall each afternoon and early evenings;
- (c) Office space – 106 Elizabeth St, Richmond:
  - (i) Location and small size of the space would limit options for youth programming;
  - (ii) Limited visibility of the space would impact upon opportunity to activate the space as a portal for youth information;
  - (iii) Potential safety concerns due to regular and large gathering of drug affected visitors / residents near the Hall each afternoon and early evenings;
- (d) Portable at Belgium Ave NH:
  - (i) Space is mainly used for classes during the day, but is free most evenings;
  - (ii) The Drum trialled an after school program at the site on Wednesday afternoons but participation was low due to low buy-in from families. Parents advise the Drum that they want youth activities on the estate;
  - (iii) Size limits programming options;
  - (iv) No toilet on site; and
  - (v) Portable is owned by Council but investment in this type of building was not recommended by Buildings Services.

**Options**

29. Two options are presented for consideration. Table below sets out the key elements of each option.

	<b>Option A</b>	<b>Option B</b>
Site	Community Information Centre, 110 Elizabeth Street, Richmond	The Factory. 19-21 Belgium Ave, Richmond
Site owner	DHHS	DHHS

	<b>Option A</b>	<b>Option B</b>
Site management	Carringbush Adult Education  Agreement with DHHS to manage bookings.	Belgium Avenue Neighbourhood House  Lease with DHHS; leases are managed by DHHS central office
Current users	Carringbush Adult Education, local resident groups.	Belgium Avenue Neighbourhood House and variety of community groups
Youth programs currently delivered at the site	Blue Light (community policing initiative)  Helping Hoops	Richmond Scenario Sessions (Theatre)  Groove Dance Program
Availability for additional future programming	3 x afternoons / early evening Monday, Tuesday and Wednesday Weekends	2 x afternoons / early evenings Thursday and Friday Weekends
Pros	<p>Located on the estate</p> <p>Passive supervision available</p> <p>Parents likely to permit children to attend activities because it is on the estate</p> <p>Close proximity to high-use basketball court</p> <p>Potential to create youth precinct and link indoor activities at the Hub with outdoor activities on the basketball court / outdoor areas.</p> <p>Current utilisation lower than most sites therefore impact of building works on users groups lesser than other sites</p> <p>Previously used by YMCA to deliver programs and known to young people and their families</p> <p>Suits allocated budget – cheaper construction costs.</p> <p>Consultations with small group of young people living on the estate indicates this is their preferred site.</p>	<p>Larger footprint 180m2</p> <p>Ability to host larger group activities</p> <p>Contains a recording studio (no equipment)</p> <p>Contains an enclosed outdoor courtyard space</p>
Cons	<p>Small footprint 82m2</p> <p>Large group activities (45+) need to be held elsewhere</p> <p>Close proximity to BBQ area that attracts outsiders to the estate</p>	<p>Not on the estate</p> <p>Parents unwilling to allow children to attend activities off the estate</p> <p>No connection to basketball court on the estate, which attracts a lot of young people</p>

	Option A	Option B
		Higher construction costs due to larger footprint.  Timing - DHHS would have to update lease with Belgium Ave Neighbourhood House before project could be approved.
Design options	Provides an alternative to the sporting type activities for youth people  Ensures visual link to the estate  Potential for landscape linkage to the basketball court  Facility façade could be transparent, visually permeable  Concept design considers DHHS engineering advice on building structure	Provides an alternative to the sporting type activities for youth people  Promote multi use of larger space when the Youth Hub is operating
Costs	Preliminary estimates construction costs \$225,000 total project \$261,500  <u>removing the optional facade works</u> <u>- total project cost is \$188,500</u>	Preliminary estimates construction costs \$332,500 total project costs \$385,000

30. On balance, officers recommend progressing with Option A because the site provides opportunities for:
- (a) Flexible use with large and small rooms in the facility suitable for youth and other activities;
  - (b) Passive surveillance of Hub activities by parents concerned about their children travelling beyond the estate for after school activities and on the weekends;
  - (c) Developing a new Youth Hub by building on links with two successful programs and providers already engaging with local children and young people and their parents;
  - (d) Promoting a precinct approach between the estate and surrounding area – primary school, the Factory – through programming and links between providers; and
  - (e) Demonstrating to children and young people that we have listened to their views and providing opportunity to influence implementation of programs at the Hub.
31. If the DHHS does not provide a capital financial contribution to the Hub, option A could be modified if the façade works are removed and further design adjustments made.

**Conclusion**

32. The Richmond Youth Hub is an opportunity to provide a safe space to develop and deliver programs and activities for young people. Site selection will enable officers to progress further discussion with the DHHS.
33. Commitment by the DHHS to the project and provision of resources is important to the success of the Hub. The business plan is premised upon DHHS commitment to the Hub and further engagement with young people and community stakeholders in the design and development of the Hub.

## RECOMMENDATION

1. That Council:
  - (a) authorise officers to progress works on Option 1 – Community Information Centre – as the preferred site for Council’s contribution to the development of a youth space on the Richmond Housing Estate.
  - (b) authorise officers to enter into formal negotiations, including an MOU agreement with DHHS for the development and delivery of the project; and
  - (c) endorse the Richmond Youth Space Business Plan attached to this report as attachment 1.

**CONTACT OFFICER:** Lisa Wilkins  
**TITLE:** Coordinator Service Planning & Development  
**TEL:** 9205 5472

### Attachments

- 1⇒ Richmond Youth Space - Business Plan Draft
- 2⇒ Richmond Youth Hub - Proposed Concept Design and Costs

---

## **11.11 Report on Assemblies of Councillors**

---

Trim Record Number: D18/211569

Responsible Officer: Group Manager Chief Executive's Office

### **Purpose**

1. To provide a report on Assemblies of Councillors.

### **Background**

2. The *Local Government Act 1989* (The Act) requires that ... "The Chief Executive Officer must ensure that the written record of an Assembly of Councillors is, as soon as practicable:
  - (a) reported at an ordinary meeting of the Council; and
  - (b) incorporated in the minutes of that Council meeting.....".
3. This report includes all Assemblies of Councillors reported to the Governance Department at the cut-off date that have not already been reported to Council. Assemblies held prior to the cut-off date that are not included here will be included in the next report to Council.

### **Consultation**

4. Not applicable.

### **Financial Implications**

5. Not applicable.

### **Economic Implications**

6. Not applicable.

### **Sustainability Implications**

7. Not applicable.

### **Social Implications**

8. Not applicable.

### **Human Rights Implications**

9. Not applicable.

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

10. Not applicable.

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

11. Not applicable.

### **Legal Implications**

12. The Act requires the above information be reported to a formal Council Meeting and also be recorded into the Minutes of the Council.

### **Other Issues**

13. Not applicable.

### **Options**

14. Nil.

### **Conclusion**

15. That Council formally note and record the Assemblies of Councillors report as detailed in **Attachment 1** hereto.

## RECOMMENDATION

1. That Council formally note and record the Assemblies of Councillors report as detailed in ***Attachment 1*** hereto.

**CONTACT OFFICER:** Mel Nikou  
**TITLE:** Administration Officer - Governance Support  
**TEL:** 9205 5158

## Attachments

- 1 [⇒](#) Report on Assemblies of Councillors - 11 December 2018

---

## 12.1 Notice of Motion No. 17 of 2018 - ICAN Cities Appeal

---

Trim Record Number: D18/213241

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 December 2018:

*“That in the matter of the International Campaign to Abolish Nuclear Weapons (ICAN), originally established in Australia in 2007 and awarded the 2017 Nobel Peace Prize for their ground-breaking efforts to achieve a global treaty for the prohibition of nuclear weapons, Council:*

- (a) congratulate ICAN on their historic achievement and contribution toward global nuclear disarmament;*
- (b) endorse the ICAN Cities Appeal which states that:  
"Our city is deeply concerned about the grave threat that nuclear weapons pose to communities throughout the world. We firmly believe that our residents have the right to live in a world free from this threat. Any use of nuclear weapons, whether deliberate or accidental, would have catastrophic, far-reaching and long-lasting consequences for people and the environment. Therefore, we warmly welcome the adoption of the Treaty on the Prohibition of Nuclear Weapons by the United Nations in 2018, and we call on our national government to sign and ratify it without delay"; and*
- (c) request the Mayor to write to the Foreign Affairs Minister calling for the Federal Government to sign and ratify the Treaty on behalf of the Australian people.”*

### BACKGROUND

The International Campaign to Abolish Nuclear Weapons (ICAN), originally established in Australia in 2007, was recently awarded the 2017 Nobel Peace Prize for their ground-breaking efforts to achieve a global treaty for the prohibition of nuclear weapons.

On 7 July 2017, 122 nations voted to adopt the Treaty on the Prohibition of Nuclear Weapons.

To date, the Treaty has been signed by 69 nations and ratified by 19 nations. Once ratified by 50 nations, it will enter into force.

While the Australian Government supports the goal of a world free of nuclear weapons, it has not yet signed or ratified the Treaty.

Cities in the United States independently began to add their support to this cause, and inspired by them, ICAN has launched the Cities Appeal, a campaign for towns and cities to voice their concern about the consequences of nuclear weapons and endorse the Treaty.

Yarra City Council is a long-term member of Mayors for Peace, an international organisation which calls for nuclear disarmament. It also declared a “Nuclear Free Zone” many years ago and has a proud history of opposing the use and proliferation of nuclear weapons.

As part of its Cities Appeal (***Refer details below***). ICAN is approaching a large number of Councils to support their appeal.



### About the Appeal

Nuclear weapons pose an unacceptable threat to people everywhere. This is why, on 7 July 2017, 122 nations voted to adopt the Treaty on the Prohibition of Nuclear Weapons. All national governments are now invited to sign and ratify this crucial global agreement, which prohibits the use, production and stockpiling of nuclear weapons and lays the foundations for their total elimination. Cities and towns can help build support for the treaty by endorsing the ICAN Cities Appeal.

### Text of the Appeal

*“Our city/town is deeply concerned about the grave threat that nuclear weapons pose to communities throughout the world. We firmly believe that our residents have the right to live in a world free from this threat. Any use of nuclear weapons, whether deliberate or accidental, would have catastrophic, far-reaching and long-lasting consequences for people and the environment. Therefore, we warmly welcome the adoption of the Treaty on the Prohibition of Nuclear Weapons by the United Nations in 2017, and we call on our national government to sign and ratify it without delay.”*

### How to endorse the Appeal

The mayor or administrator of the local government should send an email to [info@icanw.org](mailto:info@icanw.org) indicating that the city/town has agreed to endorse the ICAN Cities Appeal. This appeal is for local governments of cities/towns in nations that have not yet ratified the Treaty on the Prohibition of Nuclear Weapons.

### Suggestions for further action

- 1. Write to the national government:** Inform the foreign minister or other relevant official that your city/town has endorsed the ICAN Cities Appeal.
- 2. Inform the media:** Issue a press release announcing that your city/town has joined the call for the national government to sign and ratify the UN Treaty on the Prohibition of Nuclear Weapons.
- 3. Inform your residents:** Distribute information or hold a public exhibition about the threat of nuclear weapons and global efforts to eliminate this threat.
- 4. Divest public funds:** Take steps to ensure that funds administered by your city/town are not invested in companies that produce nuclear weapons. See [www.dontbankonthebomb.com](http://www.dontbankonthebomb.com).

## RECOMMENDATION

1. That in the matter of the International Campaign to Abolish Nuclear Weapons (ICAN), originally established in Australia in 2007 and awarded the 2017 Nobel Peace Prize for their ground-breaking efforts to achieve a global treaty for the prohibition of nuclear weapons, Council:
  - (a) congratulate ICAN on their historic achievement and contribution toward global nuclear disarmament;
  - (b) endorse the ICAN Cities Appeal which states that:  
*"Our city is deeply concerned about the grave threat that nuclear weapons pose to communities throughout the world. We firmly believe that our residents have the right to live in a world free from this threat. Any use of nuclear weapons, whether deliberate or accidental, would have catastrophic, far-reaching and long-lasting consequences for people and the environment. Therefore, we warmly welcome the adoption of the Treaty on the Prohibition of Nuclear Weapons by the United Nations in 2018, and we call on our national government to sign and ratify it without delay";* and
  - (c) request the Mayor to write to the Minister for Foreign Affairs, calling for the Federal Government to sign and ratify the Treaty on behalf of the Australian people.

---

## 12.2 Notice of Motion No. 18 of 2018 - Parking

---

Trim Record Number: D18/213356

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor James Searle, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 December 2018:

*"That:*

- (a) Council receive a report in the first quarter on Parking;*
- (b) A budget bid be prepared for the 2019/2020 budget for a deliberative engagement process on Parking; and*
- (c) The deliberative engagement process include:*
  - (i) a public forum on parking challenges and opportunities, to be held in the 2019 calendar year with a suitably qualified independent expert engaged to provide information, relevant data and, answer questions alongside Council officers; and*
  - (ii) a demographically representative deliberative decision-making process (e.g. community panel)."*

### RECOMMENDATION

1. That:

- (a) Council receive a report in the first quarter on Parking;
- (b) A budget bid be prepared for the 2019/2020 budget for a deliberative engagement process on Parking; and
- (c) The deliberative engagement process include:
  - (i) a public forum on parking challenges and opportunities, to be held in the 2019 calendar year with a suitably qualified independent expert engaged to provide information, relevant data, and answer questions alongside Council officers; and
  - (ii) a demographically representative deliberative decision-making process (e.g. community panel).

---

**12.3 Notice of Motion No. 19 of 2018 - Management of Plane Trees within Yarra**

---

Trim Record Number: D18/213358

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor Misha Coleman, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 December 2018:

*“That in noting the City of Yarra Street Tree Policy and the Urban Forest Strategy, Council:*

- (a) seek a report to the February 2019 meeting cycle on the management of London and other species of plane trees within the City of Yarra; and*
- (b) request that the report include:*
  - (i) an actual calculation of the proportion of Yarra’s current tree stock that is made up of plane tree species;*
  - (ii) a desired percentage target for plane tree species across the tree stock within Yarra; and*
  - (iii) a recommendation on how the desired target will be achieved and the timelines thereof.”*

**RECOMMENDATION**

- 1. That in noting the City of Yarra Street Tree Policy and the Urban Forest Strategy, Council:
  - (a) seek a report to the February 2019 meeting cycle on the management of London and other species of plane trees within the City of Yarra; and
  - (b) request that the report include:
    - (i) an actual calculation of the proportion of Yarra’s current tree stock that is made up of plane tree species;
    - (ii) a desired percentage target for plane tree species across the tree stock within Yarra; and
    - (iii) a recommendation on how the desired target will be achieved and the timelines thereof.

---

**12.4 Notice of Motion No. 20 of 2018 - Trial Closure of Occasional Care Service at Leisure Centres**

---

Trim Record Number: D18/213360

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor Misha Coleman, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 December 2018:

*“That in the matter of Council’s determination to trial the closure of the occasional child-care services at the City of Yarra’s Fitzroy and Collingwood Leisure Centres and, having regard to concerns raised by a number of users of the Occasional Care Centres in Fitzroy and Collingwood, relating to the 6 month trial of flexible casual care, Council:*

- (a) agree to modify the trial to enable the continuation of occasional child-care services at the City of Yarra’s Fitzroy Pool for the duration of the trial period, thereby running the trial at Collingwood only;*
- (b) re-allocate the amount of \$43,675 which is the cost of operating the Fitzroy Occasional Care under the current model;*
- (c) request that the services at Fitzroy and Richmond be more actively promoted through Yarra’s network of maternal and child health centres and through maternal and child health nurses; and*
- (d) request that the services at Fitzroy and Richmond also be actively promoted through the electronic and print-based materials that are produced/sent out by those centres.”*

**Background:**

Following the Council resolution on 2 October, 2018 to close the occasional child care services at Collingwood and Fitzroy Leisure Centres to enable a 6-month trial of flexible casual care, users of those services who are largely mothers with young children, have now been made aware of this impending closure. Some of the current users of this service had not been consulted about the plans to cease the service for a 6-month period and have indicated that the trial will precludes them from participating in gym and pool-based activities.

**RECOMMENDATION**

1. That in the matter of Council’s determination to trial the closure of the occasional child-care services at the City of Yarra’s Fitzroy and Collingwood Leisure Centres and, having regard to concerns raised by a number of users of the Occasional Care Centres in Fitzroy and Collingwood, relating to the 6 month trial of flexible casual care, Council:
  - (a) agree to modify the trial to enable the continuation of occasional child-care services at the City of Yarra’s Fitzroy Pool for the duration of the trial period, thereby running the trial at Collingwood only;
  - (b) re-allocate the amount of \$43,675 which is the cost of operating the Fitzroy Occasional Care under the current model;
  - (c) request that the services at Fitzroy and Richmond be more actively promoted through Yarra’s network of maternal and child health centres and through maternal and child health nurses; and
  - (d) request that the services at Fitzroy and Richmond also be actively promoted through the electronic and print-based materials that are produced/sent out by those centres.