City of Melville

MINUTES
ORDINARY COUNCIL MEETING

6:30 PM Tuesday, 21 May 2024

Held in the Council Chambers, Melville Civic Centre,
10 Almondbury Road, Booragoon

The City of Melville acknowledges the Bibbulmun people as the Traditional Owners and custodians of the lands on which the City stands today and pays its respect to the Whadjuk people, and Elders both past, present and emerging.

Minutes to be confirmed at the next Ordinary Council Meeting
These minutes are hereby confirmed as true and accurate

Mayor K Mair _____ Date 18/6/2024



Our Vision
Engaging with our diverse community to achieve an inclusive, vibrant and sustainable future.

Our Mission
To provide good governance and quality services for the City of Melville community.

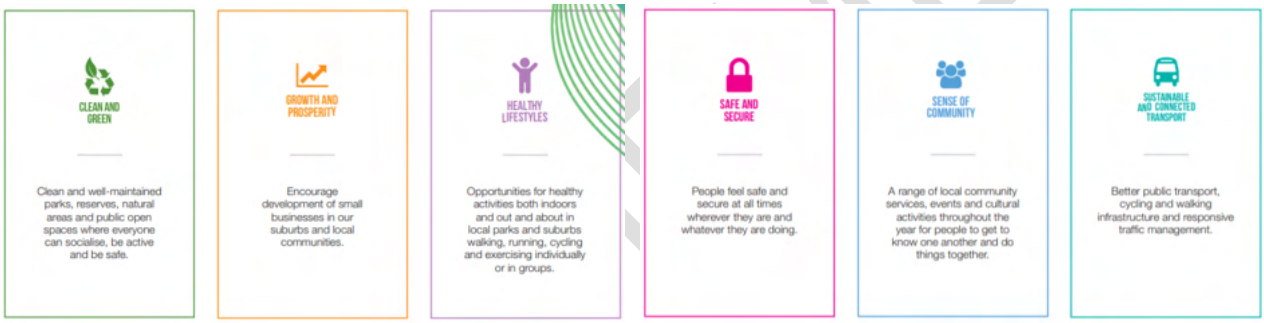
Our Values

Excellence
Striving for the best possible outcomes

Participation
Involving, collaborating and partnering

Integrity
Acting with honesty, openness and with good intent

Caring
Demonstrating empathy, kindness and genuine concern



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The nature of the Council's decision making role in the matter:

Advocacy	*When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
Executive	*The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
Legislative	*Includes adopting local laws, town planning schemes & policies.*
Review	*When the Council operates as a review authority on decisions made by Officers for appeal purposes.*
Quasi-Judicial	*When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*

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1 OFFICIAL OPENING

The Presiding Member welcomed those in attendance to the meeting, officially declared the meeting open at 6:30pm and invited Cr T Lee to read the Acknowledgement of Country and advised those present of the Disclaimer, the Affirmation of Civic Duty and Responsibility and the Audio Recording Advice.

2 ATTENDANCE AND APOLOGIES

In Attendance

K Mair	Mayor

Councillors	Ward
Cr T Fitzgerald	Palmyra - Melville - Willagee Ward
Cr G Barber (*from 6:38pm – 8:05pm*)	Bicton - Attadale - Alfred Cove Ward (*electronic attendance*)
Cr J Edinger	Bicton - Attadale - Alfred Cove Ward
Cr N Robins	Bateman - Kardinya - Murdoch Ward
Cr C Ross	Applecross - Mount Pleasant Ward
Cr J Spanbroek	Bull Creek - Leeming Ward
Cr M Woodall (*until 8:05pm*)	Bull Creek - Leeming Ward *(electronic attendance)*
Cr D Lim	Applecross - Mount Pleasant Ward
Cr S Hong	Bateman - Kardinya - Murdoch Ward
Cr S Green	Central Ward
Cr T Lee	Central Ward

Officers

Ms G Bowman	Chief Executive Officer
Mr M McCarthy *(until 8:21pm)*	Director Environment & Infrastructure
Ms M Pickering *(until 8:21pm)*	Director Community Development
Mr G Ponton *(until 8:21pm)*	Acting Director Planning *(electronic attendance)*
Mr I Aiyathurai *(until 8:21pm)*	Manager Financial Services
Ms C Newman	Head of Governance
Ms M Smith Poulton *(until 8:40pm)*	Governance Officer
Ms N Wu *(until 8:40pm)*	Acting Governance Officer

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At the commencement of the meeting:

Public Gallery	78
Electronic	20
Press	0

Apologies

Cr K Wheatland	Melville - Willagee Ward

On Approved Leave of Absence

Nil.

At 6:32pm, the Presiding Member acknowledged the attendance of Ms Kim Giddens, Member for Bateman, MLA.

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3 DECLARATIONS BY MEMBERS

3.1 Declarations by Members who have not read and given due consideration to all matters contained in the business papers presented before the Meeting

Nil.

3.2 Declarations by Members who have received and not read the Elected Members Bulletin

Nil.

4 ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

Approved Deputations

Nil.

Approved Written Submissions

Nil.

5 DISCLOSURE OF INTEREST

5.1 Financial or Proximity Interests

Under sections 5.60A and/or 5.60B of the *Local Government Act 1995*

E24/30 Response to Petition - Traffic Treatment Options - Wheatley Drive, Bull Creek	
Name	Cr J Spanbroek
Nature of interest	Proximity Interest
Item description	Cr J Spanbroek will leave the meeting.

E24/29 Public Open Space - The Esplanade Mt Pleasant	
Name	Cr T Lee
Nature of interest	Financial and Proximity Interest
Item description	Cr T Lee will leave the meeting.

C24/155 – Confidential Staff Matter	
Name	Ms G Bowman, Chief Executive Officer
Nature of interest	Financial Interest
Item description	Ms G Bowman will leave the meeting.

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5.2 Disclosure of Interest that may cause a Conflict

Under 22 *Local Government (Model Code of Conduct) Regulations 2021* or a City of Melville Code of Conduct)

C24/147 New Long Term Lease Agreements	
Name	**Cr S Hong**
Nature of interest	Interest under Code of Conduct – social club member
Item description	Cr S Hong will stay, discuss and vote.
Name	**Cr D Lim**
Nature of interest	Interest under Code of Conduct – social club member
Item description	Cr D Lim will stay, discuss and vote.
Name	**Cr S Green**
Nature of interest	Interest under Code of Conduct – plays at the club occasionally.
Item description	Cr S Green will stay, discuss and vote.
Name	**Mayor K Mair**
Nature of interest	Interest under Code of Conduct – social club member
Item description	Mayor K Mair will stay, discuss and vote

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6 PUBLIC QUESTION TIME

At 6:35pm the Presiding Member opened Public Question Time.

6.1 Questions Received with Notice

6.1.1 City of Melville Residents and Ratepayers Association

As a representative from the City of Melville Residents and Ratepayers Association was not in attendance, the Mayor ruled that the questions and responses would be included in the minutes and not read out, in accordance with clause 6.7(7)(d) of the *City of Melville Local Government (Meeting Procedures) Local Law 2022*.

Preamble to Questions 1 to 10:

Council's current Delegations and Authorisations Manual (https://www.melvillecity.com.au/our-city/our-council/governance-and-accountability/delegations-and-authorisations-manual) specifies on page 16 that the Director of Community Development's (CEO Bowman's previous role) and the Director Planning's (Mr Peter Varelis) directorates have administration, policing, compliance, enforcement accountabilities for parts of Council's Health Local Laws 1997 (https://www.melvillecity.com.au/our-city/publications-and-forms/management-services/health-local-laws), as shown:

Council's Health Local Law 1997 contains 10 parts with various divisions:

1. ***Preliminary***
2. ***Sanitation*** *(1. Sanitary Conveniences, 2. Bathroom, Laundries and Kitchens)*
3. ***Housing and General*** *(1. Maintenance of Houses, 2. Ventilation of Houses, 3. Water Supply, 4. Secondhand Furniture, Bedding and Clothing, 5. Morgues)*
4. ***Waste Food and Refuse*** *(1. Liquid Refuse, 2, Disposal of Refuse, 3. Transport of Butchers Waste)*
5. ***Nuisances and General*** *(1. Nuisances, 2. Keeping of Animals, 3. Keeping of Large Animals. 4. Keeping of Poultry and Pigeons, 5. Car Parks)*
6. ***Pest Control*** *(1. Flies, 2. Mosquitoes, 3. Rodents, 4. Cockroaches, 5. Argentine Ants, 6. European Wasps, 7. Bee Keeping, Arthropod Victors of Disease)*
7. ***Infectious Diseases*** *(1. General Provisions, 2. Disposal of used condom and needles, 3. Skin Penetration)*
8. ***Lodging Houses*** *(1. Registration, 2. Construction and Use requirements, 3. Management and Care)*
9. ***Offensive Trades*** *(1. General, General Duties of an Occupier, 3. Fish Premises, 4. Flock Factories, 5. Laundries, Dry Cleaning Establishments)*
10. ***Offences and Penalties*** *(Penalties)*

The Council has resolved in its Delegations and Authorisations Manual that "Records of exercise of delegated authority and associated contracts to be retained in ECM index: COUNCIL ADMINISTRATION – Delegated Authority – Exercises 5.119 P Appropriate subject index for decision".

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Question 1:

When did Council last undertake a thorough review of its Health Local Law 1997, and when is its next review scheduled?

Response 1:

The last full review of the *Health Local Law 1997* was undertaken in 2016 – Minutes OMC 16 August 2016, see page 31. At this time the Health Local Law was retained given the staged implementation of the new *Public Health Act 2016* by the Department of Health.

A review of the City's Health Local Law commenced in November 2023 and coincides with the new Public Health Act implementation. It is anticipated that the review will be completed by the end of 2024.

The new Public Health Act is being implemented in a staged approach by the WA State Government, with Stage 5 expected to start from June 2024. Stage 5C will repeal Local Law provisions in the *Health (Miscellaneous Provisions) Act 1911* and this is anticipated to be completed by the end of 2026.

Question 2:

Where in the Delegations and Authorisations Manual is the Manager Healthy Melville assigned any specific delegations and authorities, as we can't find any?

Response 2:

The Manager Healthy Melville is assigned general delegations being DA-016, DA-028, DA-031 and DA-046. The Manager has three authorisations, which are under the *Local Government Act 1995*, the Parking Local Law and the Property Local Law.

Question 3:

Which specific Parts/Divisions are the accountability of the Community Development vs Planning directorates?

Response 3:

The Parts/Divisions of the *Health Local Law 1997* are the accountability of the City's Environmental Health Services team, which is within the Building and Environmental Health Services team.

Question 4:

How many Lodging Houses and Offensive Trade Premises does the City currently have registered, and where are they?

Response 4:

The City has one (1) registered lodging house based in Kardinya. The City has a register of four (4) Offensive Trades, where two (2) are located in Murdoch and two (2) are located in Myaree.

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Question 5:

How many times has the City, for each Part/Division, for each year since January 2014 to YTD:

- *Proactively initiated compliance inspections or monitoring;*
- *Had to obtain a warrant to enter a premises or property;*
- *Received a complaint;*
- *Commenced a compliance investigation;*
- *Issued letters, educationals, reminders, warning or the like for alleged non-compliances;*
- *Had to execute work itself to remedy non compliances;*
- *Issued penalties for non-compliances; and*
- *Not resolved complaints to the complainant's satisfaction?*

Response 5:

There are 10 Parts to the Health Local Law, with each part containing several Divisions. The City does not collect information at the level and detail requested and is unable to allocate resources to undertake the extensive research required, in order to provide a response.

Question 6:

What is the total sum of all penalties issued since January 2014, and how much was collected?

Response 6:

Since January 2014, the City has not issued penalties pursuant to the Health Local Law due to the limitations of the prescribed penalties and enforcement options. For escalated health compliance matters, the City considers pursuing legal action under other available legislation.

Question 7:

Has the City ever commenced any legal action through the Courts in relation to any non-compliance, remedial work, cost recovery, or penalties issued? If so, what and when?

Response 7:

As per the response to question 6, the City pursues legal action under other legislation.

Question 8:

How many unique complaints and compliance activities in relation to the Health Local Law are currently active?

Response 8:

There are 18 Health Local Law enquiries currently under review by the City.

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Question 9:

If the City has any proactive inspection and monitoring regimes for each Part/Division, what are they?

Response 9:

Proactive compliance checks, carried out by authorised City Officers, are conducted on a random and routine basis, dependent on operational requirements and available resources.

Question 10:

How many of all the activities mentioned in Question Five above for each year since January 2010, can be attributed to the Mt Pleasant (word removed) hoarding house as reported statewide in February and March 2024 by 7 News?

Response 10:

This question relates to a private property and a significant number of compliance matters and investigations with other agencies that have been undertaken over a 14 year period. The City does not collect information at the level and detail requested and is unable to allocate resources to undertake the extensive research required, in order to provide a response.

6.1.2 Mr G Wieland, Bicton

As Mr G Wieland or a representative was not in attendance, the Mayor ruled that the questions and responses would be included in the minutes and not read out, in accordance with clause 6.7(7)(d) of the *City of Melville Local Government (Meeting Procedures) Local Law 2022*.

Preamble:

This question relates to the Ordinary Meeting of Council Item E24/29 Public Open Space The Esplanade Mt Pleasant.

Question 1:

If both The Esplanade and Moreau Mews City land investments are converted into Public Open Space, what would the approximate increase be, required on residential rates per year to recoup the combined capital losses on land, yearly lease income losses, rate losses, plus the initial capital to construct parks(s) and yearly park maintenance?

Response 1:

This question will be taken on notice and a response provided in the Agenda for the Ordinary Meeting of Council to be held on Tuesday, 18 June 2024.

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6.1.3 Ms F Meyerkort, Mount Pleasant

As Ms F Meyerkort or a representative was not in attendance, the Mayor ruled that the questions and responses would be included in the minutes and not read out, in accordance with clause 6.7(7)(d) of the *City of Melville Local Government (Meeting Procedures) Local Law 2022*.

Preamble:

In 2023 I attended an information session re the proposed park at 13 The Esplanade Mount Pleasant. I was disappointed that a recission motion had been considered in early 2024.

Question 1:

What is the budget for The Esplanade Park and which City of Melville reserve fund will the funding be drawn from?

Response 1:

Report E24/29 POS The Esplanade Mount Pleasant is seeking $1,700,000 over the 2023-2024 ($100,000) and 2024-2025 ($1,600,000) financial years for The Esplanade POS work, which is proposed to be funded from the Public Open Space and Urban Forest Reserve. The Officer recommendation requires an absolute majority decision by Council.

6.1.4 Ms P Samson, Applecross

As Ms P Samson or a representative was not in attendance, the Mayor ruled that the questions and responses would be included in the minutes and not read out, in accordance with clause 6.7(7)(d) of the *City of Melville Local Government (Meeting Procedures) Local Law 2022*.

Question 1:

Considering the Canning Bridge Activity Plan Executive Summary states that there will be 4,000 dwellings in the Canning Bridge Precinct by 2031, what will be the annual rates revenue to the City of Melville by 2031 from the Canning Bridge Precinct?

Response 1:

This question will be taken on notice and a response provided in the Agenda for the Ordinary Meeting of Council to be held on Tuesday, 18 June 2024.

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6.1.5 Ms E O'Neill on behalf of Ms S Flis, Applecross

Question 1:

What is the final count of signatures on the petition requesting that the Council vote in favour of the Officers Recommendation to approve the design concept and budget for the Esplanade Park?

Response 1:

At this stage our approximate final figure 2,735, of those 162 non-residents. That includes a page of the petition received at the May Ordinary Meeting of Council.

At 6:38pm, Cr G Barber entered the meeting electronically.

6.1.6 Mr M Danswan, Bull Creek

Preamble for Questions 1 to 2:

This question relates to the proposed work to Wheatley Drive.

Question 1:

Have you seriously engaged with the community about this and what we want. This impacts more than those on Wheatley Drive.

Response 1:

The City initially responded to resident complaints about traffic speed and investigated a range of options to reduce traffic speeds, which resulted in letters sent to affected residents (mainly on Wheatley Drive and intersections) to seek feedback on proposed traffic calming measures under consideration.

A petition was subsequently received by the City seeking a range of other traffic calming options that the City investigated, some of which were not feasible or cost effective.

The level of community consultation that the City has undertaken for Wheatley Drive is considered adequate for the traffic treatments proposed and the extent of traffic speed experienced on this road

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Question 2:

For those living near to the proposed speed bumps have you considered the safety issues these create and what consultation has taken place?

Response 2:

The dominant speed reduction measure relates to the raised intersections, which are complemented by the speed plateaus.

The City is proposing speed plateaus which have been shown to be less intrusive but effective. Speed plateaus are being increasingly installed by the City for this reason and are aimed at reducing vehicle speeds to save lives.

In regards to consultation, refer to the response to Question 1.

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6.2 Questions Received at the Meeting

6.2.1 Mr M Danswan, Bull Creek

Question 1:

What is the number of people that responded to the original traffic request versus the number that signed the petition, and what is the representation of the number of people that signed the initial request, versus the number of households that you sent it to?

Response 1:

This question will be taken on notice and a response provided in the Agenda for the Ordinary Meeting of Council to be held on Tuesday, 18 June 2024.

Question 2:

So there is no separate consultation for those people, that like myself are affected and will be on the end of one of your proposed speed plateaus ?

Response 2:

The Director Environment and Infrastructure advised that this item is before the Council for consideration at this meeting and invited Mr Danswan to meet with him in the near future to discuss the design and how it will contribute to the desired traffic calming.

6.2.1 Ms D Gordin, Booragoon

Question 1:

Given there has been public notice of a proposed POS at 13 Esplanade, Mt Pleasant. Has the City notified the residents there is a plan to remove the funding for the POS?

Response 1:

The agenda item is considering the allocation of budget funds to develop the Public Open Space at 13 The Esplanade. There has been no decision at this time regarding funding for the park therefore no notification processes have been undertaken.

6.2.2 Mr S Douglas, Applecross

Question 1:

What confidence or support does Council think it has from the community given the debate about rescinding POS in both Mt Pleasant and Applecross?

Response 1:

The Council will consider at this meeting the allocation of budget funds to develop the site at 13 The Esplanade.

Question 2:

Which Councillors who were recently elected, expressed their desire or thoughts, in their election documentation, a view to rescind the POS?

Response 2:

At 6:47pm, the Presiding Member ruled that this was a statement and encouraged the Mr Douglas to discuss with individual Elected Members outside of the Council meeting.

6.2.3 Mr T Gourlay, Mount Pleasant

Question 1:

Has the City of Melville at anytime joined up to, or planned to join up to, the global C40 initiative?

Response 1:

The City is not a member of the C40.

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Question 2:

What expense has it cost the City of Melville, if any, to be a member of the Global Covenant of Mayors for Climate & Energy (GCoM)?

Response 2:

There was no cost to sign up to the Global Covenant of Mayors. The City reports its emissions and climate action data to the Carbon Disclosure Project (CDP) each year to provide international transparency and this automatically reports through to the GCoM, so there is no extra work required in being a signatory to GCoM.

6.2.4 Mr T Gourlay on behalf of Ms A Gourlay, Mount Pleasant

Question 1:

What justification can the City of Melville give for spending over $50,000 of rate payers money in the past year on video surveillance technology?

Response 1:

It is unclear how the proposed value of $50,000 expenditure has been identified. Video surveillance technology expenditure across the City culminates installation and preventative maintenance of fixed CCTV systems on city-owned buildings, Community Safety Service (CSS) vehicle and Officer body camera devices, and maintenance, deployment and monitoring of a city-owned CCTV trailer and leased mobile units.

Annual preventative maintenance to fixed CCTV on city-owned buildings is contracted to Satellite Security at $5,800 per year. This includes cleaning the camera lenses and checking operation every 6 months. There are some other operational costs to CCTV on buildings which includes ad-hoc reviewing and retrieval of footage, and the occasional reactive maintenance item, e.g. vandalism or replace parts that aren't working, however these costs are minimal. The main purpose of this video surveillance technology is asset protection.

CSS related use of video surveillance primarily relates to community safety outcomes and expenditure year on year is minimal, fully funded through the ratepayer contributed levy. By way of example, the CCTV trailer was acquired as per recommendation of the City's Safer Melville Advisory Committee at a purchase price of ~ $32,000 in 2018 and costs the city $2,000 p/year to maintain, deploy and monitor. The introduction of Officer body worn cameras for select staff is one measure the city has taken in fulfilling our obligations to ensuring staff safety.

Question 2:

And what main issues is the City of Melville hoping to tackle through the large scale instalments of this technology across the council area?

Response 2:

Monitoring technology can play a crucial role in facilitating positive community outcomes in a variety of areas including community safety, public realm enhancement and safeguarding of assets, sustainability, business improvement, economic development, and enhanced service delivery.

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In the realm of Community Safety, the city pursues the aspiration of creating a 'Safe and Secure' environment through a range of strategies, with monitoring technology, such as Closed Circuit Television Systems (CCTV), being among them. While it is acknowledged that complete prevention of crime may not be feasible, monitoring technology plays a role in situational crime prevention and is utilised by the city alongside other interventions rather than a standalone crime prevention measure.

6.3 Questions Taken on Notice at Previous Meeting

6.3.1 Mr M Drake, Booragoon

The following questions taken on notice at the Ordinary Meeting of Council held on Tuesday, 16 April 2024 were received from Mr M Drake. The questions were raised in relation to item C24/128 – Melville City Centre Bushfire Management.

Question 1:

Will the planned spring survey be conducted prior to any clearing (i.e. vegetation reduction), as recommended on page 7 of the Reconnaissance Flora and Vegetation Survey, 10 Almondbury Rd, Booragoon (Attachment 3)?

Response 1:

Yes, a spring survey will be conducted in 2024 to target declared rare flora species such as the Grand Spider Orchid.

Question 2:

The Officer Advice Note (Attachment 4) published on 12 April 2024 refers to "minimal fuel state" however the Motion refers to "low threat vegetation status". Are these terms equivalent and if not how are they different?

Response 2:

Yes, these terms are interchangeable and has the same meaning.

Question 3:

Has the Council confirmed the total area of the canopies of the six large, mature Jarrah and Marri trees (locations per Figure 4 of Attachment 3) is less than the 15% of the area referred to in the Officer Advice Note? If the canopies cover more than 15% how will Council achieve a minimal fuel load / low threat vegetation status?

Response 3:

A more detailed site plan will be prepared by the City and be informed by the spring survey, together with the required management response aimed at minimising impact on conservation values whilst managing fuel loads.

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Question 4:

On the assumption that the six large, mature Jarrah and Marri trees are retained, would most of the Banksia, She-oak and other marri and jarrah trees growing in the area need to be removed to achieve the low threat vegetation status.

Response 4:

As advised in response 3 above, a more detailed site plan will be prepared by the City and be informed by the spring survey, together with the required management response aimed at minimising impact on conservation values whilst managing fuel loads.

Question 5:

The Location Plan (Attachment 2) shows a red boundary line running approximately 18m back into the bushland from the path to the West of the southern part of the Civic Centre and the southern car park. I'm sure many, if not most, residents would consider the area between the red boundary line and the fence to be part of Wireless Hill, however this area appears to be within the Civic Centre site. Is this area considered a "vegetated portion of the Civic Centre site" and therefore subject to the measures proposed under the motion.

Response 5:

No, this area is not part of the vegetated portion of the Civic Centre site and is part of the Yagan Mia - Wireless Hill reserve.

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6.3.2 Ms S Smith, Mount Pleasant

The following question was taken on notice at the Ordinary Meeting of Council held on 19 March 2024:

Preamble:
At the previous meeting, I questioned the library classification of comic books containing explicit content. I was advised that all content in the library collection had been approved for distribution by the Australian Classification Board.

Yes, all may have been approved for distribution but that's only one part of the truth! The fact is that not all publications get checked by the Board prior to distribution.

Last year, after mounting public pressure, the Board decided to review some explicit comics previously unchecked. Its decision? Around half were deemed to be: Illegal, restricted pornography!

In fact, several volumes of a series by Garth Ennis, were considered so graphic that they can no longer be displayed in public or even sold in Queensland. Copies are still in our library!

Today, there is an easy access to pornography online. Therefore, there should be no need for pornographic publications, and particularly illegal restricted ones, to be in any public library.

Question:

What is the Council willing to do to help resolve this contentious issue?

Response:

The City of Melville does not hold hard copies of the nominated titles within the City's collection. These titles are available in digital format as part of the State Library of Western Australia's collection. Ms Smith is advised to contact the State Library of Western Australia to request the items be reviewed for public access.

These items however have not been banned in Western Australia and are categorised as level 1 classification or restricted to adults 18+. Libraries and councils do not have the legal right to restrict an adult's freedom to read.

6.3.3 Mr T Gourlay, Mount Pleasant

The following question was taken on notice at the Ordinary Meeting of Council held on 19 March 2024.

Question:

Given the Australian Classification Board has classified The Boys omnibus volumes 1, 3 and 5 as restricted pornography, can library users download and read these ebooks from the Melville library network on Melville library computers?

Response:

Members agree to the terms and conditions of use of public computers in libraries that states that:

> *10) Users are expected to comply with all local, state, and federal laws while using the Internet. Users found to have violated any laws, (including but not limited to those concerning copyright, fraud, privacy or obscenity) or who access information that is considered unacceptable according to common community standards and that would not be included in the normal print collection while using library facilities or equipment will have their privileges revoked.*

Digital content that is restricted to adults 18 + is not suitable to be downloaded in a public place and therefore the customer's computer access would be terminated. The same would apply if an R Rated movie or computer game was being viewed in the library.

At 6:52pm the Presiding Member closed Public Question Time.

CONFIRMED

7 AWARDS AND PRESENTATIONS

Nil.

8 APPLICATIONS FOR NEW LEAVE OF ABSENCE

Leave of Absence – May 2024

COUNCIL RESOLUTION

At 6:53pm Cr J Edinger moved, seconded Cr T Fitzgerald

That the application for new leave of absence received from Cr C Ross on Monday, 13 May be approved.

At 6:53pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9 CONFIRMATION OF MINUTES

9.1 Ordinary Meeting Of The Council – 16 April 2024

COUNCIL RESOLUTION

At 6:53pm Cr J Spanbroek moved, seconded Cr S Green

That the minutes of Ordinary Council Meeting held on 16 April 2024 be confirmed as a true and accurate record.

At 6:53pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9.2 Ordinary Meeting Of The Governance Committee – 22 April 2024

COUNCIL RESOLUTION

At 6:54pm Cr J Edinger moved, seconded Cr T Lee

That the minutes of Ordinary Governance Committee Meeting held on 22 April 2024 be noted.

At 6:54pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9.3 Ordinary Meeting Of The Financial Management, Audit, Risk and Compliance Committee – 6 May 2024

COUNCIL RESOLUTION

At 6:54pm Cr D Lim moved, seconded Cr S Green

That the minutes of Ordinary Financial Management, Audit, Risk and Compliance Committee Meeting held on 6 May 2024 be noted.

At 6:54pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9.4 Special Meeting Of The Governance Committee – 13 May 2024

COUNCIL RESOLUTION

At 6:54pm Cr J Edinger moved, seconded Cr T Lee

That the minutes of Special Governance Committee Meeting held on 13 May 2024 be noted.

At 6:54pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

9.5 Agenda Briefing Forum - 14 May 2024

COUNCIL RESOLUTION

At 6:55pm Cr J Spanbroek moved, seconded Cr D Lim

That the notes of Agenda Briefing Forum held on 14 May 2024 be confirmed as a true and accurate record.

At 6:55pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

10 NEW BUSINESS OF AN URGENT NATURE

Nil.

11 IDENTIFICATION OF MATTERS FOR WHICH MEETING MAY BE CLOSED

That the meeting may close to members of the public, if required, to allow for items with attachments deemed confidential in accordance with Section 5.23(c) of the *Local Government Act 1995* to be discussed behind closed doors.

The following items have been identified as confidential:

- M24/36 Confidential Staffing Matter
- C24/155 Confidential Staff Matter

CONFIRMED

12 PETITIONS

At 6:55pm, the Presiding Member advised the Council that additional pages have been received as below:

- Received on Monday, 13 May 2024 and signed by 202 residents of the City of Melville and 25 non-residents; and
- Received on Monday, 20 May 2024 and signed by 209 residents of the City and 6 non-residents; and
- Received on Tuesday, 21 May 2024 and signed by 104 residents of the City and 5 non-residents; and
- Received on Tuesday, 21 May 2024 and signed by 52 residents of the City and 1 non-residents.
- Received on Tuesday, 21 May 2024 and signed by 12 residents of the City and 1 non-residents.

12.1 Petition - Esplanade Park

OFFICER RECOMMENDATION

That the Council give due consideration to the petition when deliberating on item E24/29 Public Open Space – The Esplanade Mount Pleasant as listed in this business paper.

A petition signed by 209 residents of the City of Melville (the City) and 28 non-residents was submitted by Mr I Peacock, Myaree on Wednesday, 1 May 2024:

"We, the undersigned, all being electors and/or ratepayers in the City of Melville, do respectfully request that the Council:

> *Vote in favour of the Officer's Recommendations to approve the design concept and budget for the Esplanade Park (put to the February 2024 Ordinary Meeting of Council and then deferred to the May 2024 Ordinary Meeting of Council) and proceed to implement the July 2023 Council decision to complete the park in 2024."*

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (12.1)

At 6:57pm Cr J Edinger moved, seconded Cr S Green

That the Council give due consideration to the petition when deliberating on item E24/29 Public Open Space – The Esplanade Mount Pleasant as listed in this business paper.

At 6:57pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (12/0)

CONFIRMED

13 ADOPTION OF RECOMMENDATIONS EN BLOC

COUNCIL RESOLUTION

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the recommendations for:

- **M24/35 - Policy Review - CP027 Severance Policy**
- **C24/147 - New Long Term Lease Agreements**
- **C24/148 - Investment Statements for March 2024**
- **C24/149 - Schedule of Accounts Paid for March 2024**
- **C24/151 - Common Seal May 2024**
- **C24/152 - 2024-2025 Rating Strategy**
- **E24/36 - Walk and Ride Melville Plan**
- **E24/37 - Resource Recovery Group - Revised Update of the Establishment Agreement**

be carried En bloc

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

CONFIRMED

14 REPORTS

14.1 Reports from Committees

Nil.

14.2 Reports of the Chief Executive Officer

Items Brought Forward

At 6:59pm, the Presiding Member brought forward Item E24/29 Public Open Space – the Esplanade Mount Pleasant for the convenience of those in the public gallery.

6:59pm 21/05/2024 *Cr T Lee disclosed a financial and proximity interest in Item E24/29 (detailed in Item 5) and left the meeting.*

At 6:59pm, the Presiding Member advised the Council that an officer advice note was distributed in relation to item E24/29 to Elected Members on Friday, 17 May 2024 and that a copy will be included in the minutes.

This item was deferred at the Ordinary Meeting of Council held on Tuesday, 20 February 2024. At the time of the deferral the item had not been moved or seconded

E24/29 Public Open Space - The Esplanade Mt Pleasant

File Number:	
Responsible Officer:	Director Environment & Infrastructure
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter
Attachments:	1. Concept Design 2. Engagement Snapshot 3. Alternative Motion by Cr Ross (9 February 2024) 4. Officer Advice Note (16 February 2024)

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

CONFIRMED

SUMMARY

- At the April 2023 Ordinary Meeting of Council, Council resolved to forthwith progress conversion of 100% of the site at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant to public open space.
- At the July 2023 Ordinary Meeting of Council, Council resolved to adopt the following consultation, development and completion timeline for the site at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant. Public consultation, concept plans, report and recommendation to be presented to Council at the February 2024 Ordinary Meeting of Council and to provide funding for construction to commence immediately on approval with a proposed completion date by December 2024.
- In response to the resolution from the July 2023 Ordinary Meeting of Council, the City has completed the public consultation and concept design phases of the open space project at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant.
- The City now seeks the Council's endorsement of the concept design and to progress with the detail design of the public open space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant.
- The City requests $1,700,000 over the 2023-2024 and 2024-2025 financial years to progress the development of the public open space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant.
- The City requests $80,000 per annum for the Operational and Asset Renewal expenditure requirements of the public open space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant in future financial years.

CONFIRMED

OFFICER RECOMMENDATION

That the Council:

1. **Support the concept design for the Public Open Space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant; and**
2. **Adopts the establishment of a project budget in 2023-2024 financial year of $100,000 with the remaining balance of $1,600,000 to form part of the 2024-2025 financial year budget. Both to be funded by the Public Open Space and Urban Forest Reserve; and**
3. **Adopts the establishment of operational budgets and asset renewal budgets of $40,000 in the 2024-2025 financial year and $80,000 per annum in future financial years.**

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (E24/29)

At 7:02pm Cr C Ross moved, seconded Cr J Edinger

That the Council:

1. **Support the concept design for the Public Open Space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant; and**
2. **Adopts the establishment of a project budget in 2023-2024 financial year of $100,000 with the remaining balance of $1,600,000 to form part of the 2024-2025 financial year budget. Both to be funded by the Public Open Space and Urban Forest Reserve; and**
3. **Adopts the establishment of operational budgets and asset renewal budgets of $40,000 in the 2024-2025 financial year and $80,000 per annum in future financial years.**

At 7:54pm the Presiding Member declared the motion.

LOST (5/6)

Yes (5): Crs Tomas Fitzgerald, Glynis Barber, Jane Edinger, Clive Ross and Daniel Lim
No (6): Mayor Katy Mair, Crs Nicole Robins, Jennifer Spanbroek, Matthew Woodall, Soo Hong and Scott Green

At 7:37 pm, Cr J Spanbroek left the meeting.

At 7:37 pm, Ms N Wu left the meeting.

At 7:39 pm, Cr J Spanbroek returned to the meeting.

At 7:39 pm, Ms N Wu returned to the meeting.

At 7:39 pm, Cr S Hong left the meeting.

At 7:39 pm, Ms N Wu left the meeting.

At 7:40 pm, Cr S Hong returned to the meeting.

At 7:40 pm, Ms N Wu returned to the meeting.

PURPOSE

To seek the Council's support of the concept design, to progress with the detail design and to commit $1,700,000 for the construction of the public open space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant.

In addition, this report seeks the Council's support to fund the Operational and Asset Renewal expenditure requirements of $80,000 in future financial years.

CONFIRMED

STRATEGIC ALIGNMENT

Priority	**1**	**Ensure the improvement of sustainability of our environment**
	P1/1	Protect and improve our natural assets to enhance our environment
	2	**Improve the approach for diverse and sustainable urban development and infrastructure**
	P2/2	Enhance amenity and vibrancy through placemaking and creating well designed and attractive public spaces.
	P2/3	Optimise the capability and liveability of activity centres with consideration to the expectations of our community.
	4	**Support healthy lifestyles and wellbeing**
	P4/1	Invest strategically in local infrastructure and built environments that support physical activity and healthy lifestyles.
	P4/3	Empower inclusive participation and support for sports and community groups.
Outcome Indicator	1	Clean and Green
	Goal 1	Greening the City
	Goal 2	Promoting Sustainable Environment
	Goal 3	Reducing Carbon Emissions
	3	Healthy Lifestyles
	Goal 3	Increased Physical Activity
	Goal 4	Mentally Healthy Community
	5	Sense of Community
	Goal 3	Place Activation and Liveability
	4	Safe and Secure
	Goal 7	Safe and Secure Places and Environment

BACKGROUND

At the April 2023 Ordinary Meeting of Council, the Council resolved:

- *With regard to the City owned land at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant, resolves to forthwith progress conversion of 100% of the site to public open space, to include extensive tree planting, a children's playground, and seating.*

At the July 2023 Ordinary Meeting of Council, the Council resolved to:

- *Adopt the following consultation, development and completion timeline for a new public open space at the site 13 The Esplanade and 64 Kishorn Road, Mt Pleasant. Public consultation, concept plans, report and recommendation to be presented to Council at the February 2024 Ordinary Meeting of Council and to provide funding for construction to commence immediately on approval with a proposed completion date by December 2024.*
- *Not include any parking spaces on the site at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant.*

CONFIRMED

As a result of the above resolutions, the City has completed a concept design based on the April 2023 Council resolution to convert the site to 100% open space. As per the resolution, the open space is to include extensive tree planting, a children's playground, seating and not include any parking spaces on the site. The concept design has taken into consideration community consultation which took place in August 2023.

CONSIDERATION

As requested by the Council, the concept design has been prepared based on the April 2023 Council resolution, with consideration of community feedback received during consultation undertaken in August and September 2023.

The concept design forms **Attachment 1**. The design includes nine formal car parking bays, which will be incorporated adjacent to the Kishorn Road end of the new open space and within the road reserve. These bays do not reduce the area of park in any way.

Once the Council endorse the concept design and funding requirements, the City will commence with detail design followed by procuring a suitable Contractor to undertake the construction of the new open space with the aim to have the site completed by December 2024.

ENGAGEMENT

To understand how the community will use the site, the City asked the public to view the draft concept design and provide feedback between 16 August and 6 September 2023. The engagement process included utilising Melville Talks, Corporate Enews, onsite signage, emails and letters. Two engagement session took place at the Swan Rowing Club where the community had an opportunity to view the concept designs, provide feedback and to talk to the design team on their ideas for the site.

Attachment 2 forms the Engagement Snapshot. The Snapshot summarises the community feedback from the engagement process and highlights there was 71.74% support for the draft design.

The community shared a wide range of opinions and suggestions. Key themes identified for the open space area included parking, green space, playground, seating and shade. Community members who provided feedback advised they would use the space to relax, to walk through and for active recreation on the grass. It is important to note concerns were raised about the loss of carparking with the development of the site in an area already considered to be congested with traffic and lacking parking.

The City undertook First Nations engagement on 18 January 2024, noting that formal feedback had not yet been received by the City at the time of writing this report. We anticipate the report will be available to be discussed at the Agenda Briefing Forum on 12 February 2024. During the engagement session, the City received feedback that was in general supportive of the creation of green space, discussed a healing reconnected space with the ability to highlight stories and/or knowledge from this local area through dual naming, endemic flora and or artwork. There was also a desire to create a connection of the open space with the foreshore area and the Canning River.

CONFIRMED

SUSTAINABILITY IMPLICATIONS

The positive benefits of parks to surrounding residents is wide ranging from an environmental and social sustainability point of view. In urban areas, community parks may be one of the only options for residents to enjoy outdoor space and be active. In addition to the variety of amenities, parks open space are beneficial in many other ways as they:

- Appeal to all ages
- Contribute to community amenity and identity
- Provide active and passive recreational opportunities
- Contribute to the health and wellness of a community
- Create valuable green space serving as a nature-based solution to mitigate the urban heat island effect, fostering a cooler and more pleasant environment in the community

It must be noted that the new park will lead to an increase in water usage due to the need for irrigation to maintain the park. Incorporating sustainable materials in the park's design will need to be considered to minimise the carbon emissions associated with the construction process and this may result in increased material and/or construction method costs. The use of energy-efficient lighting will further contribute to a positive environmental footprint, reducing energy consumption and promoting responsible resource use.

LEGISLATIVE AND POLICY ALIGNMENT

Council Policy CP-008 Financial Sustainability Forward Financial Planning and Funding Allocation. There are no specific statutory or legal implications relating to this item however the development of these locations as public open space would align with several community priorities identified during the Canning Bridge Activity Centre Plan (CBACP) review and Canning Bridge Community Development and Place Activation Plan.

FINANCIAL IMPLICATIONS

The tables below provide a summary of the estimated expenditure that the City will incur during the development. In addition, a table for ongoing operating expense and asset renewal funding requirements is provided.

The requested funds are estimates, noting that full cost construction estimates will be subject to detail design, review by a licenced quantity surveyor and the outcomes of any tender processes.

Budget Requirements

Project	Funds To Be Used For	Financial Year	Funds Required
The Esplanade	Detailed Design and Procurement	2023-2024	$100,000
The Esplanade	Construction	2024-2025	$1,600,000
Total			**$1,700,000**

The above design and construction costs will require the establishment of a project budget in the 2023-2024 financial year of $100,000 with the remaining balance of $1,600,000 to form part of the 2024-2025 financial year budget. The project will be funded by the Public Open Space and Urban Forest Reserve.

CONFIRMED

Ongoing Financial Years Budget Requirements for Operational and Renewal Expenditure

Project	Funds To Be Used For	Financial Year	Funds Required
The Esplanade	Operational Requirements & Asset Renewal	2023-2024	$40,000
The Esplanade	Operational Requirements & Asset Renewal	Ongoing	$80,000

CONSEQUENCE

The Council may choose to not progress with the concept design, request the City develop a new design and bring back to the Council at a future date. This would cause delays with the project and impact on the Councils' resolution to have the project completed by December 2024.

CONFIRMED

7:57pm 21/05/2024 *Cr J Spanbroek disclosed a proximity interest in Item E24/30 (detailed in Item 5) and left the meeting.*

At 7:57pm, Cr T Lee returned to the meeting.

At 7:58pm, Ms N Wu returned to the meeting.

At 7:58pm, the Presiding Member brought forward item E24/30 Response to Petition – Traffic Treatment Options – Wheatley Drive, Bull Creek for the convenience of those in the public gallery.

This item was deferred at the Ordinary Meeting of Council held on Tuesday, 20 February 2024. At the time of the deferral the item had not been moved or seconded.

E24/30 Response to Petition - Traffic Treatment Options - Wheatley Drive, Bull Creek

File Number:	
Responsible Officer:	Director Environment & Infrastructure
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	Nil
Attachments:	1. Blister Islands Concept Drawing 2. Option 1 3. Option 2 4. Option 3 5. Officer Advice Note (16 February 2024)

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- The City of Melville (the City) received complaints from residents regarding the speed of traffic on Wheatley Drive. Following site investigations and assessment of the existing traffic conditions and activity generators, it was concluded that the installation of traffic calming measure is warranted.
- On April 2021, consultation letters proposing the installation of blister islands on Wheatley Drive as shown in Attachment 1 was sent to affected residents seeking their comments. Due to the lack of community support and design issues encountered with the blister islands, it was decided to investigate other traffic calming options.
- As a temporary measure of traffic treatment, two Speed Check Signs were installed on Wheatley Drive to alert motorists of the speed at which they are travelling.

CONFIRMED

- The City investigated many different traffic treatment types to put together a list of the most viable options. In March 2023, consultation letters were sent to affected residents seeking their comments on four proposed options to mitigate the speed of traffic on Wheatley Drive. The proposed options are shown in Attachments 2 to 4 in addition to the fourth option of do nothing. The comments received from residents indicated most support to Option 1, which is the installation of raised intersection treatments and speed platform.
- In December 2023, the City received a petition signed by 213 residents on Wheatley Drive and surrounding streets seeking a range of traffic calming measures.
- Results from the traffic surveys shows that traffic volumes were within acceptable limits, however the 85th percentile speeds ranged from 54-60 km/h which is above the 50km/h speed limit. Crash analysis showed most crashes occurred mid-block and speed was a contributing factor in the crashes.
- As detailed in the report below the petitioners proposed traffic treatments are not considered the best solution for Wheatley Drive as they are not the appropriate form of control needed to address speed, can create access issues for residents and are less effective when provision must be made for driveways. The suggested measures in the petition would also encroach on the verge and shoulders/bike lanes, create complexity in the design, may not be cost-effective and may introduce other safety issues.
- It is recommended that the City continue with the implementation of raised intersection treatments and speed platforms to reduce speed and improve road safety on Wheatley Drive.

OFFICER RECOMMENDATION

That the Council:

1. **Endorse the proposed traffic treatment consisting of raised intersection and speed plateaus on Wheatley Drive as detailed in Attachment 2 (Option 1) instead of the proposal requested in the petition; and**
2. **Request the CEO to inform the lead petitioner of the resolution.**

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (E24/30)

At 7:58pm Cr T Fitzgerald moved, seconded Cr T Lee

That the Council:

1. **Endorse the proposed traffic treatment consisting of raised intersection and speed plateaus on Wheatley Drive as detailed in Attachment 2 (Option 1) instead of the proposal requested in the petition; and**
2. **Request the CEO to inform the lead petitioner of the resolution.**

At 8:05pm the Presiding Member declared the motion.

CARRIED (8/3)

Yes (8): Mayor Katy Mair, Crs Tomas Fitzgerald, Nicole Robins, Clive Ross, Daniel Lim, Soo Hong, Scott Green and Terry Lee
No (3): Crs Glynis Barber, Jane Edinger and Matthew Woodall

At 8:05pm, Cr M Woodall disconnected from the meeting electronically and did not return.

PURPOSE

This report presents the outcomes of the investigation into traffic treatments on Wheatley Drive and the recommended option for calming traffic and addressing issues raised in a petition received by the City of Melville in December 2023 and signed by 213 residents as outlined below:

> *We, the undersigned all being electors of the City of Melville, respectfully request that the Council urgently engage an experienced, creative road designer consultant who can create series of roundabouts and chicanes (not blister islands) including at least one demarcated, raised platform between house number 46/48 and 45/47.*

STRATEGIC ALIGNMENT

Priority	**There are no applicable priorities in relation to this report.**
Outcome Indicator	4 Safe and Secure Goal 6 Reduce Transport Crashes

BACKGROUND

The City had received complaints from residents regarding the speed of traffic on Wheatley Drive over some time and requests for the installation of traffic calming devices to mitigate the speed of traffic. Due to these requests, an investigation into the need for traffic management measures was initiated.

A warrant assessment, which takes into consideration the following factors, was carried out for Wheatley Drive:

- A review of the number of crashes along the whole length of the road and intersection.
- Performance of the intersections.
- A review of the type of crashes and their severity.
- A review of the traffic volume.
- A review of the 85th percentile speeds and the average speeds.
- The percentage of commercial traffic.
- The geometry and alignment of the road, and
- The surrounding land uses.

The warrant assessment concluded that the installation of traffic treatments on Wheatley Drive was warranted. Traffic calming options were reviewed, and a blister island treatment was initially proposed.

In April 2021, consultation letters proposing the installation of blister islands on Wheatley Drive, as shown in Attachment 1, was sent to affected residents seeking their comments.

CONFIRMED

Most of the residents who responded, did not support the installation of blister islands on Wheatley Drive for reasons such as concern over access to properties, encroachment into the verge, driver behaviour when traversing the blister islands and the fact if a driver did lose control they were now directed towards the properties. It is worth noting that these traffic concerns would be similar issues for the installation of chicanes. It was also found as the City progressed the detailed design that there were issues with space available between driveways, impacts on drainage infrastructure and the bike lanes.

Due to the lack of support and design issues encountered with the blister island concept, the City investigated other traffic calming options. In the meantime, two speed display signs were installed as a temporary traffic control measure. The signs have shown to be very effective in slowing down vehicles at other sites across the City and are a cost-effective option in the short term. Unfortunately, when speeds were measured after the signs had been installed for a period on Wheatly Drive, it was found that speeds had not reduced markedly. A second lot of speed measurements were undertaken with the same results. Although these signs have been very effective at other sites, for some reason this was not the case on Wheatley Drive.

An investigation was then undertaken regarding other traffic treatments such as roundabouts, chicanes, island widening, vertical reinforcement, bike lane adjustments, speed plateaus, raised intersections and speed cushions. There are pros and cons to all types of traffic treatments, and these were reviewed as part of the investigation. The three most viable treatment options were then drafted as concepts plans and forwarded to residents to seek feedback on their preference. The option to take no further action was also included.

The options sent to residents in March 2023 are shown in Attachments 2 to 4. The City received 50 responses with the result of:

- 23 chose Option 1 (raised intersection platforms and speed plateaus)
- 8 chose Option 2 (asphalt speed platforms)
- 14 chose Option 3 (street tree planting)
- 5 chose option 4 (do nothing)

The most popular option from those who responded was Option 1 being a combination of raised intersection treatments and speed plateaus. This was also the option preferred by officers.

In December 2023 the City received a petition signed by 213 residents on Wheatley Drive and the surrounding streets as follows:

> *We, the undersigned all being electors of the City of Melville, respectfully request that the Council urgently engage an experienced, creative road designer consultant who can create series of roundabouts and chicanes (not blister islands) including at least one demarcated, raised platform between house number 46/48 and 45/47.*
>
> *Note: This is to counteract 85% of motorists using Wheatley Drive who do not adhere to the demarcated 50km/hr speed limit, prevent any further accidents, and safeguard our children and residents. Copies of my e-mail to the city of Melville dated 24/10/2023 and 7/08/2023 are attached.*

CONFIRMED

CONSIDERATION

The information below was considered in the City's investigation into traffic calming on Wheatley Drive.

Wheatley Drive between Parry Avenue to the north and South Street to the south, extends for approximately 1.04 kilometres.

Wheatley Drive is classified as a Local Distributor Road in the Metropolitan Road Hierarchy, the maximum desirable traffic volume is up 6,000 vehicles per day (vpd), and the legal speed limit is 50km/h. The traffic speed survey showed that the 85th percentile traffic speed (which is the speed at which 85 percent of traffic travel at or below under free flow condition) to be up to 60km/h in some sections of Wheatley Drive.

Parry Avenue is classified as a District Distributor Road in the Metropolitan Road Hierarchy. The maximum desirable traffic volume that it caters is up 15,000vpd. The intersection of Parry Avenue and Wheatley Drive is under a stop sign control.

South Street is a Primary Road and expected to carry volume of up to 50,000vpd with the intersection of Wheatley Drive and South Street controlled by a give way sign.

Properties between No. 77 – No. 83 located on the northwest end of Wheatley Drive are commercial properties. The remaining properties along Wheatley Drive are residential properties.

Traffic Record

The table below shows the latest traffic data recorded on Wheatley Drive.

Location	Date	Traffic volume (VPD)	Peak Hour Traffic volume	85th Percentile Traffic Speed (km/h)	% of Commercial vehicles
120m North of Vagg St	Dec 2022	2,367	242	58	3.8
120m North of Vagg St (No 48)	Apr 2018	2,351	270	60	1.7
80m south of Oberthur Cr	Dec 2022	2,632	283	54	2.7
80m south of Oberthur Cr (No 21)	Oct 2022	2,926	398	55	4
80m north of South St (No 5)	Jul 2019	2,879	310	55	4.7

The table above shows that traffic volume recorded on Wheatley Drive is well within the capacity of a Local Distributor Road. However, the 85th percentile traffic speed recorded indicates that the speed of traffic exceeds that of the speed limit and on the straight section of Wheatley Drive the 85th percentile traffic speed reaches up to 60km/h.

CONFIRMED

Crash Record

There have been 8 crashes recorded on Wheatley Drive over the last five years. The crashes include mid-block and intersection crashes in the section between Parry Avenue and South Street, excluding the crashes recorded at the Wheatley Drive/Parry Avenue and Wheatley Drive/South Street intersections.

Crash Analysis.

- Mid-Block Crashes:
    - Five of the eight crashes recorded on Wheatley Drive are mid-block crashes. The remaining three crashes are intersection crashes.
    - Two rear-end crashes that took place south of Parry Avenue.
    - One of the crashes occurred south of Oberthur Crescent involving a motorist losing control of a vehicle and hitting object on the verge.
    - One right angle crash 140m south of Oberthur Crescent involving a motorist on Wheatley Drive colliding with a vehicle exiting from a driveway.
    - One right angle crash 50m south of Vagg Street involving a motorist on Wheatley Drive colliding with a reversing vehicle from a driveway. All the crashes that took place mid-block resulted in major property damage.

- Intersection Crashes
    - One right angle crash at the intersection of Wheatley Drive and Oberthur Crescent (north) involving a motorist on Wheatley Drive colliding with a vehicle leaving a driveway resulting in minor property damage.
    - One crash at the intersection of Wheatley Drive and Oberthur Crescent (south) involving a motorist turning left from Oberthur crescent (south) colliding with a bike rider on Wheatley Drive resulting in injury crash.
    - One right angle crash at the intersection of Henry Bull Drive and Wheatley Drive resulting in minor property damage.
    - The crash pattern on Wheatley Drive outlined above indicates that the speed of traffic on Wheatley Drive was the main contributing factor in the crashes.

Proposed Traffic Treatments

In March 2023, the City sent consultation letters to residents along Wheatley Drive and the surrounding streets seeking their preference on three options to mitigate the speed of traffic on Wheatley Drive and improve safety plus the option to do nothing and leave the existing situation.

The options as shown in Attachments 2 to 4 were presented to the residents.

<u>Option 1:</u>

A combination of raised intersection treatments and speed platforms as shown on option 1 plan.

The advantage of the raised intersection treatment is that it will reduce the speed of traffic without impacting on existing driveways and verge areas. Also, the raised intersection treatment will reduce the likelihood and severity of right-angle crashes at the intersections due to motorists manoeuvring the intersection at a lower speed.

CONFIRMED

Option 2:

Install asphalt speed platforms at numerous locations as shown on option 2 plan. In addition to reducing the speed of traffic, asphalt speed platforms are smooth and generate less traffic noise when compared to traditional speed platforms (speed humps).

Option 3:

Plant trees within the verge area as shown option 3 plan and continue to display the speed advisory sign.

In addition to enhancing the landscape of the street, verge trees when matured will create the perception of a narrower road environment resulting in reduced traffic speed on Wheatley Drive.

Option 4:

Do nothing and maintain the existing condition.

The treatment options proposed on Wheatley Drive take into consideration the speeding issue along the entire stretch of road, the nature of the crashes and the existing access driveways to properties. The treatments proposed are also effective in mitigating the speed of traffic on Wheatley without access concerns, loss of verge space and are cost effective.

Many responses received from residents supported Option 1, which is also the City's preferred option.

Petitioner's Requested Traffic Treatments.

1. A series of roundabouts along Wheatley Drive

   Although roundabouts contribute to speed reduction in the section close to the roundabout, the main purpose of roundabouts are to regulate traffic movements and mitigate crashes at intersections where high number of right-angle crashes are recorded. The installation of a roundabout would impact on existing access driveways and the verge area. As most of the crashes occurred mid-block are due to high traffic speed and none of the intersections recorded a high number of right-angle crashes.

   A concept was developed to show the impacts of the proposed roundabouts and chicanes on driveways and verges. The locations were indicative only and should the proposal be progressed further investigation would be needed to choose the best locations. The installation of roundabouts and Chicanes would negatively impact access to properties and the verge due to road widening to accommodate the installations. The cost of installing a roundabout is estimated to be approximately $600,000 each and if service relocation is required the overall cost could increase to approximately $800,000 each. If a series of roundabouts are to be installed as requested by the petitioners, then the overall cost to the City would be in the range between $1,500,000 - $2,500,000.

   There is an option for low-cost roundabouts or mini roundabouts however, these treatments are generally intended for local access roads with low traffic volume and the intended 85th percentile operating speed to be below 50km/h.

CONFIRMED

Wheatley Drive is classified as a local distributor road with 85th percentile traffic speed of up to 60km/h. The installation of these types of roundabouts were not considered appropriate for Wheatley Drive as it will not be effective in addressing the speed and crashes recorded on Wheatley Drive.

The Benefit Cost Ratio (BCR) of installing two roundabouts on Wheatley Drive is estimated to be 0.41 and the Net Present Value (NPV) of -$902,384.0.

Taking into consideration all the above, the installation of series of roundabouts on Wheatley Drive could not be justified.

2. Chicane Treatments

Chicane treatments are effective in reducing the speed of traffic; however, to ensure effectiveness the installation of chicanes should only be considered where adequate length along the road without driveways is available. Installing breaks in chicanes for driveways can reduce the effectiveness and encourage some drivers to try and avoid the deflections. The installation of chicanes on Wheatley Drive would result in driveway access issues, require road widening, the removal of some of the existing median islands and trees and the realignment of the existing sealed shoulder (bike lane).

The shoulders/bike lanes on Wheatley Drive add complexity to designing treatments such as chicanes or blister islands as the lanes either need to be protected to stop vehicles encroaching on the lanes as they traverse the treatment or need to be removed and riders directed onto the path for the length of the device. This increases the cost of the installation and can cause other safety issues.

The intersection chicanes identified in the petition were investigated and would not be recommended as a safer and cost-effective alternative. Due to the design of chicanes, if a driver loses control traversing the installation they are directed into the path of oncoming traffic or a vehicle waiting at the T junction. There is no median or kerb to block their path.

Due to the driveway issues, verge encroachment and shoulder complexity aspects chicanes are not recommended for Wheatley Drive.

3. Demarcated Raised Platform between house number 46/48 and 45/47

There are pedestrian access ways at these locations which provides access to pedestrians from Darley Court to Wheatley Drive and Marsh Way.

There are several locations throughout the City where raised platforms have been installed at pedestrian crossing locations. The presence of raised platforms at such locations can give pedestrians a false sense of security as they assume that they have the priority to cross the road. Due to this issue, the City has received and continues to receive complaints from residents and motorists of ‘near miss’ incidents involving pedestrians at the locations with demarcated raise platforms.

CONFIRMED

As a result, the City has removed some of these raised platforms, replacing them with speed humps on approaches to the crossing location to try and remove the ambiguity but still slow vehicle speed. There is a program to remove raised platforms located at pedestrian crossings throughout the City to improve pedestrian safety and eliminate the confusion that results in near miss incidents.

For the reasons above and the high costs associated with the treatments requested in the petition, they are not recommended individually or as a combined treatment. The best option is to continue with the implementation of the raised intersection and speed platform treatments (Option 1).

ENGAGEMENT

On April 2021 consultation letters proposing the installation of blister islands on Wheatley Drive as shown in Attachment 1 was sent to affected residents seeking their comments.

Most residents who responded, did not support the installation of blister islands on Wheatley Drive on the grounds that blister islands will inconvenience their access to properties.

In March 2023 consultation letters were sent to residents along Wheatley Drive and the surrounding streets seeking their comments on three options to mitigate the speed of traffic on Wheatley Drive and improve safety on Wheatley Drive. The options as shown in Attachments 2 to 4 were presented to the residents.

Many residents who responded, supported Option 1 which is a combination of raised intersection treatments and speed platforms on mid-block.

SUSTAINABILITY IMPLICATIONS

All traffic treatment options have negative climate impacts due to the materials and plant used. However, the installation of roundabouts and chicanes would have the higher negative impact due to the greater use of concrete and asphalt, removal of trees and increased heat island generation due to road widening.

LEGISLATIVE AND POLICY ALIGNMENT

There are no legislative or policy implications presented as part of this report.

FINANCIAL IMPLICATIONS

Funding of $230,000 is allocated as part of 2023-2024 capital works program which would be sufficient to progress the installation of the recommended Option 1 traffic treatment.

The cost for the installation of a combination of roundabouts and chicanes on Wheatley Drive is estimated to be in the range of between $1,500,000 - $2,800,000, depending on the number of roundabout and chicanes. There would need to be a minimum of two roundabouts and 3 chicanes installed for the treatment to be effective for the length of the road. There would also be added cost to employ a consultant to design the treatments.

CONFIRMED

The City's overall annual funding allocation to traffic management projects in the 2023-2024 budget is less than $1,500,000.

Generally projects of that magnitude are fully or partially funded by grant funding such as Black Spot funding. Due to the unfavourable BCR, this project would not be eligible for Black Spot funding. Fully funding the installation of roundabouts and chicanes on Wheatley Drive would take funds away from and delay other high priority road safety projects.

CONSEQUENCES

Traffic speed, which is the main factor contributing to crashes along Wheatley Drive, are unlikely to be reduced without some form of traffic treatment.

Installing different treatments to the options proposed by the City are likely to be less effective and financially cost prohibitive. In addition, further delays would be required for alternative treatments identified in the petition due to the need to procure a consultant to prepare concept designs and final designs.

The installation of roundabouts, chicanes and a raised platform adjacent to the pedestrian access ways would create access issues, encroach on verges, have added complications due to the bike lanes, introduce other safety issues and increase the cost of the project to a level where it was not financially viable.

CONFIRMED

Management Services

M24/35 Policy Review - CP027 Severance Policy

File Number:	
Responsible Officer:	Chief Executive Officer
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	Nil
Attachments:	1. CP-027 Severance Policy 2. Updated CP-027 Payments to Employees in Addition to Contract or Award

COUNCIL'S ROLE

Legislative: Includes adopting local laws, town planning schemes & policies.

SUMMARY

- In August 2023, the Council resolved that CO-027 Severance Policy be reviewed to remove any inconsistencies with legislation and ensure clarity for the reader.
- The Policy review has now been completed, with a presentation to Elected Members on the review and the proposed updated policy CP-027 Payments to Employees in Addition to Contract or Award being made at the 23 April 2024 Elected Member Engagement Session.
- This report seeks the Council endorsement to revoke the current policy CP-027 Severance Policy and replace it with the updated policy CP-027 Payments to Employees in Addition to Contract or Award.

OFFICER RECOMMENDATION

That the Council revoke the CP-027 Severance Policy and replace it with Policy CP-027 Payments to Employees in Addition to Contract or Award.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (M24/35)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council revoke the CP-027 Severance Policy and replace it with Policy CP-027 Payments to Employees in Addition to Contract or Award.

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

CONFIRMED

PURPOSE

In mid-2023, the Council requested a review of CP-027 Severance Policy. This review indicated that the policy was ambiguous and may be inconsistent with legislation. The review is now completed and an updated policy CP-027 Payments to Employees in Addition to Contract or Award is presented to the Council for consideration.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
Outcome Indicator	2	Growth and Prosperity
	Goal 1	Achieve Economic Resilience

BACKGROUND

At the Ordinary Meeting of Council held 15 August 2023, the Council resolved the following:

"That the Council resolves to direct the CEO to:

1. *Amend the Severance Policy CP-027 to remove the inconsistencies identified by the legal advice from Minter Ellison and clarify the maximum payments allowed under the Regulations; and*
2. *Present a report and recommended draft amendments to the Tuesday 5 September EMES for discussion; and*
3. *Present the amended Severance Policy CP-027 to the Tuesday 19 September OMC for approval."*

The reasons provided for this resolution included ensuring that the policy was clear and unambiguous.

CONSIDERATION

In mid-2023 the Council Policy CP-027 Severance Policy was considered by an external legal advisor who indicated that the policy had inconsistencies and was unclear.

A review of the policy was subsequently undertaken, with this matter being delayed in being presented to the Council due to the 2023 Local Government Elections, the appointment of a new CEO and the external legal advisor being on extended leave.

The conditions of employment for a local government employee are governed by a framework of laws including, but not limited to:

(a) the Minimum Conditions of Employment Act 1993 (WA)(the MCE Act),
(b) the Industrial Relations Act 1996 (WA),
(c) the Long Service Leave Act 1958 (WA), and
(d) associated regulations and applicable industrial instruments (such as an enterprise agreement or award).

The Local Government Act 1995 (WA)(LG Act) sets out entitlements and obligations in addition to those outlined above which apply to local government employees.

CONFIRMED

The current Council Policy CP-027 Severance Policy is unclear in that it does not refer to a maximum amount or make distinctions between different categories of employees, requiring the reader to interpret the policy against the requirements of the *Local Government Act 1995* and the *Local Government (Administration) Regulations 1996.*

To ensure clarity for the reader and ease of application, it is proposed to replace the current policy CP-027 Severance Policy with an updated policy CP-027 Payments to Employees in Addition to Contract or Award.

Copies of the current policy CP-027 Severance Policy and the proposed CP-027 Payments to Employees in Addition to Contract and Award are attached to this report.

The proposed revised Policy CP-027 Payments to Employees in Addition to Contract or Award was presented to Elected Members at the Elected Member Engagement Session held 23 April 2024, with Elected Members also being briefed by a representative of Minter Ellison on the proposed updated policy.

ENGAGEMENT

No community consultation has been undertaken in the review of this policy. Officers have worked with Minter Ellison to ensure the policy clearly represents the City's position and meets its legislative requirements.

SUSTAINABILITY IMPLICATIONS

There are no sustainability implications associated with this report.

LEGISLATIVE AND POLICY ALIGNMENT

Payments to employees in addition to any Award or Contract entitlements are regulated by legislation, including:

- *Local Government Act 1995;*
- *Local Government (Administration) Regulations 1996*

The City also has Delegation DA-088 in place, which is applicable to this policy.

FINANCIAL IMPLICATIONS

The legal costs associated with the review of this policy can be accommodated within the adopted 2023/2024 Budget.

CONSEQUENCE

The Council could choose not to adopt the revised Policy, this would mean the existing policy would remain in place. The current policy is considered to be unclear in terms of what additional payments may be made to employees in addition to any Award or contact entitlements.

CONFIRMED

Corporate Services

6:58pm 21/05/2024 *Cr S Hong disclosed an interest under code of conduct in Item C24/147 (detailed in Item 5).*

Cr D Lim disclosed an interest under code of conduct in Item C24/147 (detailed in Item 5).

Cr S Green disclosed an interest under code of conduct in Item C24/147 (detailed in Item 5).

Mayor K Mair disclosed an interest under code of conduct in Item C24/147 (detailed in Item 5).

C24/147 New Long Term Lease Agreements

File Number:	
Responsible Officer:	Acting Director Corporate Services
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	Nil
Attachments:	1. Bowmen of Melville Location and Lease Plan 2. Bowmen of Melville Overview 3. Blue Gum Park Tennis Club Location and Lease Plan

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- In March 2021 the City of Melville Chief Executive Officer (CEO) received a formal written request from the Bowmen of Melville Inc. for a long term 21 year lease for its facilities at John Connell Reserve, however approval was deferred to a future date until the John Connell master plan project was complete.
- The John Connell Reserve Master Plan project has now progressed to advertising of the draft Report and it is recommend the Bowmen of Melville stay in its current location.
- In November 2021 the City of Melville (the City) CEO received a request from Blue Gum Park Tennis Club for a long term 40 year lease with an option for a further 20 year term for its facilities at Blue Gum Reserve.
- The City advised Blue Gum Park Tennis Club that a new long term lease would be reviewed when the current lease expires in September 2024. The Club was also advised that given its location on a Crown Reserve, the maximum lease term available is 21 years.

CONFIRMED

OFFICER RECOMMENDATION

That the Council:

1. **Approves new 21 year lease term for the Bowmen of Melville at John Connell Reserve, Crown Reserve 24826, with immediate effect and authorises the Chief Executive Officer to finalise and execute the new lease agreement; and**
2. **Approves a new 21 year lease term for Blue Gum Park Tennis Club at Blue Gum Reserve, Crown Reserve 29571, with immediate effect and authorises the Chief Executive Officer to finalise and execute the new lease agreement.**

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/147)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council:

1. **Approves new 21 year lease term for the Bowmen of Melville at John Connell Reserve, Crown Reserve 24826, with immediate effect and authorises the Chief Executive Officer to finalise and execute the new lease agreement; and**
2. **Approves a new 21 year lease term for Blue Gum Park Tennis Club at Blue Gum Reserve, Crown Reserve 29571, with immediate effect and authorises the Chief Executive Officer to finalise and execute the new lease agreement.**

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

Delegated Authority DA-007 Leasing/Licensing of Property allows authority to the Chief Exeuctive Officer (CEO) to negotiate, execute and administer lease and other contractual documents for the purposes of a lease, licence or hire agreement, including assignment, extension and renewal. The delegation to the CEO is limited to an annual property rental value of $100,000 per annum (excl. GST) and a maximum lease term of 10 years. Given the 21 year terms requested exceed the delegation to the CEO, Council approval is required.

STRATEGIC ALIGNMENT

Priority	**4**	**Support healthy lifestyles and wellbeing**
	P4/3	Empower inclusive participation and support for sports and community groups.
Outcome Indicator	3	Healthy Lifestyles
	Goal 3	Increased Physical Activity
	5	Sense of Community
	Goal 2	Participation and Inclusion
	Goal 5	Social Connectedness and Belonging

BACKGROUND

Bowmen of Melville

The Bowmen of Melville was established in 1965 and commenced at John Connell Reserve in 1970. The club is one of the oldest and largest archery clubs in Western Australia with affiliations with Archery WA, Archery Australia, and the World Archer Federation.

The archery club is located on a 4.3 ha fenced portion of John Connell Reserve, Leeming; adjacent to the Melville Glades Gold Club. Facilities include a club room, covered 'Shooting Line', equipment store rooms and target store. Refer to Attachment 1 for Location and Lease Plan.

The Bowmen of Melville wrote to the City in March 2021 to request a long term lease at John Connell Reserve. The request was acknowledged and put on hold until the John Connell Master Plan project was complete. The master plan project has now progressed to advertising of the draft report which includes a recommendation for the Bowmen of Melville to stay in its current location.

Blue Gum Park Tennis Club

Blue Gum Park Tennis Club was established in 1974, located to the south of Blue Gum Reserve being relatively hidden from the adjacent road network. Access is obtained either off Roundtree Road which runs to the west of the club or Moolyeen Road which runs to the east of the club grounds. The car parking services the adjacent Community Centre and Squashworld Brentwood which forms part of the contiguous complex of community buildings on site. Brentwood Primary School lies immediately to the south.

Court facilities consist of 1 grass courts, 4 flood lit synthetic courts plus 8 flood lit hard courts. All court areas are surrounded by chain link fencing at various heights.

The squash courts are located adjacent to the tennis club entry and provide a dedicated retail area for the benefit of both clubs together with a small kiosk / seating area with a view over the indoor squash courts and outdoor tennis courts. The squash courts and area while dated is in good condition and clean / well maintained.

The tennis club membership is currently approximately 400 (juniors and adults) which has been steady of the last few years. The facilities also get regular use by other sporting organisations and community groups.

The squash centre has 190 adult members, 40 juniors and 140 public hirers. The squash centre also gets additional use by seven schools in the area.

Blue Gum Park Tennis Club originally wrote to the City in October 2021 and requested a 40 year lease with an option for a further 20 year term. At the time, the City advised the Club that the City only had power to lease for a maximum term of 21 years for the Crown Reserve. The Clubs request was put on hold until the current lease expiry (30 September 2024) which also provided adequate time for the City to complete its Tennis Strategy.

CONFIRMED

CONSIDERATION

Bowmen of Melville

The facilities at John Connell Reserve are currently all owned by the Bowmen of Melville for outdoor archery. The Bowmen of Melville would like to establish indoor facilities to host indoor archery events. State indoor archery events have recently been held at Warwick Stadium, Wanneroo.

The Bowmen of Melville is aiming to establish new club rooms, an indoor shooting range, paved shooting aisles and paths around the field course to accommodate wheelchair-bound archers.

Considering the significant investment required to develop an indoor archery facility, the Bowmen of Melville has requested a 21 year lease to secure long term. Refer to Attachment 2 – Bowmen of Melville Overview.

The City's administration in conjunction with the club has agreed to the standard terms and conditions of the new lease; including a clause which enables either party to terminate the lease upon 12 months' notice in writing, subject to an event preventing the continued use of the premises which is out of the control of the City.

Propose Lease Terms

Term:	21 years
Further Term:	Nil
Commencement:	1 July 2024
Expiry:	30 June 2045
Purpose:	For 'Association Purposes' namely – "To provide and advance all forms of activities social, spiritual, educational, passive and active and to encourage public awareness of archery"
Conditions:	Minister for Lands approval in writing specified in section 18 of the *Land Administration Act 1997*

Blue Gum Park Tennis Club

At the Ordinary Meeting of Council held on 18 July 2023 Council endorsed the City of Melville Tennis Strategy as the guiding document for the sport of tennis within the City of Melville. The tennis strategy identifies Blue Gum as a relatively successful club within the City which principally services the residents of Booragoon and adjacent suburbs of Alfred Cove, Myaree, Booragoon, Ardross, Mt Pleasant and Brentwood.

The Tennis Strategy recognised that the club is financially viable with several initiatives in place to ensure long-term success. This includes the expansion of offerings such as book-a-court which provides the highest financial return from the system in the state. The Club has been successful in gaining Club Night Light Program funding to upgrade floodlighting to LED lighting. A long term lease would ensure adequate security of tenure for the substantial capital investment planned by the club.

CONFIRMED

The City's administration in conjunction with the club has agreed to the standard terms and conditions of the new lease; including a clause which enables either party to terminate the lease upon 12 months' notice in writing, subject to an event preventing the continued use of the premises which is out of the control of the City.

Propose Lease Terms

Term:	21 years
Further Term:	Nil
Commencement:	1 October 2024
Expiry:	30 September 2045
Purpose:	To be used for clubrooms and the sports of squash and tennis
Conditions:	Minister for Lands approval in writing specified in section 18 of the *Land Administration Act 1997*

ENGAGEMENT

No specific engagement has occurred for the long term lease proposals. Extensive community engagement was carried out by the City as part of the John Connell Master Plan project and the City's Tennis Strategy with further detail available on the City's website.

SUSTAINABILITY IMPLICATIONS

The City's Corporate Climate Action Plan identifies maximising renewable energy use as a key action. To meet the City's organisational target of Carbon Neutrality by December 2030, the City is reviewing energy use at all facilities to ensure the energy can transition to renewable energy. This will be a mutually recognised commitment and initiative with the Bowmen of Melville and Blue Gum Park Tennis Club.

LEGISLATIVE AND POLICY ALIGNMENT

Delegated Authority DA-007 Leasing/Licensing of Property allows authority to the CEO to negotiate, execute and administer lease and other contractual documents for the purposes of a lease, licence or hire agreement, including assignment, extension and renewal. The delegation to the CEO is limited to an annual property rental value of $100,000 per annum (excl. GST) and a maximum lease term of 10 years. Given the 21 year terms requested exceed the delegation to the CEO, Council approval is required.

FINANCIAL IMPLICATIONS

The Bowmen of Melville long term lease will have minimal cost implications for the City as the facilities are owned by the Club.

The Blue Gum Park Tennis Club long term lease commits the City to maintenance and renewal of the buildings which will be incorporated into the annual Capital Works budget. Any redevelopment proposals will be done in consultation with the Club.

CONFIRMED

CONSEQUENCE

Based on the information provided, the following options are available to the Council.

1. Not approve the club requests for long term lease agreements and continue with the renewal of the lease and licence terms under the current CEO delegation
2. Approve the club requests for long term lease agreements based on the findings of the recently completed John Connell Masterplan and the City's Tennis Strategy

Considering all the information presented, Option 2 is recommended.

CONFIRMED

C24/148 Investment Statements for March 2024

File Number:	
Responsible Officer:	Manager Financial Services
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter
Attachments:	Nil

COUNCIL'S ROLE

Information: For the Council / Committee to note.

SUMMARY

- This report presents the investment statements for the period ending 31 March 2024 and recommends that it be noted by the Council.

OFFICER RECOMMENDATION

That the Council notes the Investment Report for the period ending 31 March 2024.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/148)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council notes the Investment Report for the period ending 31 March 2024.

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

To report on the performance of the City's investment portfolio for the month of March 2024.

The City's investment portfolio is invested in highly secure investments with a low level of risk yielding a weighted average rate of return of 4.99% to 5.17% which exceeds the benchmark three-month bank bill swap (BBSW) reference rate of 4.35%.

In the City's investment portfolio, 26% is currently allocated to authorised deposit-taking institutions that are committed to sustainability (including environmental, social and governance factors). This marks a slight decrease from the 27% recorded in February 2023.

Future investment earnings will be determined by the cash flows of the City and movements in interest rates on term deposits.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
	P5/3	Identify opportunities for appropriate alternative revenue streams.
	P5/2	Advocate at National and State levels to maximise funding.
Outcome Indicator	2	Growth and Prosperity
	Goal 1	Achieve Economic Resilience

BACKGROUND

The City of Melville (the City) has cash holdings as a result of timing differences between the collection of revenue and its expenditure. Whilst these funds are held by the City they are invested in appropriately rated and liquid investments.

The investment of cash holdings is undertaken in accordance with Council Policy CP-009 - Investment of Funds, with the objective of maximising returns whilst maintaining low levels of credit risk exposure.

CONSIDERATION

The following statement details the investments held by the City of Melville as at 31 March 2024.

CITY OF MELVILLE
STATEMENT OF INVESTMENTS
FOR THE PERIOD ENDING 31 MARCH 2024

SUMMARY BY FUND		
Municipal		$43,696,011
Reserve		$155,028,668
Trust		$-
Citizen Relief		$228,246
TOTAL		**$198,952,925**
SUMMARY BY INVESTMENT TYPE		
11AM		$13,623,732
31Days at Call		$-
60Days at Call		$2,000,000
90Days at Call		$16,600,000
Term Deposit		$166,729,194
TOTAL		**$198,952,925**
SUMMARY BY CREDIT RATING		
AAA Category	AAA	

AA Category (AA+ to AA-)	AA-	$119,880,107
	A+	$41,772,819
A Category (A+ to A-)	A	
	A-	
BBB+ Category	BBB+	$37,300,000
TOTAL		**$198,952,925**

Exposure to individual institutions is carefully managed in accordance with Council Policy. As of March 2024, investments remained within acceptable limits, with the exception of Westpac Bank, which slightly exceeded the policy threshold at 32.44%, compared to the policy limit of 30.00%. This deviation occurred due to unforeseen circumstances resulting in lower-than-expected cash outflows required for payments during March 2024.

Investment with financial institutions

Institution	Credit Rating	Credit Rating Category	Funds held at period end	Actual %	Limit Per Policy	
ANZ	AA-	AA Category	$ -	0.00%	30.00%	✓
AMP	BBB+	BBB+ Category	$ -	0.00%	15.00%	✓
Bankwest	AA-	AA Category	$ -	0.00%	30.00%	✓
Bank of Queensland	BBB+	BBB+ Category	$ 25,800,000	12.97%	15.00%	✓
ING Bank	A-	A Category	$ -	0.00%	25.00%	✓
Bendigo & Adelaide	BBB+	BBB+ Category	$ 11,500,000	5.78%	15.00%	✓
CBA	AA-	AA Category	$ -	0.00%	30.00%	✓
Macquarie	A+	A Category	$ 2,072,819	1.04%	25.00%	✓
NAB	AA-	AA Category	$ 55,338,547	27.81%	30.00%	✓
St George	AA-	AA Category	$ -	0.00%	30.00%	✓
Suncorp	A+	A Category	$ 39,700,000	19.95%	25.00%	✓
Westpac	AA-	AA Category	$ 64,541,560	32.44%	30.00%	✗
		TOTAL	**$ 198,952,925**	**100%**		

**Standard & Poor's ratings. Source: Policy No. CP-009: Investment of Funds*

The City's investments were invested within the limits allowed within each long term rating category for March 2024,

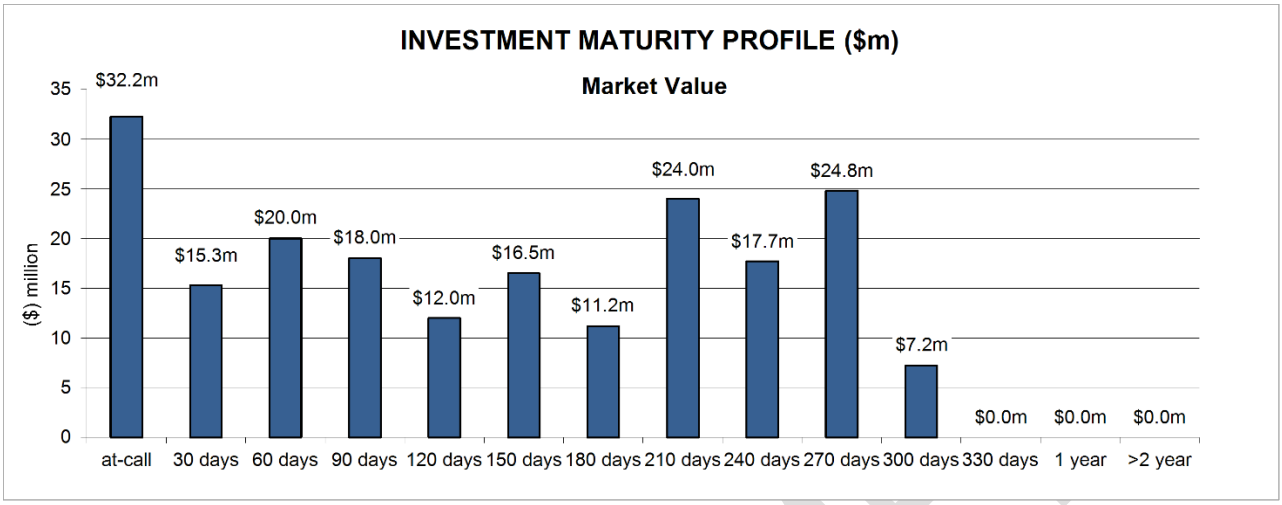
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Maximum Percentage of Average Investment Portfolio Balance

Long Term Rating	Funds held at period end $	Actual %	Limit Per Policy	
AAA Category	$ -	0%	100%	✓
AA Category (AA+ to AA-)	$ 119,880,107	60%	80%	✓
A Category (A+ to A-)	$ 41,772,819	21%	50%	✓
BBB+ Category	$ 37,300,000	19%	25%	✓
TOTAL	**$ 198,952,925**	**100%**		

**Standard & Poor's ratings. Source: Policy No. CP-009: Investment of Funds*

The below graph summarises the maturity profile of the City's investments at market value as at 31 March 2024. The immediacy of the demand for funds depends on the particular fund or reserve Account(s) of the City. The maturity profile provided in the table above meets the liquidity requirements of the Council Policy.

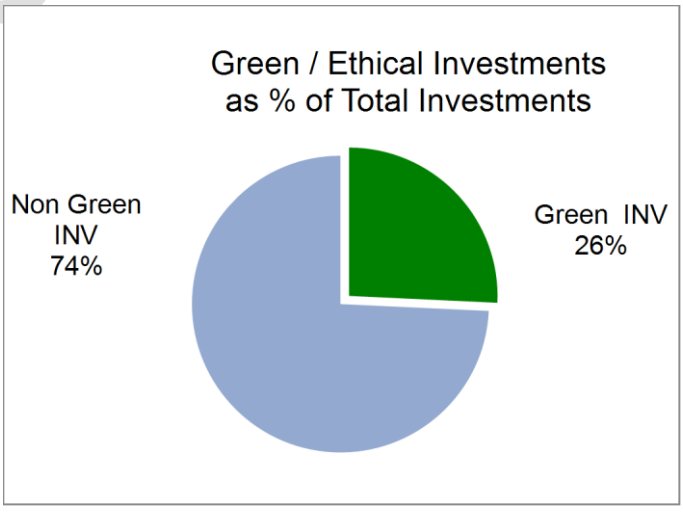


The City exercises a deliberative preference in favour of green/ethical investments. This preference will however only be exercised after the foremost investment considerations of credit rating, comparable rate and risk diversification are fully satisfied.

Green investments are authorised investment products made in authorised institutions that respect the environment by not investing in fossil fuel industries.

Environmental, Social & Governance Term Deposit (ESGTD) is a similar product to Green investments. ESGTD's provide the opportunity to invest in products that seek to mitigate environmental, social and governance risks.

The total investment in authorised institutions as at 31 March 2024 was $51,200,000 or 26% of total investment holdings being in ESGTD's compared to $52,700,000 (27%) in February 2024. The total investments holding for March and February were $198,952,925 and $198,140,829 respectively.



Green / Ethical Investment with financial institutions			
Institution	Credit Rating	Credit Rating Category	Funds held at period end
Bendigo & Adelaide	BBB+	BBB+ Category	$ 11.500,000
Suncorp	A+	A Category	$ 39,700,000
		TOTAL	**$ 51,200,000**

Green/Ethical investments are invested in the two banks listed above, in accordance with the City's Investment Policy. Suncorp have indicated that they are unable to accept new money or process rollovers of Green/Ethical Investments. Their product will be withdrawn in October and December 2024

The City continues active discussions with financial institutions in relation to the availability of ESGTD products. Westpac is in the process of developing a new "green" investment product however no commitment has been made regarding timing. There are currently no other ESGTD products available in the market that meet the City's Investment Policy requirements.

ENGAGEMENT

This report is available to members of the public on the City's website. A wide range of suitably credit rated Authorised Deposit-taking Institutions (ADI's) were engaged with during the month in respect to the placement and renewal of investments.

SUSTAINABILITY IMPLICATIONS

Strategic

The interest earned on invested funds assists in addressing the following key priority area identified in The City of Melville Corporate Business Plan 2020-2024.

Priority Number One – "Restricted current revenue base and increasing/changing service demands impacts on rates".

Risk

The Council's Investment of Funds Policy CP-009 was drafted to minimise credit risk through investing in highly rated securities and diversification. The Policy also incorporates mechanisms that protect the City's investments from undue volatility risk as well as the risk to reputation because of investments that may be perceived as unsuitable by the Community.

Environmental

When investing the City's funds, a deliberative preference will be made in favour of authorised institutions that respect the environment by not investing in fossil fuel industries. This preference will, however, only be exercised after the foremost investment considerations of credit rating, risk diversification and interest rate return are fully satisfied.

CONFIRMED

LEGISLATIVE AND POLICY ALIGNMENT

The following legislation is relevant to this report:

- Local Government (Financial Management) Regulations 1996 Regulation 19 – Management of Investments
- Trustee Act 1962 (Part 3)

Authorised Deposit-taking Institutions are authorised under the *Banking Act 1959* and are subject to Prudential Standards oversighted by the Australian Prudential Regulation Authority (APRA).

The *Local Government (Financial Management) Regulations* 1996 (regulation 19C) allows local governments to deposit funds for a fixed term of three years or less. Deposits of greater than one year may, depending on the shape of the yield curve, enable the City to achieve better investment returns.

FINANCIAL IMPLICATIONS

For the period ending 31 March 2024

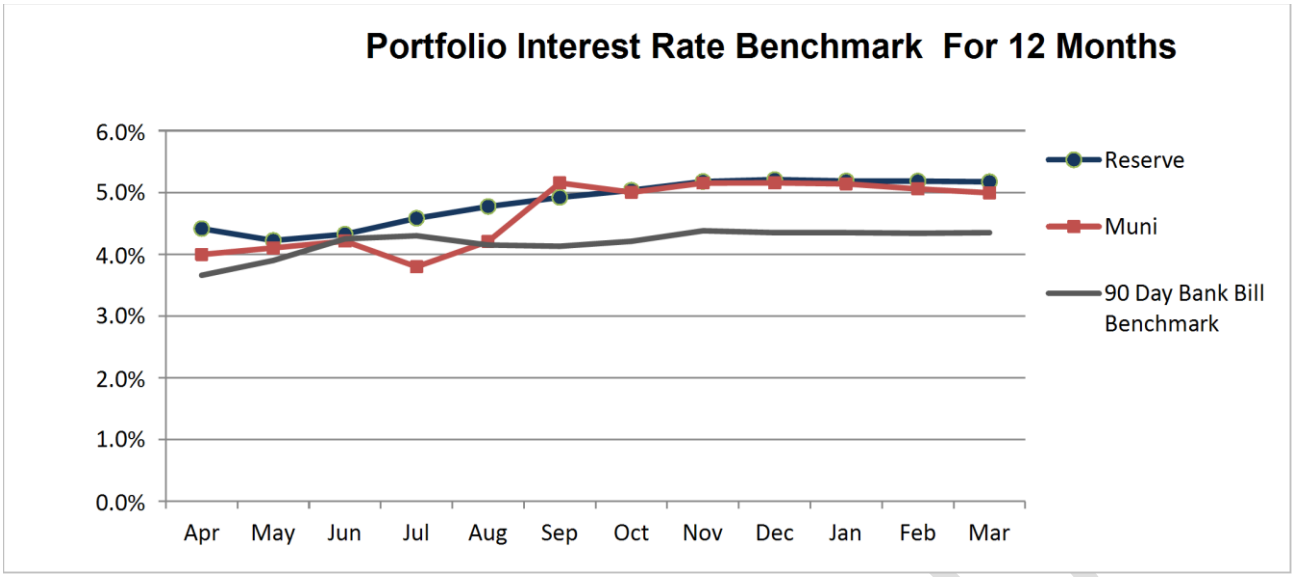
- Investment earnings on Municipal and Trust Funds were $1,588,014 against a year-to-date budget of $1,600,000 representing a negative variance of $11,986.

  The weighted average interest rate for Municipal and Trust Fund investments as at 31 March 2024 was 4.99% which compares favourably to the benchmark three month bank bill swap (BBSW) reference rate of 4.35%.

- Investment earnings on Reserve accounts were $6,100,429 against a year-to-date budget of $6,170,000 representing a negative variance of $69,571.

  The weighted average interest rate for Reserve account investments as at 31 March 2024 was 5.17% which compares favourably to the benchmark three month bank bill swap (BBSW) reference rate of 4.35%.

CONFIRMED



CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

CONFIRMED

C24/149 Schedule of Accounts Paid for March 2024

File Number:	
Responsible Officer:	Manager Financial Services
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in this matter.
Attachments:	1. Payment Details March 2024 2. Card Payment Details March 2024

COUNCIL'S ROLE

Information: For the Council / Committee to note.

SUMMARY

- This report presents the details of payments made under delegated authority (DA-035) to suppliers for the period of March 2024 and recommends that the Schedule of Accounts Paid be noted.

OFFICER RECOMMENDATION

That the Council notes the Schedule of Accounts paid for the period March 2024 as approved by the Director Corporate Services in accordance with delegated authority DA-035, and detailed in the attachments to this report; Payment Details March 2024 (Attachment 1) and Card Payment Details March 2024 (Attachment 2).

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/149)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council notes the Schedule of Accounts paid for the period March 2024 as approved by the Director Corporate Services in accordance with delegated authority DA-035, and detailed in the attachments to this report; Payment Details March 2024 (Attachment 1) and Card Payment Details March 2024 (Attachment 2).

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

The Schedule of Payments for the month totals $25,299,184. The report and the attached Schedule of Accounts Paid are presented for the Council's information.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
	P5/2	Advocate at National and State levels to maximise funding.
	P5/3	Identify opportunities for appropriate alternative revenue streams.
Outcome Indicator	2	Growth and Prosperity
	Goal 1	Achieve Economic Resilience

BACKGROUND

Delegated Authority DA-035 has been granted to the Chief Executive Officer to make payments from the Municipal and Trust Funds. This authority has then been on-delegated to the Director Corporate Services. In accordance with Regulation 13.2 and 13.3 of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council.

A total of $8,743,554 direct creditor payments were paid during the month March 2024, of which, 14% of payments were paid to suppliers located within the City of Melville and 34% to suppliers within the South West Metropolitan Region, compared to 15% and 29% of total of $10,308,060 direct creditor payments made over February 2024 respectively.

The largest payment of $837,008 made during the month was for the progress payment for the building construction at LeisureFit Booragoon, issued to Cooper & Oxley Group PTY LTD. Approximately 95% of supplier invoices are paid within 30 days of receipt.

The list is to show each payment, payee name, amount and date of payment and sufficient information to identify the transaction.

CONSIDERATION

The Schedule of Accounts Paid for March 2024 including Payment Register numbers, Cheques: 857-857, Electronic Funds Transfers batches: 884-887, Trust Payments, Card Payments and Payroll will be distributed to the Elected Members of the Council in May 2024.

The below table details the Summary of Payments Made for the period:

CONFIRMED

SCHEDULE OF PAYMENTS MADE

March 2024

Payments made under Delegated Authority DA-035

MUNICIPAL FUNDS - DIRECT CREDITOR PAYMENTS

Cheques	Chq Payment Register No. 857	$3,946.91
	Chq Payment on Restricted Funds Register No.	
	Less Cancelled Chqs	-
Electronic Funds Transfers	EFT Payment Register No. 885 and 887	$8,441,940.98
	EFT Payment on Restricted Funds Register No. 884,886 and 142	$156,914.34
	Less Cancelled EFTs	($2,400.00)
		$8,600,402.23
Direct Debits	Bank Fees	$25,823.22
	Ampol Fuel	$115,970.75
Direct Payments		$1,357.34
	Total Direct Creditor Payments	***$8,743,553.54***
Payroll	Total Pay 19 and 20	*$4,267,891.26*
	Total Payroll	***$4,267,891.26***
Cards	Westpac Corporate Cards	$16,034.61
	Westpac Purchase Cards	$71,704.73
	Total Card Payments	**$87,739.34**
	Total Direct Creditor Payments from Municipal Account	***$13,099,184.14***

CONF

Schedule of Payments Made continued.

INTERFUND & INVESTMENT TRANSACTIONS			
Interfund Transfers			
Loan			$0.00
Citizen Relief Trust			$0.00
Citizen Relief Operating			$0.00
Municipal			($1,487,903.78)
Reserve			$1,487,903.78
Trust			
		Total Interfund Transfers	**$0.00**
New Municipal Investments			
Westpac Bank	05/03/2024		$2,000,000.00
Westpac Bank	07/03/2024		$2,000,000.00
Westpac Bank	08/03/2024		$1,700,000.00
Westpac Bank	11/03/2024		$1,100,000.00
Westpac Bank	15/03/2024		$900,000.00
Westpac Bank	19/03/2024		$2,000,000.00
Westpac Bank	20/03/2024		$2,500,000.00
		Total New Investments	**$12,200,000.00**
		Grand Total	**$25,299,184.14**

Details of the payments are shown in Attachment 1.

Any payment over and above $25,000 has been highlighted under the Payment Amount column in Attachment 1.

Regulation (13A. of the Local Government (Financial Management) Regulations 1996 - Payments by Employees via Purchasing Cards) effective from 1 September 2023 requires that if a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month and is to be presented to the Council at the next Ordinary Meeting of the Council and is to be recorded in the minutes of that meeting.

The list of payments made using purchase cards during February and settled in March 2024 is provided as an attachment to this report.

ENGAGEMENT

There are no applicable engagement considerations presented as part of this report.

SUSTAINABILITY IMPLICATIONS

There are no sustainability implications presented as part of this report.

LEGISLATIVE AND POLICY ALIGNMENT

This report meets the requirements of the *Local Government (Financial Management) Regulations 1996* Part 2: General financial management (s.6.10) regulations 11, 12, 13 and 13A.

Regulation 13A was recently introduced, to prescribe reporting for payments made by employees via purchasing cards. As with other payments, the Local Government must report payee name, amount, date and sufficient information to identify the payment. The attached payment listings meet this requirement.

Procurement of Products and Services is conducted in accordance with Council Policy CP-023 and Systems Procedure 019 Purchasing and Procurement.

FINANCIAL IMPLICATIONS

Expenditures were provided for in the adopted Budget as amended by any subsequent Budget reviews and amendments.

CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

CONFIRMED

At 8:05pm, Cr J Edinger left the meeting.

At 8:05pm, Ms N Wu left the meeting.

At 8:05pm, Cr G Barber disconnected from the meeting electronically and did not return.

At 8:07pm, Cr J Spanbroek returned to the meeting.

At 8:07pm, Ms N Wu returned to the meeting.

C24/150 Statements of Financial Activity for March 2024

File Number:	
Responsible Officer:	Manager Financial Services
Voting Requirements:	Absolute Majority
Officer Disclosure of Interest:	No Officer involved in the preparation of this report has a declarable interest in this matter.
Attachments:	1. Statement Nature Type March 2024 2. Rate Setting Program March 2024 3. Rate Setting Nature Type March 2024 4. Net Working Capital March 2024 5. Reconciliation Net Working Capital March 2024 6. Notes Rate Setting Statement March 2024 7. Summary Rate Debtors March 2024 8. Rates Collection Graph March 2024 9. General Debtors Aged 90 Days March 2024 10. Budget Amendments March 2024

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- This report presents the Statements of Financial Activity by Nature or Type and Rate Setting Statement by Program and Nature or Type for the period ending 31 March 2024 and recommends that they be noted by the Council; and
- Presents the variances for the month of March 2024 and recommends that they be noted by the Council; and
- Presents the Budget amendments required for the month of March 2024 and recommends that they be adopted by Absolute Majority decision of the Council.
- Introduction of Climate Action financial reporting.

CONFIRMED

OFFICER RECOMMENDATION

That the Council:

1. **Notes the Rate Setting Statement and Statements of Financial Activity for the month ending 31 March 2024 as detailed in the following attachments:**
   - **Statement Nature Type March 2024 (Attachment 1); and**
   - **Rate Setting Program March 2024 (Attachment 2); and**
   - **Rate Setting Nature Type March 2024 (Attachment 3); and**
   - **Net Working Capital March 2024 (Attachment 4); and**
   - **Reconciliation Net Working Capital March 2024 (Attachment 5); and**
   - **Notes Rate Setting Statement March 2024 (Attachment 6); and**
   - **Summary Rate Debtors March 2024 (Attachment 7); and**
   - **Rates Collections Graph March 2024 (Attachment 8); and**
   - **General Debtors Aged 90 Days March 2024 (Attachment 9; and**
2. **By Absolute Majority Decision adopts the budget amendments, as detailed in the attached Budget Amendment Reports for March 2024 (Attachment 10).**

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/150)

At 8:07pm Cr T Fitzgerald moved, seconded Cr N Robins

That the Council:

1. **Notes the Rate Setting Statement and Statements of Financial Activity for the month ending 31 March 2024 as detailed in the following attachments:**
   - **Statement Nature Type March 2024 (Attachment 1); and**
   - **Rate Setting Program March 2024 (Attachment 2); and**
   - **Rate Setting Nature Type March 2024 (Attachment 3); and**
   - **Net Working Capital March 2024 (Attachment 4); and**
   - **Reconciliation Net Working Capital March 2024 (Attachment 5); and**
   - **Notes Rate Setting Statement March 2024 (Attachment 6); and**
   - **Summary Rate Debtors March 2024 (Attachment 7); and**
   - **Rates Collections Graph March 2024 (Attachment 8); and**
   - **General Debtors Aged 90 Days March 2024 (Attachment 9; and**
2. **By Absolute Majority Decision adopts the budget amendments, as detailed in the attached Budget Amendment Reports for March 2024 (Attachment 10).**

At 8:07pm the Presiding Member declared the motion.

CARRIED BY ABSOLUTE MAJORITY (9/0)

PURPOSE

The attached financial reports reflect a positive financial position of the City of Melville as at 31 March 2024.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
	P5/2	Advocate at National and State levels to maximise funding.
	P5/3	Identify opportunities for appropriate alternative revenue streams.
Outcome Indicator	2	Growth and Prosperity
	Goal 1	Achieve Economic Resilience

BACKGROUND

The Statements of Financial Activity for the period ending 31 March 2024 have been prepared and tabled in accordance with the *Local Government (Financial Management) Regulations 1996*.

Overall Summary of the City's Financial Position

- The City's total investments holding for March 2024 were $198.9m of which the Municipal cash balance at the end of the month was $43.7m and $155m was held in reserve accounts, which are restricted to the defined purpose for which the reserve account was established.

- The investment in green/ethical term deposits as at 31 March 2024 was $51.2m or 26% of total investment holdings, compared to $52.7m (27%) in February 2024. Green/Ethical investments are invested in the three banks, in accordance with the council credit rating policy. Suncorp is unable to accept new term deposit or process rollovers of existing Green /Ethical Investments which will be withdrawn in future.

- Rates raised as at March were $102,519,039, compared to a year to date budget of $102,715,058. The negative variance of $(196,019) is due to interim adjustments in respect to both Commercial and Residential improved properties.

- Total debtor collections for March 2024 equalled $9.4m. The Rates collection target was 92.5% and the actual collection is tracking slightly higher at 93.8%, compared to 93.8% for the same period in 2022-2023. The total outstanding debtors (including all rates and sundry debtors) is $8.8m as of 31 March 2024.

CONFIRMED

CONSIDERATION

The attached reports have been prepared in compliance with the requirements of the legislation and Council policy. The three monthly reports that are presented are the:-

1. Statement of Financial Activity by Nature and Type

   Provides details on the various categories of income and expenditure.

2. Rate Setting Statement by Program

   Provides details on the Program classifications.

3. Rate Setting Statement by Nature or Type

   Provides details on the Nature or Type classifications.

Variances

A detailed summary of variances and comments based on the Rate Setting Statement by Nature or Type is provided in attachments:

- (Attachment 1): Rate Setting Statement by Nature or Type
- (Attachment 6): Statement of Variances in Excess of $100,000

Revenue

Rates raised as at March were $102,519,039, compared to a year to date budget of $102,715,058. The negative variance of ($196,019) is due to slightly lower than budgeted interim adjustments in respect to both Commercial and Residential improved properties.

Rates Collection

SUMMARY OF RATE DEBTOR MOVEMENT					
Detail	Actuals Current Month YTD	Actuals Previous Month YTD	*% Diff Current Mth to Previous Mth*	Actuals This Month Last Year YTD	*% Diff Current Mth to Current Mth Last Yr*
Opening Balance - 1 July	4,487,816	4,487,816	*0%*	5,453,565	*-18%*
Debtors Raised	126,272,363	126,223,129	*0%*	120,222,209	*5%*
Payments Received	(122,520,182)	(113,599,931)	*8%*	(117,646,623)	*4%*
Closing Balance	8,239,997	17,111,013	*-52%*	8,029,151	*3%*

Total rate debtor collections for the month equalled $8,920,251.

CONFIRMED

Sundry Debtor Movement

SUMMARY OF SUNDRY DEBTOR MOVEMENT					
Detail	Actuals Current Month YTD	Actuals Previous Month YTD	*% Diff Current Mth to Previous Mth*	Actuals This Month Last Year YTD	*% Diff Current Mth to Current Mth Last Yr*
Opening Balance - 1 July	901,439	901,439	*0%*	642,878	*40%*
Invoices Raised	4,397,706	4,156,117	*6%*	5,845,250	*-25%*
Receipts	(4,734,634)	(4,254,408)	*11%*	(5,493,173)	*-14%*
Prepayments	(2,588)	1,743	*-248%*	(2,931)	*-12%*
Closing Balance	561,924	804,891	*-30%*	992,025	*-43%*

Sundry debtor balances decreased by $242,967 over the course of March from $804,891 to $561,924 of which total 90 day sundry debtors for the month is $265,322, representing 47% of total sundry debtors.

Corporate Climate Action Plan

A summary of the expenditure associated with the City's climate action plan initiatives, compared to a year-to-date budget, is provided below. This is the result of a prior Council resolution and will be reported on a monthly basis. These costs encompass various activities aimed at reducing our carbon footprint and promoting sustainable practices across the City and will be reported on a monthly basis.

Description	YTD Actuals	YTD Budget
Sustainability & Climate Action Salaries	355,485	377,334
Electric Vehicles	36,192	40,001
Micro Grid Project	26,795	30,000
Sustainability Initiatives	31,065	44,175
Total	**$449,536**	**$491,510**

Money Expended in an Emergency and Unbudgeted Expenditure

Not applicable for March 2024.

Budget Amendments

Details of Budget Amendments requested for the month of March 2024 that reflect effective changes to budgets are shown in the attachment Budget Amendments March 2024 (Attachment 10). Budget amendments that are purely administrative and detail movements between budget responsible officers are not included in the attachment. This reporting is aligned with legislative requirements.

Variances greater than $100,000 processed in March 2024 are highlighted in the attachment.

Granting of concession or writing off debts owed to the City

Delegation DA-032 empowers the Chief Executive Officer (CEO) to grant concessions and write off monies owing to the City to a limit of $10,000 for any one item. The CEO has partially on-delegated this to the Directors to write off debts or grant concessions to a value of $5,000 and the Manager Financial Services to a value of $1,000.

Sundry Debtors

There were no Sundry Debts written off for the month of March 2024.

Rate Debtors

There were no rate debts written off for the month of March 2024.

ENGAGEMENT

There are no applicable engagement considerations presented as part of this report.

SUSTAINABILITY IMPLICATIONS

The City of Melville (the City) has well developed business continuity plans in place and an Incident Response Team (IRT) to coordinate and plan the City's response to the significant situations as was the case with the COVID-19 crisis.

LEGISLATIVE AND POLICY ALIGNMENT

Local Government Act 1995 Division 3 – Reporting on Activities and Finance Section 6.4 – Financial Report.

Local Government (Financial Management) Regulation 1996 Part 4 – Financial Reports Regulation 34 requires that:

34*. Financial activity statement report — s. 6.4*

(1) A local government is to prepare each month a statement of financial activity reporting on the revenue and expenditure, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail —

(a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c);

(b) budget estimates to the end of the month to which the statement relates;

(c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;

(d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and

(e) the net current assets at the end of the month to which the statement relates.

CONFIRMED

(2) Each statement of financial activity is to be accompanied by documents containing —

(a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets;

(b) an explanation of each of the material variances referred to in subregulation (1)(d); and

(c) such other supporting information as is considered relevant by the local government.

(3) The information in a statement of financial activity may be shown —

(a) according to nature and type classification; or

(b) by program; or

(c) by business unit.

(4) A statement of financial activity, and the accompanying documents referred to in sub-regulation (2), are to be —

(a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and

(b) recorded in the minutes of the meeting at which it is presented.

(5) Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.

The variance adopted by the Council is 10% or $100,000 whichever is greater.

Local Government Act 1995 Division 4 – General Financial Provisions Section 6.12; Power to defer, grant discounts, waive or write off debts.

The format of the Statements of Financial Activity as presented to the Council and the reporting of significant variances is undertaken in accordance with the Council's Accounting Policy CP-025.

FINANCIAL IMPLICATIONS

Variances

Variances are detailed and explained in the attachment Notes Rate Setting Statement March 2024 (Attachment 6): Notes on Statement of Variances in excess of $100,000 by Nature or Type.

CONSEQUENCE

There are no consequences or alternative options presented as part of this report.

CONFIRMED

C24/151 Common Seal May 2024

File Number:	
Responsible Officer:	Head of Governance
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in the matter.
Attachments:	Nil

COUNCIL'S ROLE

Information: For the Council / Committee to note.

SUMMARY

This report details the documents to which the City of Melville Common Seal has been applied for the period from Wednesday, 20 March 2024 up to and including Monday, 15 April 2024 for the Council's noting. This is a standing report to the Council.

OFFICER RECOMMENDATION

That the Council notes the actions of Madam Mayor and the Chief Executive Officer in executing the documents listed under the Common Seal of the City of Melville from Wednesday, 20 March 2024 up to and including Monday, 15 April 2024.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/151)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council notes the actions of Madam Mayor and the Chief Executive Officer in executing the documents listed under the Common Seal of the City of Melville from Wednesday, 20 March 2024 up to and including Monday, 15 April 2024.

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

Section 2.5 of the *Local Government Act 1995* states that a Local Government is a Body Corporate with perpetual succession and a common seal. A document is validly executed by a Body Corporate when the common seal of the Local Government is affixed to it and the Mayor and the Chief Executive Officer (CEO) attest the affixing of the seal.

The following documents were affixed with common seal during the period Wednesday, 20 March 2024 up to and including Monday, 15 April 2024.

Register Reference	Parties	Description	ECM Reference
CS2224	City of Melville and 37 Ardross Street, Applecross	No. 37 (Lot 662) Ardross Street, Applecross, Replacement Deed between the buyer and City of Melville	7952267
CS2225	City of Melville and DLGSC	2023 Compliance Audit Return to the DLGSC as per Local Government Act	7973861
CS2226	City of Melville and Applecross Land Holdings Pty Ltd	Grant of Easement and Deed of Agreement for the Provision and Maintenance of Community Benefit Items - Forbes Road Residence (10 Forbes Road, Applecross)	DAP-2018-9/C

CONSEQUENCE

This is a standard report for the Elected Members' that details the documents to which the City of Melville Common Seal has been applied for the period from Wednesday, 20 March 2024 up to and including Monday, 15 April 2024 for the Council's noting.

STRATEGIC ALIGNMENT

Priority	**There are no applicable priorities in relation to this report.**
Outcome Indicator	There are no applicable outcome indicators in relation to this report.

LEGISLATIVE AND POLICY ALIGNMENT

The use of the Common Seal is provided for the information of the Council.

CONFIRMED

C24/152 2024-2025 Rating Strategy

File Number:	
Responsible Officer:	Chief Executive Officer
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	Nil
Attachments:	Nil

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- Corporate Business Planning/Budget workshops were recently held with Elected Members.
- These workshops have informed the update of the Corporate Business Plan, Long Term Financial Model and 2024-2025 Annual Budget.
- The Draft 2024-2025 Annual Budget proposes a rate increase of 4.5% for the financial year.
- In accordance with the *Local Government Act 1995*, this report seeks endorsement to advertise a rate increase of 4.5% for the 2024-2025 financial year and impose rates on differential basis.

CONFIRMED

OFFICER RECOMMENDATION

That the Council endorse:

1. **advertising the following Rate in the Dollar and Minimum Rates for the purpose of the 2024-2025 financial year rate setting that equates to an increase of 4.50% compared to 2023-2024:**

Rating Category	Proposed Rate in the Dollar	Proposed Minimum Rate
Residential Improved/Unimproved	**7.325134**	**$1,434.42**
Commercial Improved/Unimproved	**9.024597**	**$1,162.98**

2. **advertising by local public notice for a period of 21 days, in accordance with Section 6.36(1) of the Local Government Act 1995, its intention to levy the Differential Rates and Minimum Rates for the 2024-2025 financial year; and**

3. **the Statement of Objects and Reasons for Differential Rates:**

   "The positive differential rate for commercial improved land is proposed in order to fund the additional costs of servicing these types of properties. Commercial premises generate higher volumes of pedestrian and traffic movements than residential properties and this results in increased road and streetscape maintenance requirements, additional on-street parking needs and the requirement to install additional traffic treatments. Due to the increased presence of litter surrounding commercial and industrial land the City is also required to provide additional litter collection services to these areas. Patrons and employees of commercial and industrial premises are consumers of municipal services but unless they are also property owners within the City, are not contributing to the cost of services used by them in the City of Melville."

   and this be published on the City of Melville website.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/152)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council endorse:

1. **advertising the following Rate in the Dollar and Minimum Rates for the purpose of the 2024-2025 financial year rate setting that equates to an increase of 4.50% compared to 2023-2024:**

Rating Category	Proposed Rate in the Dollar	Proposed Minimum Rate
Residential Improved/Unimproved	7.325134	$1,434.42
Commercial Improved/Unimproved	9.024597	$1,162.98

2. **advertising by local public notice for a period of 21 days, in accordance with Section 6.36(1) of the Local Government Act 1995, its intention to levy the Differential Rates and Minimum Rates for the 2024-2025 financial year; and**

3. **the Statement of Objects and Reasons for Differential Rates:**

   "The positive differential rate for commercial improved land is proposed in order to fund the additional costs of servicing these types of properties. Commercial premises generate higher volumes of pedestrian and traffic movements than residential properties and this results in increased road and streetscape maintenance requirements, additional on-street parking needs and the requirement to install additional traffic treatments. Due to the increased presence of litter surrounding commercial and industrial land the City is also required to provide additional litter collection services to these areas. Patrons and employees of commercial and industrial premises are consumers of municipal services but unless they are also property owners within the City, are not contributing to the cost of services used by them in the City of Melville."

   and this be published on the City of Melville website.

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

This report is to present to the Council the proposed Rating Strategy for the 2024-2025 financial year for the purpose of advertising and seeking public comment as required by the Local Government Act 1995, for endorsement.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
Outcome Indicator		There are no applicable outcome indicators in relation to this report.
	2	Growth and Prosperity
	Goal 1	Achieve Economic Resilience

BACKGROUND

On an annual basis the City adopts its Annual Budget (Budget) which outlines the income and expenditure required to provide services and facilities to the community. A key component of the Budget is the rating strategy which generates the City's main source of revenue.

As part of a rating strategy, a Local Government can choose to impose rates uniformly or differentially across the properties within the district. Before imposing any differential general rates or a minimum payment applying to a differential rate category, a local government is required to give local public notice of its intention to do so.

The 2024-2025 Annual Budget is being finalised and will be presented to Council for adoption at the Ordinary Meeting of Council on 18 June 2024. Consistent with previous years, the 2024-2025 rating strategy is proposing to rate differentially. In accordance with the *Local Government Act 1995*, this will require a public notice.

The City has recognised the need to be more transparent regarding rate setting. The 2024-2025 financial year sees the introduction of this formal report to Council and the public notice will also be presented in a more meaningful format.

CONSIDERATION

Several Corporate Business Planning/Budget workshops have recently been held with Elected Members. These workshops have informed the update of the Corporate Business Plan, Long Term Financial Model and 2024-2025 Annual Budget. The proposed rating strategy presented in this report is consistent with presentations to Elected Members and subsequent discussions.

The 2024-2025 Annual Budget has been prepared with consideration given to both the short and long-term financial requirements and aspirations of the City. Key features of the 2024-2025 Budget include:

- Strong alignment with Community and Council priorities;
- Management of inflationary impacts;
- No significant changes to staffing levels;
- No significant changes to fees and charges;
- Ongoing provision of services and facilities;
- Fully funded asset renewal for all asset classes;
- Constriction of funding for new/upgraded capital works;
- Removal of reliance on an opening surplus to ensure that current year expenditure is only reliant on current year funding; and
- Funding for the City's transformational programs including 'Customer First' and the Digital Strategy.

Budget allocations underwent rigorous reviews prior to Rate setting and the City will continue to review its revenue and cost base with formal service reviews being planned for 2024-2025. The City's financial reserves were also carefully considered and will be utilised during the year. However, reserve funding will be heavily utilised in coming years to fund a significant capital works program, including the construction of the Library & Cultural Centre. The Long-Term Financial Model/Plan will be presented to the Council for adoption in July 2024 and will highlight this.

CONFIRMED

To maintain the City's financial sustainability, the 2024-2025 Budget requires a rate increase of 4.5% (on the 2023-2024 Rate in the Dollar and Minimums). This is 1.1% higher than the Perth Consumer Price Index for the year ended March 2024. This increase follows either no increase in recent years or an increase that didn't allow the City to adequately allocate funding according to its financial principles and policies.

The following table outlines recent historic rate increases:

Year	Rate increase	CPI
2020-2021	0% (plus $200 concession for Covid response)	2.1%
2021-2022	0%	1%
2022-2023	3.5%	7.6%
2023-2024	Average: 4.87% residential and 7.86% commercial	5.8%

The City is mindful of balancing the community's capacity to pay and cost of living pressures with ensuring the City's long term financial sustainability. The proposed Rate in the Dollar and Minimum Rates are outlined below:

Rating Category	Proposed Rate In the Dollar	Proposed Minimum Rate
Residential Improved/Unimproved	7.325134	$1,434.42
Commercial Improved/Unimproved	9.024597	$1,162.98

Gross Rental Valuations are reviewed every three years, 2024-2025 is not a revaluation year. Therefore, properties will receive an increase of 4.5% unless an interim valuation has been received during the year to reflect a change to the property's rateable valuation.

An average residential property in 2023-2024 paid $1,890, and this will increase to $1,975 in 2024-2025. An additional $85 per year or $1.60 per week.

The Residential Minimum rate increases by $61.77 per annum or $1.18 per week.

An average commercial property in 2023-2024 paid $11,731, and this will increase to $12,259 in 2024-2025. An additional $528 per year or $10.15 per week.

The Commercial Minimum rate increases by $50.08 per annum or $0.96 per week.

CONFIRMED

The following statement outlines the Objects & Reasons for the differential category:

> *The positive differential rate for commercial improved land is proposed in order to fund the additional costs of servicing these types of properties. Commercial premises generate higher volumes of pedestrian and traffic movements than residential properties and this results in increased road and streetscape maintenance requirements, additional on-street parking needs and the requirement to install additional traffic treatments. Due to the increased presence of litter surrounding commercial and industrial land the City is also required to provide additional litter collection services to these areas. Patrons and employees of commercial and industrial premises are consumers of municipal services but unless they are also property owners within the City, are not contributing to the cost of services used by them in the City of Melville.*

ENGAGEMENT

The Annual Budget has been prepared with extensive engagement from officers, Elected Members and heavily informed by various plans and strategies. Following the endorsement of this report, public comment will be sought regarding the intention to impose differential rates.

The notice will be published as follows:

- The City of Melville Website – 22 May 2024
- PerthNow Melville – 23 May 2024
- City of Melville eNews – 24 May 2024
- Melville Herald – 25 May 2024

The public notice period will close at 5pm on Thursday, 13 June 2024.

This publication regime will meet the requirements under the Local for the City to give local public notice under s6.36 of *the Local Government Act*.

SUSTAINABILITY IMPLICATIONS

There are no sustainability implications associated with this report.

CONFIRMED

LEGISLATIVE AND POLICY ALIGNMENT

The Local Government Act 1995 (Part 6: Financial Management and Division 6: Rates and Service Charges) prescribes rating parameters. The following sections are most relevant to this report:

Section 6.32. Rates and service charges

(1) When adopting the annual budget, a local government —

(a) in order to make up the budget deficiency, is to impose a general rate on rateable land within its district, which rate may be imposed either —

(i) uniformly; or

(ii) differentially;

and

(b) may impose on rateable land within its district —

(i) a specified area rate; or

(ii) a minimum payment;

and

(c) may impose a service charge on land within its district.

(2) Where a local government resolves to impose a rate it is required to —

(a) set a rate which is expressed as a rate in the dollar of the gross rental value of rateable land within its district to be rated on gross rental value; and

(b) set a rate which is expressed as a rate in the dollar of the unimproved value of rateable land within its district to be rated on unimproved value.

6.33. Differential general rates

(1) A local government may impose differential general rates according to any, or a combination, of the following characteristics —

(a) the purpose for which the land is zoned, whether or not under a planning scheme as defined in the Planning and Development Act 2005; or

(b) a purpose for which the land is held or used as determined by the local government; or

(c) whether or not the land is vacant land; or

(d) any other characteristic or combination of characteristics prescribed.

6.35. Minimum payment

(1) Subject to this section, a local government may impose on any rateable land in its district a minimum payment which is greater than the general rate which would otherwise be payable on that land.

CONFIRMED

6.36. Local government to give notice of certain rates

(1) Before imposing any differential general rates or a minimum payment applying to a differential rate category under section 6.35(6)(c) a local government is to give local public notice of its intention to do so.

(2) A local government is required to ensure that a notice referred to in subsection (1) is published in sufficient time to allow compliance with the requirements specified in this section and section 6.2(1).

(3) A notice referred to in subsection (1) —

(a) may be published within the period of 2 months preceding the commencement of the financial year to which the proposed rates are to apply on the basis of the local government's estimate of the budget deficiency; and

(b) is to contain —

(i) details of each rate or minimum payment the local government intends to impose; and

(ii) an invitation for submissions to be made by an elector or a ratepayer in respect of the proposed rate or minimum payment and any related matters within 21 days (or such longer period as is specified in the notice) of the notice; and

(iii) any further information in relation to the matters specified in subparagraphs (i) and (ii) which may be prescribed;

and

(c) is to advise electors and ratepayers that the document referred to in subsection (3A) —

(i) may be inspected at a time and place specified in the notice; and

(ii) is published on the local government's official website.

(3A) The local government is required to prepare a document describing the objects of, and reasons for, each proposed rate and minimum payment and to publish the document on the local government's official website.

(4) The local government is required to consider any submissions received before imposing the proposed rate or minimum payment with or without modification.

Policy

This report aligns to the objective of Council Policy CP 008: Financial Sustainability – Forward Financial Planning and Funding Allocation. Ensuring robust and transparent financial planning processes are established to eliminate significant annual variations in rates and charges.

The proposed Rating Strategy for 2024-2025 is also consistent with the City's current Long Term Financial Model.

CONFIRMED

FINANCIAL IMPLICATIONS

This proposed Rating Strategy ensures the City has the ability to fund the requirements of the 2024-2025 Draft Annual Budget, as well as future service levels and asset management requirements.

A change to lower the budgeted rate revenue would require services and/or levels to be reviewed or the City's financial sustainability to be compromised. A change to increase the budgeted rate revenue could fund increased services and/or service levels or enable projects to be brought forward.

There is a current budget allocation to cover the cost of advertising.

CONSEQUENCE

The Council could choose to adopt a Rating Strategy for 2024-2025 different to that outlined in this report. This would require the Annual Budget and the Long-Term Financial Model to be reforecast to determine the impact on services and service levels. This could delay the advertisement and subsequent adoption of the 2024-2025 Annual Budget.

CONFIRMED

Community Development

At 8:08pm, Cr J Edinger returned to the meeting.

CD24/16 Disability Access and Inclusion Plan 2024 - 2029

File Number:	
Responsible Officer:	Director Community Development
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in the matter.
Attachments:	1. Disability Access and Inclusion Plan 2024 - 2029 2. DAIP comparison tool - strategies and actions, 2017-2022, 2024-2029 3. Disability Access and Inclusion Policy CP-084

COUNCIL'S ROLE

Legislative: Includes adopting local laws, town planning schemes & policies.

SUMMARY

- In accordance with the *WA Disability Services Act (1993)* (Amended 2004) the Disability Access and Inclusion Plan (DAIP) 2024 – 2029 is attached (*Attachment 1*) for adoption by Council. The Act requires all local government authorities to develop and implement a plan that outlines the ways in which the authority will ensure that people with disabilities have equal access to its facilities and services.
- The Disability Access and Inclusion Plan 2024 – 2029 is underpinned by the Disability Access and Inclusion Policy CP-084 (*Attachment 3*) which has been modified slightly. These changes are clearly marked on the updated Policy which is provided for consideration.
- A DAIP comparison tool (*Attachment 2*), provides commentary on the key proposed changes to strategies and actions from the 2017-2022 Disability Access and Inclusion Plan to the 2024-2029 Disability Access and Inclusion Plan.

OFFICER RECOMMENDATION

That the Council:

1. **Endorse and adopt the Disability Access and Inclusion Plan 2024-2029 (Attachment 1); and**
2. **Endorse CP-084 Disability Access and Inclusion Policy (Attachment 3)**

CONFIRMED

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (CD24/16)

At 8:08pm Cr T Fitzgerald moved, seconded Cr J Spanbroek

That the Council:

1. Endorse and adopt the Disability Access and Inclusion Plan 2024-2029 (Attachment 1); and

2. Endorse CP-084 Disability Access and Inclusion Policy (Attachment 3).

At 8:18pm the Presiding Member declared the motion.

CARRIED (7/3)

Yes (7): Mayor Katy Mair, Crs Tomas Fitzgerald, Jane Edinger, Jennifer Spanbroek, Soo Hong, Scott Green and Terry Lee

No (3): Crs Nicole Robins, Clive Ross and Daniel Lim

CONFIRMED

PURPOSE

The *Disability Services Act 1993* requires local government authorities to review their Disability Access and Inclusion Plan (DAIP) after a maximum of five years and amend or develop a new DAIP that is then published online, and a copy submitted to the Department of Communities.

The Disability Access and Inclusion Plan 2024 – 2029 has been developed with broad engagement and input from our community. Whilst strategies and actions within the plan are targeted to the experience of people living with disability, the resulting community benefit has been identified to extend beyond the experience of people living with disability alone, to encompass other community members who also experience barriers to participation and belonging.

STRATEGIC ALIGNMENT

Priority	**3**	**Empower the voices of our diverse community by strengthening engagement**
	P3/1	Increase co-design approaches that engage stakeholders in upfront designs and support issue resolution activities.
	P3/4	Enhance opportunities for civic engagement and building community capacity.
	P3/5	Strengthen online service delivery and respond to the digital divide by supporting improvements in digital literacy.
	4	**Support healthy lifestyles and wellbeing**
	P4/1	Invest strategically in local infrastructure and built environments that support physical activity and healthy lifestyles.
	P4/2	Increase advocacy and partnerships for identified needs relating to community health, safety and security.
	P4/3	Empower inclusive participation and support for sports and community groups.

	P4/4	Support National, State and community efforts to assist people in need.
Outcome Indicator	5	Sense of Community
	Goal 2	Participation and Inclusion
	Goal 5	Social Connectedness and Belonging

BACKGROUND

The *WA Disability Services Act (1993) (Amended 2004)* requires all local government authorities to develop and implement a plan that outlines the ways in which the authority will ensure that people with disabilities have equal access to its facilities and services. The Act is explicit that the process for development of a DAIP must include a review of the previous DAIP, including public consultation, however the Department of Communities (who regulate implementation of plans) do not direct Local Governments in this regard.

Throughout the past few years there has been a growing trend across the sector to broaden approaches to access and inclusion planning, taking into consideration the unique and shared barriers to participation in community life experienced by diverse groups. The Department of Communities have offered their support to this, given the requirements of the Act remain upheld. The Better Together Melville engagement process and the reference group worked towards this inclusive approach at Melville to deliver on the City's vision of embracing community diversity and making sure everyone has the chance to have a great life by building an inclusive, vibrant, and sustainable future for our community. A future where everyone feels they belong, are cared for, and their contribution valued.

The DAIP 2024 – 2029 retains this intent with outcomes focused on improvements in relation to disability access and inclusion, extending benefit more broadly at the same time.

At the December 2023 Ordinary Meeting of Council, the Council resolved:

That the Council:

1. Retains the Disability Access and Inclusion Policy CP-084.

2. Considers the community feedback in the review of the Strategic Community Plan

3. Directs the CEO to conduct a minor review of the 2017-2022 Disability Access and Inclusion Plan, suggesting minimal changes and taking into account recent community feedback where possible, for consideration by Council by April 2024. Updates should be consistent with the intent of the WA Disability Services Act which is to endorse a plan that ensures people with disabilities have equal access to facilities and services.

This updated report provides the Disability Access and Inclusion Policy (DAIP) CP-084 (Attachment 3) highlighting minor changes and a DAIP comparison tool (Attachment 2), details the key proposed changes to strategies and actions from the 2017-2022 Disability Access and Inclusion Plan to the 2024-2029 Disability Access and Inclusion Plan.

CONFIRMED

CONSIDERATION

Delivery of strategies and actions outlined in the DAIP 2024 – 2029 relies on an understanding and commitment to positive social justice outcomes as outlined in the Disability Access and Inclusion Policy (CP – 084) (Attachment 3). The City of Melville believes that a community that recognises and promotes diversity and equity supports the participation and inclusion of all its members which makes for a richer community life.

From October 2022 to August 2023, the city progressed three key stages of community engagement relevant to the review of the previous DAIP and development of this DAIP under the title of Better Together Melville. The response through the engagement to broadening the DAIP 2024 - 2029 to include strategies and actions of benefit to the whole community was overwhelmingly supported, whilst specifically highlighting the importance of not minimising or neglecting the specific experiences of people living with disability.

The Disability Access and Inclusion Policy attached to this report outlines the objectives underpinning this approach.

Following council endorsement, a public document in Easy Read format will be created and include:

- Message from the Mayor
- Relevant Demographics for the City of Melville.

ENGAGEMENT

Better Together Melville was created as a community conversation providing various opportunities for the community to tell us what access, inclusion, belonging, and social justice meant to them. The DAIP 2024 - 2029 is a collation of what our diverse community told us were barriers to them feeling like they belonged, and what we could do better to enhance their participation in everyday community life.

The Better Together Melville Community Reference Group was established representative of the diversity within our community. They provided feedback at each stage of the engagement design and delivery and final development of the DAIP 2024 - 2029.

Key themes and priorities that emerged from the engagement process for the city to address include facilitating:

- Facility and infrastructure improvements to enable participation in services, events and employment.
- Enhancing community awareness, understanding and tolerance towards outcomes of belonging.
- Enhancing use of diverse formats for communication and engagement to ensure equitable access to information.

CONFIRMED

The completed engagement reports can be accessed on the Melville Talks website linked below:

https://www.melvillecity.com.au/our-city/connect-with-us/melville-talks/community-engagements/better-together-melville

SUSTAINABILITY IMPLICATIONS

The DAIP 2024 – 2029 will have a positive impact on the health and wellbeing of the community by working towards improving access and inclusion for people with disabilities.

LEGISLATIVE AND POLICY ALIGNMENT

The City has a legislative requirement under the *WA Disability Services Act (1993) (Amended 2004)* which requires all local government authorities to develop and implement a plan that outlines the ways in which the authority will ensure that people with disabilities have equal access to its facilities and services. The DAIP 2024 – 2029 delivers on this requirement.

FINANCIAL IMPLICATIONS

Implementation of the DAIP 2024-2029 is supported through operational budget managed through the City's regular budget processes. As an organisational plan and commitment, budget development and requests sit within the relevant responsible service area including City Buildings and Projects, Engineering, Cultural Services, Customer and Community Participation.

Grant funding is available ad hoc in support of major projects such as the installation of Changing Place facilities; these opportunities will be explored as they arise.

CONSEQUENCE

Adoption of the recommendation is in line with legislative requirements of the *WA Disability Services Act (1993) (Amended 2004).*

CONFIRMED

CD24/18 Reconciliation Action Plan

File Number:	
Responsible Officer:	Director Community Development
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	Nil
Attachments:	1. Draft Stretch Reconciliation Action Plan 2023-2026

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- This report presents the City of Melville's draft Stretch Reconciliation Action Plan.
- As a key step in the City's work towards reconciliation, the Reconciliation Action Plan outlines meaningful actions for reconciliation internally and within the City's sphere of influence.

OFFICER RECOMMENDATION

That the Council:

1. **Endorse the draft Reconciliation Action Plan; and**
2. **Approve City Officers to engage with Reconciliation Australia to seek their endorsement of the draft Reconciliation Action Plan.**

COUNCIL RESOLUTION (CD24/18)

Procedural Motion

At 8:18pm Cr N Robins moved, seconded Cr D Lim

That the motion be deferred to the Ordinary Meeting of Council to be held on July 2024 .

At 8:18pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (10/0)

PURPOSE

The purpose of this report is to seek the endorsement of the new Stretch Reconciliation Action Plan (RAP), which has been awaiting update since 2023. This new draft Stretch RAP renews the City's commitment to reconciliation, fulfilling the City's obligations under state legislation, as well as other national plans and strategies.

STRATEGIC ALIGNMENT

Priority	**3**	**Empower the voices of our diverse community by strengthening engagement**
	P3/1	Increase co-design approaches that engage stakeholders in upfront designs and support issue resolution activities.
	P3/4	Enhance opportunities for civic engagement and building community capacity.
	4	**Support healthy lifestyles and wellbeing**
	P4/2	Increase advocacy and partnerships for identified needs relating to community health, safety and security.
	P4/3	Empower inclusive participation and support for sports and community groups.
	P4/4	Support National, State and community efforts to assist people in need.
	6	**Encourage local economic development**
	P6/2	Support opportunities for not-for-profit and social enterprise.
Outcome Indicator	2	Growth and Prosperity
	Goal 2	Local Job Opportunities for Locals
	Goal 3	Location of Choice for A Diverse Range of Businesses
	Goal 1	Achieve Economic Resilience
	3	Healthy Lifestyles
	Goal 1	A Safe and Healthy Urban Environment
	Goal 4	Mentally Healthy Community
	Goal 3	Increased Physical Activity
	Goal 5	Reduce Alcohol and Other Drug Use
	4	Safe and Secure
	Goal 2	People Feel Safe and Secure in All Places at All Times
	Goal 7	Safe and Secure Places and Environment
	5	Sense of Community
	Goal 1	Life Long Learning and Creativity
	Goal 2	Participation and Inclusion
	Goal 3	Place Activation and Liveability
	Goal 4	Sense of Identity through Collective Memory
	Goal 5	Social Connectedness and Belonging

CONFIRMED

BACKGROUND

The City of Melville has a long history of reconciliation and has strong and long-standing relationships with the Aboriginal community. The City's current RAP (2017-2022) has expired, and renewal is required so as to:

- Meet the City's legislation requirements under the *Local Government Act 1995*
- Meet the City's agreement with Reconciliation Australia to develop a second Stretch RAP
- Further the City's commitment to reconciliation by embedding actions for reconciliation within the organisation and our work with communities.

The City's first Reconciliation Action Plan (RAP) was launched at the Innovate level in 2013. This RAP formalised the work of reconciliation that was already happening in the community and made the City accountable to its own reconciliation journey. After successfully implementing and delivering the actions of this first RAP, the City of Melville was endorsed by Reconciliation Australia to progress to the Stretch level for its next RAP. This Stretch RAP was launched in 2017 and expired in 2022, with an agreement to extend for a further year due to Covid.

On expiration of the previous Stretch RAP, the City was permitted to develop a second Stretch RAP by Reconciliation Australia. This level of RAP shows the strong commitment the City of Melville already shows to advancing reconciliation internally and within the organisation's sphere of influence. A Stretch RAP is focused on implementing longer-term strategies and working towards defined measurable targets and goals and requires organisations to embed reconciliation initiatives into business strategies to become 'business as usual'.

CONSIDERATION

Recent changes to the *Local Government Act (WA) 1995* (the Act) impose obligations on Local Government Authorities to recognise Aboriginal peoples and make allowances for their involvement in decision-making processes.

These changes to the Act came into effect in May 2023. Division 1 of the Act, which outlines the general function of Local Government, now includes a clear requirement for local government authorities to consider and involve Aboriginal peoples in decision making. Specifically, section 3.1.(1A)(b) notes:

> *[The general function of local government must be performed having regard to] the need*
>
> *(i) to recognise the particular interests of Aboriginal people; and*
>
> *(ii) to involve Aboriginal people in decision-making processes.*

This section necessitates local government authorities provide First Nations peoples with a say on, and input, into decision-making at a local government level. Importantly, the Act does not limit this input to decisions about or for Aboriginal and Torres Strait Islander communities and implies broader input across local government decision-making.

CONFIRMED

The City of Melville has a long history of reconciliation with strong and long-standing relationships with the Aboriginal and Torres Strait Islander community. The City commenced its formal reconciliation journey in 2013, with the launch of its first Reconciliation Action Plan (RAP) at the Innovate level. The RAP formalized the work of reconciliation that was already happening the community and made the City accountable to its own reconciliation journey. After successfully implementing and delivering the actions of this first RAP, the City of Melville was endorsed by Reconciliation Australia to progress to the Stretch level for its next RAP. This Stretch RAP was launched in 2017.

Some key reconciliation initiatives that have been delivered include:

Place Names Melville: Drawing on the collective knowledge and guidance of Professor Len Collard and Geri Hayden, Cultural Advisor and Facilitator, the project is a community-led, creative model for decoding and revealing the ancient meanings embedded in Noongar place names.

Goolugatup Lowerlands redevelopment: A First Nations lead project in collaboration with the Whadjuk community, Traditional Owners, community and stakeholders, this ambitious plan to realise the potential of Goolugatup (formerly Heathcote) Lowerlands will upgrade the existing parklands without losing its current character and history.

Willagee Youth drop-in: Willagee Library and Community Centre run a youth drop-in for First Nations young people, supporting participants to engage with diverse activities. A key concept that underpins these programs is to highlight career pathways – because you can't be what you can't see.

Connection to Country: Engaging at-risk young people to build their cultural knowledge and connection to Country by working with Elders, knowledge holders and artists on Country.

Koolangka Waangkiny: Koolangka Waangkiny is a weekly story time program that introduces Noongar language, stories and culture to children aged under five and their families, friends and carers.

The City has maintained ongoing trusting relationship with the Aboriginal community, which has been built through numerous years of on-going engagement. This new Stretch RAP has been developed with input from the Executive team, RAP champions, employees across various departments of the organisation, and a Working Group of Aboriginal and Torres Strait Islander community members, Elders and Traditional Owners.

Endorsing the RAP is an important step in demonstrating the City of Melville's commitment to reconciliation within our community and our spheres of influence.

CONFIRMED

Local Government Practice

The City of Melville is widely acknowledged as a leader in Western Australia in the reconciliation space. A significant number of local governments in Western Australia have a Reconciliation Action Plan and / or an alternative strategy. The majority of these were developed by metropolitan local governments, that tend to have significantly more resources to put to developing and implementing a RAP. A WALGA survey of local governments undertaken in December 2022, showed that approximately 30 per cent of respondents had or were in the process of developing a Reconciliation Action Plan. Another fifteen per cent noted they have their own strategy or policy in action.

Notably, there is significant engagement with the RAP framework from local governments in the City of Melville's geographic area, including:

- City of Cockburn
- City of Fremantle
- City of Kwinana
- City of Rockingham
- City of Armadale
- Town of Mosman Park

Other local government authorities with a RAP include (but are not limited to):

- City of Perth
- City of Vincent
- City of Bayswater
- City of Busselton
- Town of Cottesloe
- City of Stirling
- City of Swan
- Town of Cambridge

A further 250 organisations that operate or are based in Western Australia also have a RAP.

ENGAGEMENT

In accordance with the Stakeholder Engagement Policy CP-002, engagement for the RAP has included:

- Broad community consultation through the Strategic Community Plan; and
- Specific consultation of Aboriginal and Torres Strait Islander community through the Reconciliation Action Plan External Working Group.

CONFIRMED

Engagement for the Strategic Community Plan demonstrated strong support in the community for the RAP. Forty-four respondents noted specifically 'Respect for First Nations culture' as a key area in which they would like the City of Melville to improve. Some select comments from this consultation are included below:

- *Focus on the City's Reconciliation Action Plan and outcomes, engagement with the local First Nations community, encouraging and supporting further understanding between First Nations and other community members. 50-64 years old, Ardross.*
- *Keep implementing the reconciliation action plan and lead in aboriginal relations. 50-64 years old, Bicton.*
- *Say sorry, truth tell, make treaty with First Nations people, implement RAP. 50-64 years old, Bicton.*
- *Set strategies & plans to give the First Nation's people a chance to have an equal say & participation in how their cultures can be incorporated into the City activities. 50-64 years old, Bull Creek.*
- *Take an active public stance on the commitment to reconciliation by supporting and where possible enacting the offers of the Uluru Statement from the Heart. 35-49 years old, Palmyra.*
- *Whole of organisation vision for reconciliation. With these values applied across Council decisions and operational planning and decision making. 35-49 years old, Melville.*

Alongside this community consultation, the City has also sought the input of an external working group of Aboriginal and Torres Strait Islander community members in the development of this RAP. The Working Group is made up of eleven members who bring valuable experience and expertise of living in and / or working with the City of Melville to the Group. There is broad representation across genders and age groups, with a mix of younger and older members to facilitate the sharing of diverse voices and experiences.

The External Working Group has been intrinsic in the development of this Stretch RAP and in driving outcomes for Aboriginal and Torres Strait Islander communities in the City of Melville. The External Working Group is made up of eleven Aboriginal and / or Torres Strait Islander community members.

Internally, this Stretch RAP has been developed with input from the Executive team, RAP champions, employees across various departments of the organisation, and a Working Group of Aboriginal and Torres Strait Islander community members, Elders and Traditional Owners.

An Internal Working Group of staff have also input into the RAP. Alongside the Chief Executive Officer, this group is made up of the following members of staff:

- Director Environment and Infrastructure
- Director Community Development
- Manager Cultural Services (RAP Champion)
- First Nations Engagement Coordinator
- First Nations Engagement Lead
- Team Leader Willagee Library
- Strategic Initiatives Lead

CONFIRMED

This group included two Aboriginal and / or Torres Strait Islander members of staff.

SUSTAINABILITY IMPLICATIONS

The RAP positively impacts environmental and social sustainability through its contribution to the health, wellbeing and education of the community. The RAP also aligns with United Nations Sustainable Development Goals including:

- Goal 1: End poverty
- Goal 3: Good health and wellbeing
- Goal 4: Quality education
- Goal 8: Decent work and economic growth
- Goal 10: Reduced inequalities
- Goal 16: Peace, justice and strong institutions

LEGISLATIVE AND POLICY ALIGNMENT

Recent changes to the *Local Government Act (WA) 1995* (the Act) impose obligations on Local Government Authorities to recognise Aboriginal peoples and make allowances for their involvement in decision-making processes.

These changes to the Act came into effect in May 2023. Division 1 of the Act, which outlines the general function of Local Government, now includes a clear requirement for local government authorities to consider and involve Aboriginal peoples in decision making. Specifically, section 3.1.(1A)(b) notes:

> *[The general function of local government must be performed having regard to] the need*
>
> *(i) to recognise the particular interests of Aboriginal people; and*
>
> *(ii) to involve Aboriginal people in decision-making processes.*

This section necessitates local government authorities provide First Nations peoples with a say on, and input, into decision-making at a local government level. Importantly, the Act does not limit this input to decisions about or for Aboriginal and Torres Strait Islander communities and implies broader input across local government decision-making.

The Reconciliation Action Plan is also a step in addressing the City's obligations under the Closing the Gap Agreement. The Australian Local Government Association (ALGA) was a co-signatory of the Closing the Gap Agreement (2019), along with the Western Australian Government. The 2021 Partners in Government Agreement formally committed the Western Australian Government and local government authorities to work together on the implementation of the National Closing the Gap Agreement.

Under the obligations of the Closing the Gap agreement, state and territory governments' Implementation Plans are to be whole-of-government plans, covering government agencies and statutory bodies including local governments. The Western Australian Government Implementation Plan (2022), outlines four key priority reforms under Closing the Gap agreement:

CONFIRMED

1. Formal partnerships and shared decision-making.
2. Building the community-controlled sector.
3. Transforming Government organisations; and
4. Shared access to data and information at a regional level.

Alongside obligations under the Closing the Gap agreement, the City of Melville is also obliged to consider the WA Government Aboriginal Empowerment Strategy 2021-2029, which sets out important steps to recognise, acknowledge and celebrate Aboriginal peoples and cultures. The strategy outlines diverse pathways for empowerment, underlined by coordination between the WA Government, State agencies, Commonwealth and local governments, the private sector and the broader community.

The core goal at the heart of the Aboriginal Empowerment Strategy is that "Aboriginal people, families and communities empowered to live good lives and choose their own futures from a secure foundation." Underpinning this strategy are six key principles:

- Empowerment and self-determination
- Culture, country and family
- Diversity of people and places
- Integrated, culturally responsive and secure services
- Accountability and evaluation
- Equity and Equality

Importantly for local government authorities, the strategy notes that "Policies and programs should be developed and implemented as close to the local or regional level as possible, with the involvement of those most affected."

FINANCIAL IMPLICATIONS

The First Nations Engagement Team and the Strategic Initiatives Lead have to date completed most of the work on the RAP – these are existing resources and there has been no budget impact.

Members of the External Working Group are paid a fee for their contribution in accordance with the terms of the Southwest Land Settlement. This fee amounts to $250 per meeting, with a minimum of four meetings per annum required under the conditions of the RAP, amounting to an approximate total annual budget of $12,000. This has been included in the proposed annual budget.

The majority of listed initiatives and actions within the RAP are based on existing resources and embedding improved ways of working within our current systems and services. There are also listed grant funded projects, of significant note is the Place Names Melville Project, that received a three-year Lotterywest funding partnership agreement.

There is no new significant variation to existing budgets within the RAP. Any future projects would require a business case and budget approval.

CONFIRMED

CONSEQUENCE

The *Local Government Act (WA) 1995* makes clear the requirement for local government to recognise the particular interests of Aboriginal people and involve Aboriginal people in decision-making. A decision not to endorse the RAP will significantly compromise the City's capacity to fulfill the legal requirements as outlined in the Act. As there is no alternative policy that would fulfill these obligations, the City would be operating in breach of the Act.

There is significant reputational risk if the Council does not adopt the officer recommendation. The City of Melville is held in high regard for its significant work towards reconciliation by other LGAs, Reconciliation WA and Reconciliation Australia. This reputation would be compromised if the Council does not endorse the RAP.

Trust is a pivotal component in establishing meaningful relationships with Aboriginal and Torres Strait Islander communities and the work to establish these relationships is crucially important. Failure to endorse the RAP would significantly damage long-standing and valuable relationships with the Aboriginal and Torres Strait Islander community. These relationships have been built over time, involving significant work from City officers and, once damaged, would be extremely difficult to repair. Compromising these relationships would also further negate the City's capacity to fulfill its obligations under the *Local Government Act 1995* and would mark a significant step away from involving Aboriginal people in decision-making processes

CONFIRMED

Environment and Infrastructure

E24/29 Public Open Space - The Esplanade Mt Pleasant

For the convenience of those in the public gallery, Item E24/29 Public Open Space – The Esplanade Mt Pleasant was brought forward in the agenda – please see page 28.

CONFIRMED

E24/30 Response to Petition - Traffic Treatment Options - Wheatley Drive, Bull Creek

For the convenience of those in the public gallery, Item E24/30 Response to Petition – Traffic Treatment Options – Wheatley Drive, Bull Creek was brought forward in the agenda – please see page 34.

CONFIRMED

E24/36 Walk and Ride Melville Plan

File Number:	
Responsible Officer:	Manager Engineering
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in the matter.
Attachments:	1. Walk and Ride Melville Plan Summary 2. Walk and Ride Melville Plan Full Report

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

CONFIRMED

SUMMARY

- The Walk and Ride Melville plan supports the community's aspirations of sharing the space when people are walking and riding, using eRideables, and other wheeled sustainable transport modes.
- The plan aligns with the City of Melville and State government visions.
- Through extensive stakeholder engagement the main issues in the community were identified.
- Opportunities that came from the study included vehicle speed reduction, making roundabouts safer, traffic calming and safe crossings. Connecting the community through footpaths, shared paths and safer on road facilities was paramount together with behavioural change programs promoting active transport.
- The plan aligns with the State Government Long term Cycling Network (LTCN) with some recommended alterations.
- The plan builds on the 2012 Bike Plan: increasing the footpath and bike network around schools and train stations.
- A new footpath priority system was created around the metrics; need and impact.
- The culmination of the studies resulted in a full list of works, further studies, and advocacy projects.
- It is recommended that the Walk and Ride Melville Plan is endorsed so that the City can implement a safer, connected and more attractive walk and ride network for everyone.

OFFICER RECOMMENDATION

That the Council:

1. **Endorse the Walk and Ride Melville Plan as its new strategic document regarding expanding the pedestrian and cycling network in line with the emphasis of increasing cycling and walking safety, with good connectivity and convenience.**
2. **Continue to allocate a minimum of $200,000 per annum on its Forward Capital Works budget from within the current provision for path renewal and upgrade as included on the Long Term Financial Plan, to progress the recommendations of the Walk and Ride Melville Plan, and that this amount be reviewed on an annual basis.**
3. **Supports the City to continue to work actively with the Department of Transport's grant process to maximise funding grant opportunities to assist with progressing the recommendations contained within the Walk and Ride Plan.**
4. **Supports the City advocating and maintaining its continued cooperation and collaboration with Main Roads WA to facilitate the progress of the cycle related infrastructure projects contained within the Walk and Ride Melville Plan, which fall under the jurisdiction of Main Roads WA.**

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (E24/36)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council:

1. **Endorse the Walk and Ride Melville Plan as its new strategic document regarding expanding the pedestrian and cycling network in line with the emphasis of increasing cycling and walking safety, with good connectivity and convenience.**
2. **Continue to allocate a minimum of $200,000 per annum on its Forward Capital Works budget from within the current provision for path renewal and upgrade as included on the Long Term Financial Plan, to progress the recommendations of the Walk and Ride Melville Plan, and that this amount be reviewed on an annual basis.**
3. **Supports the City to continue to work actively with the Department of Transport's grant process to maximise funding grant opportunities to assist with progressing the recommendations contained within the Walk and Ride Plan.**
4. **Supports the City advocating and maintaining its continued cooperation and collaboration with Main Roads WA to facilitate the progress of the cycle related infrastructure projects contained within the Walk and Ride Melville Plan, which fall under the jurisdiction of Main Roads WA.**

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

PURPOSE

The goal of the Walk and Ride Melville Plan is to evaluate existing facilities and provide a vision for the City around active transport. The plan provides a wide range of implementable actions for people travelling by foot, bike, or other wheeled devices. Endorsement of the plan will ensure that the plan is implemented and the City's goals are achieved.

STRATEGIC ALIGNMENT

Priority	**4**	**Support healthy lifestyles and wellbeing**
	P4/1	Invest strategically in local infrastructure and built environments that support physical activity and healthy lifestyles.
Outcome Indicator	6	Sustainable and Connected Transport
	Goal 1	Appropriate Infrastructure
	Goal 2	Balancing Transport Priorities
	Goal 3	Choice and Use of Transport Options
	Goal 4	Ease of Movement

BACKGROUND

The first City of Melville Bike Plan was endorsed by Council in 2001. The original Bike Plan focused heavily on an extensive list of minor corrective works but was less clear in terms of providing a strategic direction to improve cycling conditions within the City.

It was then recognised that the City needed a new Bike Plan that was both strategic and covered a review of the existing cycling infrastructure that included local routes, shared paths, Principal Shared Paths (PSP) within the City of Melville and linkages to the Perth Bike Network (PBN) routes. The 2012 Bike Plan was then endorsed by Council in March 2013.

Many of the actions from that earlier plan have been successfully completed including:

- The Murdoch Drive shared path on the west side of Murdoch Drive
- Increase in footpaths around schools
- Links Road Safe Active Street
- The Cranford Rd Principal Shared Path link (under Main Roads WA)
- Upgrade of the shared path along Melville Beach Road
- Upgrade of the shared path along Burke Drive
- The Macrae Rd road closure to provide a safe bike riding environment
- Upgrade of the shared path/sealed shoulder on Karel Avenue

In April 2020 Council endorsed the Aspirational Long Term Cycle Network (LTCN) developed by the Department of Transport. This replaced the Perth Bike Network. The aim of the LTCN project is to develop an aspirational blueprint to ensure State and Local Governments work together towards the delivery of one continuous bicycle network providing additional transport options, recreational opportunities and support for tourism and commercial activity. This will be achieved by creating a bicycle network catering for all ages and abilities.

The 2012 Bike plan was due for review when the LTCN was being developed, therefore it was delayed to ensure the LTCN could be incorporated into the updated plan.

In late 2021 the City embarked on the Walk and Ride Melville Plan, utilising the services of the consultants Stantec formerly known as GTA.

CONFIRMED

The plan was finished in 2023 after several iterations and includes a summary report as an aid for quick reference. The summary report and full Walk and Ride Melville Plan are included as attachments to this report.

CONSIDERATION

The goal of the Walk and Ride Melville Plan has been to evaluate existing facilities, provide a vision for the city, and provide a wide range of implementable actions to improve outcomes for people traveling on foot, by bike, or using other wheeled devices. This is in line with the City's Community Aspirations:

- Nurturing a clean and green environment
- Growth and prosperity for all
- Promoting healthy lifestyles
- Ensuring a safe and secure community
- Cultivate a sense of community
- Maintain a sustainable and connected transport system.

As part of this Plan, different strategies were employed to engage residents and other stakeholders. These initiatives included collaborative workshops with City officers and stakeholders, an online survey and mapping exercise, and a saddle survey.

Through these engagements, key issues were identified across ten themes:

- Footpaths
- Cycle infrastructure
- Crossings
- Connectivity
- conflicts
- Intersections
- Traffic speeds and volumes
- Wayfinding
- Roundabouts
- End of trip facilities

Some of the main gaps and challenges within the City's existing infrastructure include:

- Lack of footpaths and gaps in the network
- Traffic Speeds
- Difficulty in crossing roads

CONFIRMED

In the period between ABS Census surveys, the proportion of people walking and riding to work in the City has declined and now makes up less 2% of all trips to work. The projects identified will help increase the number of trips by bike and on foot by making them safer, connected and more attractive for everyone.

Key Opportunities included in the plan are:

- Network improvements – speed reduction, roundabouts, traffic calming, safe crossings
- Connecting the community
- Behaviour Change – promote active transport
- Aligning policy principles – path guidelines and specifications.

The new plan identifies LTCN alterations from feedback from the community which include upgrading Macrae Rd to a primary route, downgrading the river foreshore (Ness Road to Canning Bridge) to a secondary route, including a local route along Wichmann Rd, a new east west local route from Piney Lakes to North Lake Rd and the realignment of a local route to take advantage of green space. These will be reviewed and discussed with the Department of Transport.

A new footpath priority system was developed as part of the Walk and Ride Melville Plan based on:

- Existing path widths
- Distance between existing paths
- Distance from community facilities
- On the Long Term Cycling Network (LTCN)
- Crash history on the route
- Community demand
- Traffic speeds in the area
- Traffic volumes in peak times
- Pedestrian volume at peak times

The Walk and Ride Melville Plan includes a list of 17 projects, 29 further studies and 19 advocacy works proposed throughout the City of Melville. The tables included in the plan show works according to ward, location, responsibility, and location on the LTCN if applicable. Costs are also included. City officers have included recommendations from the plan into the City's Long Term Financial Plan and future Capital works programs.

ENGAGEMENT

Extensive stakeholder engagement was completed in the development of the Walk and Ride Melville Plan. Activities included:

- Internal workshops with the City
- Online community surveys (the engagement platform receiving over 1,000 visits) involving:
    - A questionnaire responding to the nature of walking and riding in the City (140 responses)
    - Online map for respondents to highlight locations of concern (299 comments)

CONFIRMED

  - Opportunity to provide comments on the LTCN.
  - Respondents were also able to provide an expression of interest to participate in future workshops
- Saddle surveys with City officers to experience the network in person from the perspective of people walking, riding and driving
- External workshops with stakeholders and community representatives including transport agencies, neighbouring Local Government Authorities and walking and riding advocacy groups to:
  - Provide an overview of work undertaken to date
  - Outline outcomes from consultation exercises
  - Provide opportunities for stakeholders to identify any other issues and seek feedback on preliminary networks and proposed next steps.
- A Second external stakeholder workshop with invites sent to interested community representatives and previous attendees. The purpose of this workshop was to ratify the findings from the various investigations including the saddle survey, share the preliminary networks and outline our proposed approach to prioritisation of projects.

Public comment will also go ahead on the Walk and Ride Melville Plan if endorsed by Council.

SUSTAINABILITY IMPLICATIONS

The Plan will have a positive effect on travel or movement of staff or community around the City, together with improving health and wellbeing. By increasing active transport and reducing vehicular traffic use, the Plan aligns with the Council's Carbon Neutral 2023 target reducing carbon emissions and facilitating active travel. By increasing active transport and reducing vehicular traffic use, the Plan aligns with Community Net Zero by 2050 target reducing carbon emissions from fossil fuels and less transport emissions. The Plan impacts Council's climate risk increasing local biodiversity if new landscaping is used in the Walk and Ride infrastructure designs. The Plan increases education in the community owing to behavioural change programs promoting active travel.

LEGISLATIVE AND POLICY ALIGNMENT

The Walk and Ride Melville plan was prepared in line with Council Policy CP-033 Path Policy.

FINANCIAL IMPLICATIONS

The Walk and Ride Melville Plan provides a list of works for the short, mid, and long term. The existing $200,000 per annum for the shared path/bike plan works and the new/upgrade path budget of $630,000 as per the Long Term Financial Plan will be utilised together with grant funding. The plan implementation will be monitored, with any new additional requests due to the proposed studies would be presented to Council.

CONSEQUENCE

The Council could choose not to adopt the Walk and Ride Melville plan which is likely to result in no long-term vision for walking and bike riding infrastructure, no basis for funding from state departments, and outdated warrants for prioritising footpaths.

CONFIRMED

E24/37 Resource Recovery Group - Revised Update of the Establishment Agreement

File Number:	
Responsible Officer:	Director Environment & Infrastructure
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	No officer involved in the preparation of this report has a declarable interest in the matter.
Attachments:	1. Correspondence - Updated Establishment Agreement for RRG 2. Establishment Agreement of the RRG (Track Changes)

COUNCIL'S ROLE

Executive: The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

SUMMARY

- Following a previous review of the Establishment Agreement for the Resource Recovery Group (RRG) and submission to the Minister for Local Government seeking approval, feedback has been received from the Minister to undertake further changes before the revised Establishment Agreement is approved.
- This report seeks Council consideration for approval of the further minor changes to the Establishment Agreement for the RRG as suggested by the Minister.
- Subject to this approval, the amended Establishment Agreement will be resubmitted to the Minister for approval.

OFFICER RECOMMENDATION

That the Council endorse the amended Establishment Agreement, as proposed by the Minister of Local Government for the Resource Recovery Group and provided in Attachment 2, and request that it be resubmitted to the Minister for Local Government for approval.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (E24/37)

At 6:58pm Cr J Spanbroek moved, seconded Cr D Lim

That the Council endorse the amended Establishment Agreement, as proposed by the Minister of Local Government for the Resource Recovery Group and provided in Attachment 2, and request that it be resubmitted to the Minister for Local Government for approval.

At 6:58pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY EN BLOC (12/0)

CONFIRMED

PURPOSE

The RRG Establishment Agreement has been updated and subsequently endorsed by member Councils, prior to being forwarded to the Minister of Local Government for approval. The Minister has proposed several further amendments (refer to Attachment 1), and this report is provided to seek Council endorsement of the revised Establishment Agreement.

STRATEGIC ALIGNMENT

Priority	**5**	**Ensure long term financial sustainability**
	P5/1	Undertake efficiency improvements to maximise cost effectiveness.
	P5/3	Identify opportunities for appropriate alternative revenue streams.
Outcome Indicator	1	Clean and Green
	Goal 2	Promoting Sustainable Environment
	Goal 5	Sustainable Waste Management
	Goal 3	Reducing Carbon Emissions

BACKGROUND

The City of Melville has been a member of the Resource Recovery Group (RRG) since 1999 and has entered into formal agreements (Establishment, Project Participant, SMRC Office) that commit the City to providing funding to the RRG and waste materials to the Resource Recovery Group – Canning Vale Centre site in Canning Vale.

The Establishment Agreement, RRRC Project Agreement and Office Project Agreement formalised arrangements between the RRG and the member Councils, some of which are also Participants in agreed projects. The agreements commit the City of Melville to annual payments to the RRG to cover operational overheads, loan facilities and project costs in return for providing waste management and associated services.

The draft Establishment Agreement was considered by members at a Special Meeting of Council on 14 July 2022 and subsequently endorsed by the RRG Council resolution on 2 November 2022.

The updated Establishment Agreement was subsequently endorsed by member Council (refer to City of Melville Council Minutes of March 2023) prior to the amended Establishment Agreement being forwarded to the Minister of Local Government for approval.

In response, the Minister proposed a number of further amendments, and this report is provided to seek Council endorsement of the revised Establishment Agreement incorporating the minor amendments.

The City of Melville has resolved to withdraw from the RRG and related agreements effective from 1 July 2025, so the revised Establishment Agreement would only apply to the period from Ministerial approval until the withdrawal process has been concluded.

CONFIRMED

CONSIDERATION

Officers are satisfied that the changes are of a relatively minor nature and predominately provide greater clarity. There are no significant changes, areas of concern or changes with a potentially negative impact for the City as a member Council.

Table 1 below provides a summary of the key recommended changes requested by the Minister.

Table 1.

Clause	Comment
5.1	The Clause does not explicitly address the appointment of deputy members.
	Consider amending the clause to either expressly provide for either (a) the appointment of deputy members or (b) a confirmation that no deputy members are to be appointed.
5.4(c)	This clause is not required, may lead to instability in RRG and clashes with analogous provisions in the Local Government Act 1995. It is recommended it is removed.
6.3(b)	Consider amending the clause to clarify whether the business plan must be produced in accordance with section 3.59 of the LG Act on all occasions, or whether this only occurs when the requirement under the Act is enlivened.
	Consider including a formal mechanism for giving notice under the AEA.
	The AEA provides that the Original EA was entered into on 22 January 1998, when the original EA was entered into on 13 December 1991. Consider amending the recitals to provide the complete history.
	Consider removing the definition of '*Regional Purpose*'. The definition is not required as the term is only used in clause 4.
6.7(a)(iii)	Remove an unnecessary ')'
6.8	Consider replacing '*Trade Practices Act 1974* (Cth)' with '*Competition and Consumer Act 2010* (Cth)' (assuming the reference remains relevant).
16.45(h)(i)	Consider amending to state the value as *'$500,000 (five hundred thousand dollars)*'.
16(5)(a)(i)	Consider amending to provide 'clause 16.3(b) and (c)', as both clauses operate together.

ENGAGEMENT

The member Councils that are signatories to the current Establishment Agreement have been consulted and participated during the review exercise.

Member Council officers have been engaged in the review process and a copy of the revised Establishment Agreement with tracked proposed changes is provided in Attachment 2.

In providing a response to the RRG, the Minister has requested that formal endorsement be provided by member Councils on the proposed changes prior the agreement being returned for approval by the Minister in order for it to become effective.

These changes were adopted by the RRG Council on 18 December 2023. The RRG now seeks member Council endorsement.

SUSTAINABILITY IMPLICATIONS

There are no sustainability implications presented as part of this report.

LEGISLATIVE AND POLICY ALIGNMENT

The Local Government Act 1995 allows for the establishment of a regional local government by two or more local governments. S3.65 of the Local Government Act 1995 sets out the requirements for amendment of an establishment agreement.

> 1) The participants may amend the establishment agreement for a regional local government by agreement made with the Minister's approval, and a reference in this Division to the establishment agreement includes a reference to the establishment agreement as so amended.
>
> 2) The establishment agreement can be amended under subsection (1) to include another local government as a further participant if that local government is a party to the amending agreement.
>
> 3) Section 3.61(2) and (3) apply, with any necessary modifications, to an agreement amending the establishment agreement.

The Local Government Act 1995 s3.61 establishing a Regional Local Government

> (2) An application for the Minister's approval is to be —
>
> > (a) in a form approved for that purpose by the Minister; and
> >
> > (b) accompanied by a copy of an agreement between the participants to establish the regional local government (referred to in this Division as the establishment agreement).
> >
> > (c) The participants are to supply the Minister any further information about the application that the Minister asks for.

FINANCIAL IMPLICATIONS

There are no financial implications presented as part of this report.

CONSEQUENCE

Officers are satisfied that the changes are of a relatively minor nature and predominately improve clarity. There are no significant changes, areas of concern or changes with a potentially negative impact for the City as a participant.

CONFIRMED

Urban Planning

Nil

CONFIRMED

15 MOTIONS WITH PREVIOUS NOTICE

15.1 Notice of Motion - Book Club Sets

File Number:	
Related to Item:	Nil.
Elected Member:	Cr Jane Edinger
Attachments	Nil

MOTION

At 8:19pm, Cr J Edinger moved -

That the Council requests the CEO to prepare a report in relation to the City's library services providing book club sets for loan and report back to Council at the September 2024 Ordinary Meeting of Council.

At 8:19pm, the motion lapsed for want of a seconder.

OBJECTIVE, BENEFIT AND POTENTIAL RISKS TO BE CONSIDERED

Objective

- To provide book club box sets for use by library members.

Benefit

The service:

- may encourage residents to form and participate in book clubs;
- may enables residents who may not be able to travel to participate in social activities to participate in a book club;
- will, via book clubs, provide a social focus and outlet for people of all ages; and
- will, via book clubs, enable participants to access a wide range of reading resources.

Potential risk

- Book club sets are not utilised by the community.

REASONS FOR THE MOTION

- As the number of people aging in place increased throughout our City we need to ensure that everyone has access to a range of social opportunities, delivered in a variety of modalities.
- Localised book clubs, which provide physical copies of books, will enable people who are physically or socially unable to go far from their homes to participate in an enjoyable social activity.
- The City has a book club "Pages and Perspectives" which it is an attendance-based book club focusing on non-fiction publications in relation to Western Australia's history. Access is limited by tickets and the book club focus may not appeal to the wider community.
- Online Book Clubs recommended by the City may not suit all library users as there are many people throughout our community who do not read electronic books.

CONFIRMED

15.2 Notice of Motion - Council Owned Land (67-69 Canning Beach Road and 2 Kintail Road, Applecross)

File Number:	
Related to Item:	Nil
Elected Member:	Cr Glynis Barber
Attachments	Nil

MOTION

That the Council requests the CEO to prepare a report on feasibility and options analysis for the Council owned land at 67-69 Canning Beach Road and 2 Kintail Road, Applecross.

The feasibility and options analysis are to explore opportunities for revenue streams associated with the development, sale, or lease of the land. Potential land uses to be explored would include multi-storey car parking, office, tourism related uses/tourism accommodation and residential.

At 8:19pm, at the request of Cr Barber, motion 15.2 was withdrawn from the meeting.

REASONS FOR THE MOTION

1. With the upcoming planning of the Moreau Mews Town Square, extra parking may be deemed necessary in the area.
2. With the State Government's planned Ferry expansion to Canning Bridge, some extra public parking near the jetty could be handy.
3. With our Tourism objective, providing some type of short stay accommodation at Canning Bridge could be an asset to the City.
4. Leasing or possibly selling this land would provide a substantial economic return to the City of Melville.

CONFIRMED

16 MOTIONS WITHOUT PREVIOUS NOTICE (APPROVAL BY ABSOLUTE MAJORITY)

Nil.

CONFIRMED

17 MATTERS FOR WHICH MEETING WAS CLOSED TO THE PUBLIC

Procedural Motion

COUNCIL RESOLUTION

At 8:20pm Cr J Edinger moved, seconded Cr S Green

That the Council considers the confidential report(s) listed below behind closed doors in accordance with Section 5.23(2) of the Local Government Act 1995:

M24/36 Confidential Staffing Matter

This matter is considered to be confidential under Section 5.23(2) - (b), (c) and (e) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with the personal affairs of any person, a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting and a matter that if disclosed, would reveal –

(i) a trade secret; or

(ii) information that has a commercial value; or

(iii) information about the business, professional, commercial or financial affairs of a person.

C24/155 Confidential Staff Matter

This matter is considered to be confidential under Section 5.23(2) - (a), (b) and (c) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with a matter affecting an employee or employees, the personal affairs of any person and a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

At 8:21pm the Presiding Member declared the motion.

CARRIED (9/1)

Yes (9):	Mayor Katy Mair, Crs Jane Edinger, Nicole Robins, Clive Ross, Jennifer Spanbroek, Daniel Lim, Soo Hong, Scott Green and Terry Lee
No (1):	Cr Tomas Fitzgerald

At 8:21pm, Mr M McCarthy left the meeting and did not return

At 8:21pm, Ms M Pickering left the meeting and did not return.

At 8:21pm, Mr G Ponton electronically disconnected from the meeting and did not return.

At 8:21pm, Mr I Aiyathurai left the meeting and did not return.

M24/36 Confidential Staffing Matter

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (M24/36)

At 8:40pm Cr J Edinger moved, seconded Cr N Robins

That the Council accept the Confidential Report and the recommendation therein with regard to the appointment of the preferred candidate in the senior designated employee position of Director Corporate Services.

At 8:40pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (10/0)

At 8:40pm, Ms N Wu left the meeting and did not return.

At 8:40pm, Ms M Smith Poulton left the meeting and did not return.

At 8:40pm, Ms G Bowman, having declared a financial interest in Item C24/155 Confidential Staff Matter left the meeting.

C24/155 Confidential Staff Matter

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (C24/155)

At 8:44pm Cr J Edinger moved, seconded Cr J Spanbroek

That the Council endorse the recommendations contained in the Confidential Item from the Governance Committee from the Special Governance Committee meeting held 13 May 2024 and that the recommendations remain confidential.

At 8:52pm the Presiding Member declared the motion.

CARRIED (8/2)

Yes (8):	Crs Jane Edinger, Katy Mair, Nicole Robins, Clive Ross, Jennifer Spanbroek, Daniel Lim, Soo Hong and Scott Green
No (2):	Crs Tomas Fitzgerald and Terry Lee

Procedural Motion

COUNCIL RESOLUTION

At 8:53pm Cr T Fitzgerald moved, seconded Cr S Hong

That the meeting be opened to members of the public.

At 8:53pm the Presiding Member declared the motion.

CARRIED UNANIMOUSLY (10/0)

At 8:53pm, Ms G Bowman, returned to the meeting.

18 DECISION MADE WHILE MEETING WAS CLOSED TO THE PUBLIC

At 8:53pm, the Presiding Member advised the Council that:

- Item M24/36 Confidential Staffing Matter was considered behind closed doors and that the officer recommendation was carried; and
- Item C24/155 Confidential Staff Matter was considered behind closed doors and that the officer recommendation was carried.

19 CLOSURE

There being no further business to discuss, the Presiding Member declared the meeting closed at 8:55pm.

CONFIRMED

Severance Policy

Policy Type: Council Policy **Policy Owner: Employee Services Coordinator**	**Policy No. CP- 027** **Last Review Date: 19 June 2018**

Policy Objectives

This Severance Policy outlines the circumstances and manner of assessment upon which the City of Melville will pay an employee an amount (**severance payment**) in addition to any amount to which they are entitled under a contract of employment, award, enterprise bargaining agreement or order by a Court or Tribunal. This policy shall not be considered as a contractual entitlement under the employment relationship.

Policy Scope

This policy relates to all City of Melville employees and should be read in conjunction with section 5.50 of the *Local Government Act 1995* and *Local Government (Administration Regulations) 1996* (19A) as to the maximum value of payment that can be approved for an employee whose employment is finishing with the City of Melville.

Definitions / Abbreviations Used In Policy

"Redundant" will be taken to mean that an employees employment is terminated at the City of Melville's initiative because the City no longer requires the job done by the employee to be done by anyone, except where this is due to the ordinary and customary turnover of labour or in the event the City becomes insolvent or bankrupt.

Policy Statement

1. Determinations

This policy applies to all employees of the City of Melville.

Decisions under this policy are to be made -

(a) by the Council – where the decision involves a severance payment to the Chief Executive Officer (CEO); or

(b) by the CEO – where the decision involves a severance payment to any other employee of the City of Melville

CONFIRMED

2. Circumstances for severance payment

The City of Melville may pay a severance payment in circumstances whereby an employee is made redundant or accepts voluntary severance by resigning from the organisation in settlement of a claim under current and relevant employment legislation.

(a) Exclusions

A severance payment will not be made to an employee who-

(a) is redeployed within the City of Melville;

(b) accepts or rejects an offer of employment with a successful tenderer;

(c) is dismissed for serious misconduct;

(d) is employed on either a temporary fixed term or casual basis;

(e) has less than one year's service with the City of Melville; or

(f) is classified as a trainee or apprentice or is under probation.

3. Determination of severance payment

3.1 Severance Payment
The City of Melville is to refer to the *Local Government (Administration) Regulations 1996* 19A.

3.2 Settlement and other terminations
For the purpose of determining the amount of a severance payment in respect of settling a matter under clause 2, the CEO may take into account;

(a) the advice of an industrial advocate or legal practitioner on the strength of the cases of the respective parties in any litigation or claim in an industrial tribunal;

(b) the costs of any industrial advocate or legal advice and support;

(c) the general costs associated with the hearing including witness fees, travel costs and accommodation charges; and

(d) the disruption to operations.

4. Public notice

Under section 5.50 (2) of the *Local Government Act 1995*, the City of Melville –

"may make a payment –

(a) to an employee whose employment with the [City] is finishing; and

(b) that is more than the additional amount set out in [this Policy] and adopted by the City of Melville,

but local public notice is to be given in relation to the payment made".

CONFIRMED

City of Melville

5. Financial Liability for Taxation

The employee accepts full responsibility for any taxation payable on the severance payment and agrees to fully indemnify the City of Melville in relation to any claims or liabilities for taxation in relation to the payment.

References that may be applicable to this Policy

Legislative Requirements: *Local Government Act 1995*, *Local Government (Administration) Regulations 1996*, *Fair Work Act 2009* (Commonwealth), The National Employment Standards, City of Melville Enterprise Bargaining Agreements, Local Government Industry Award 2010

Procedure, Process Maps, Work Instructions: City of Melville Severance Payment Procedure

Other Plans, Frameworks, Documents Applicable to Policy: City of Melville People Framework,

Delegated Authority No: DA-088 Severance Payment to Employee

ORIGIN/AUTHORITY		**ITEM NO.**
REVIEWS		
Ordinary Meeting of Council	17/08/10	C10/5123
Ordinary Meeting of Council	10/02/09	C09/5039
Ordinary Meeting of Council	15/12/09	C09/5097
Ordinary Meeting of Council	16/10/12	C12/5249
Ordinary Meeting of Council	17/06/2014	M14/5370
Ordinary Meeting of Council	17/05/2016	C16/5484
Ordinary Meeting of Council	19/06/2018	C18/5617

CONFIRMED

City of Melville

Payments to Employees in Addition to Contract or Award

Policy Type: Council Policy **Policy Owner: Executive Manager People and Culture**	**Policy No. CP- 027** **Review Date: XX Month 2024**

Policy Scope and Purpose

1.1 The Payment to Employees in Addition to Contract or Award Policy (**Policy**) should be read in conjunction with section 5.50 of the *Local Government Act 1995* (WA) (**Act**) and regulation 19A of the *Local Government (Administration) Regulations 1996* (WA) (**Regulations**).

1.2 In accordance with section 5.50(1) of the Act, this Policy outlines:

(a) the circumstances in which the City will pay an employee whose employment is finishing an amount which is in addition to any amount to which the employee is entitled under any applicable legislation, their contract of employment, or award relating to the employee (**Additional Amount**); and

(b) the manner of assessment of the Additional Amount.

Policy Statement

2. Determinations

Decisions to pay an Additional Amount under this Policy are to be made by the CEO, in accordance with the delegation limit set by Council from time to time (currently $10,000).

3. Exclusions to payment of Additional Amount

3.1 For the avoidance of doubt, an Additional Amount will not be paid to an employee who:

(a) is the CEO or a designated senior employee under section 5.37 of the Act;

(b) is being redeployed to another position within the City or with a successful tenderer of the City;

(c) is being terminated due to redundancy;

(d) is suspected of, or is being dismissed for, serious misconduct;

(e) is employed on either a fixed term or casual basis;

(f) has less than one year's service with the City;

(g) is classified as a trainee or apprentice; or

(h) is under probation while their employment is ending.

CONFIRMED

City of Melville

4. Purpose of payment of Additional Amount

Payment of an Additional Amount under this Policy will generally be for purpose of outplacement support, career development assistance and/or in recognition of length of service with the City.

5. Limitations

5.1 This Policy does not create any contractual entitlement to a payment of an Additional Amount and all payments made in accordance with this Policy are at the complete discretion of the City.

5.2 The City may only pay an Additional Amount to an employee in circumstances where the employee agrees in writing to accept voluntary severance by resigning.

6. Taxation

The City will deduct tax from the payment as required by law.

7. Delegation Limit

7.1 The CEO may decide to pay an Additional Amount under this Policy that exceeds the delegation limit set by Council however:

(a) Council approval must be sought; and

(b) local public notice must be given in compliance with section 5.50(2) of the Act.

7.2 The delegation limit set by Council is subject to regulation 19A of the Regulations. This means both the delegated amount and any payment made under 7.1 above must be less than the value of the employee's final annual remuneration.

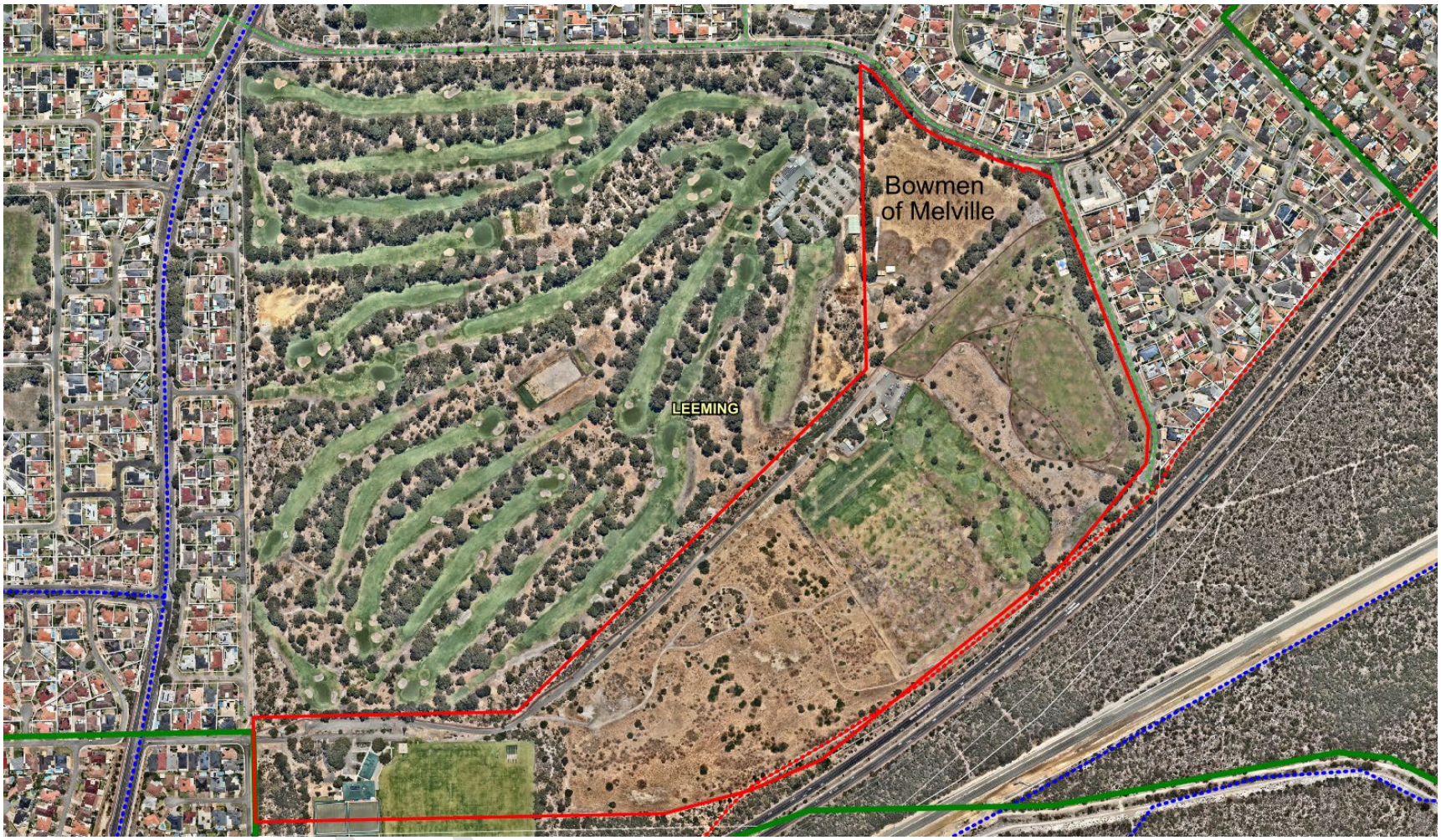
7.3 'Final annual remuneration' has the meaning in regulation 19A(2) of the Regulations and section 4(1) of the *Salaries and Allowances Act 1975* (WA).

CONFIRMED

References that may be applicable to this Policy

Legislative Requirements:	*Local Government Act 1995* *Local Government (Administration) Regulations 1996*
Procedures, Process Maps, Work Instructions:	City of Melville Severance Payment Procedure
Other Plans, Frameworks, Documents Applicable to Policy:	
Delegated Authority No:	DA-088 Severance Payment to Employee

ORIGIN/AUTHORITY		ITEM NO.
Ordinary Meeting of Council	17/08/10	C10/5123
Ordinary Meeting of Council	10/02/09	C09/5039
Ordinary Meeting of Council	15/12/09	C09/5097
Ordinary Meeting of Council	16/10/12	C12/5249
Ordinary Meeting of Council	17/06/2014	M14/5370
Ordinary Meeting of Council	17/05/2016	C16/5484
Ordinary Meeting of Council	19/06/2018	C18/5617



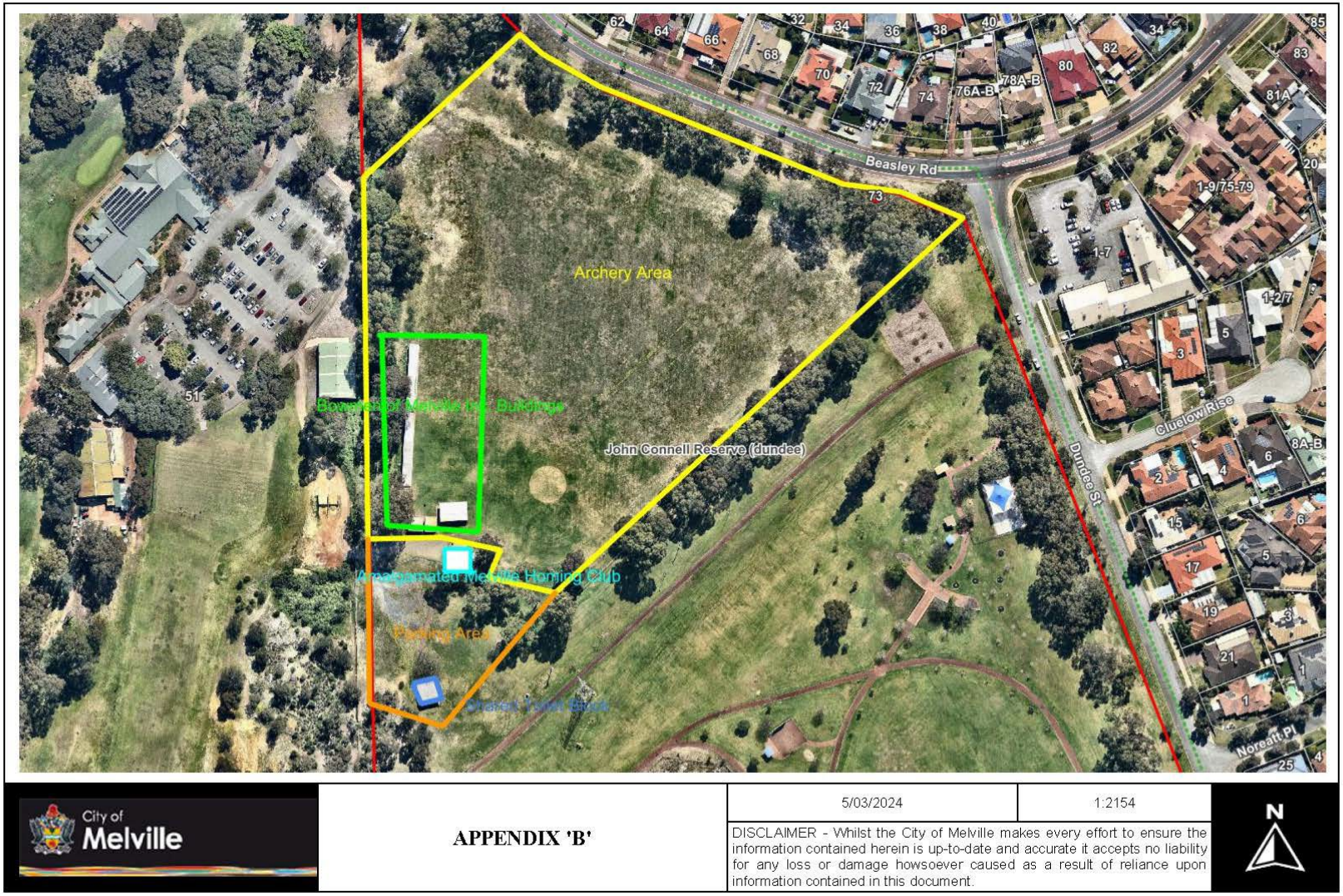
City of Melville

Location Plan

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City of Melville	APPENDIX 'B'	5/03/2024	1:2154	N
		DISCLAIMER - Whilst the City of Melville makes every effort to ensure the information contained herein is up-to-date and accurate it accepts no liability for any loss or damage howsoever caused as a result of reliance upon information contained in this document.		

BOWMEN OF MELVILLE



BOWMEN OF MELVILLE ESTABLISHED IN 1965

CLUB HISTORY & OVERVIEW

- Established 1965, commenced at John Connell Reserve 1970
- Relocated to Air Force Association (Bull Creek) during Rubbish Tip operation
- Recommenced at John Connell Reserve early 1980s
- Affiliated with Archery WA, Archery Australia & World Archery Federation
- One of the oldest and largest archery clubs in Western Australia



BOWMEN OF MELVILLE ESTABLISHED IN 1965

GROUNDS & FACILITIES

- Located off Beasley Rd, Leeming
- Adjacent to Melville Glades Golf Club
- Approximately 4.3 Ha in area
- Club room, covered 'Shooting Line'
- Equipment store rooms, target store



BOWMEN OF MELVILLE ESTABLISHED IN 1965

GENERAL ACTIVITIES

- Archery caters to all ages, genders and abilities
- Club competitions, twilight events, training (24/7)
- National 'Ranking Events', inter club visitors
- Weekly 'come & try' events or beginners courses
- Paralympic & group training, coaching
- Around 1,000 visitors per year



BOWMEN OF MELVILLE ESTABLISHED IN 1965

OUTDOOR TARGET ARCHERY

- 15 – 90 m distances with 50 m safety buffer, 72 – 144 arrow competitions, 3 – 4 hours to complete
- Come & try events and beginner courses Saturday mornings, club competition Saturday afternoons
- National ranking events one Sunday per month, mid-week twilight events during summer



BOWMEN OF MELVILLE ESTABLISHED IN 1965

FIELD ARCHERY

- Courses over natural terrain
- 12-target course at John Connell Reserve
- Annual event near Greenhills (east of York)
- 5 – 60 m distances
- 3 – 4 hours to complete
- Field events several times per year



BOWMEN OF MELVILLE

ESTABLISHED IN 1965

CLOUT ARCHERY

- Archers shoot at a flag or marker on the ground known as the 'clout' over 100 – 180 m distance
- Scoring depends on how close arrows land to the clout
- Clout events several times per year



BOWMEN OF MELVILLE ESTABLISHED IN 1965

INDOOR ARCHERY

- There are currently no indoor facilities at John Connell Reserve
- The Club is keen to develop an indoor range, but needs security of tenure for significant investment
- State indoor archery events have been held at Warwick Stadium, Wanneroo in recent years



BOWMEN OF MELVILLE ESTABLISHED IN 1965

ARCHERY AT JOHN CONNELL RESERVE

- Outdoor target range shown in yellow
- Covered Shooting Line near west boundary
- Clout range shown in blue
- Field course shown in orange



BOWMEN OF MELVILLE ESTABLISHED IN 1965

CLUB MEMBERSHIP

- Membership reached approximately 180 in recent years, ranging from 11 – 85 years, male and female, with a large number of juniors
- Member numbers have increased recently as archery is an inclusive sport which caters for people of varying abilities and ages
- Parents can compete alongside children in a safe environment
- Archery is popular across many cultures that now call Australia home



BOWMEN OF MELVILLE ESTABLISHED IN 1965

ELITE ARCHERS PAST & PRESENT

- **Olympics** - Scott-Hunter-Russell 1992 & 2000; Joanne Galbraith 2004; Taylor Worth 2012, 2016, 2020

- **Paralympics** - Victor Salamini 1970s, World Paraplegic Games; Craig McMurdo, current member of the Australian National Para Squad and the Paris 2024 Paralympic Development Squad

- **Commonwealth Games** - Taylor Worth, 2010

- **World Championships** - Scott Hunter-Russell 1999 (Men's Team Gold Medal); Rhys Pinkerton 1991; Joanne Galbraith 2001; Chris Madeley, 2002 (Men's Team Gold Medal); Lin Fritschi (current Treasurer) 1987, 1989, 2007; Jarrod Nicholson 2010 (Junior Male Field Champion)

- **National and international sports management** - Chris Mulconray (current Secretary), Gold Plaquette for service to sport, 2000 Australia Sports Medal, Archery Australia President, 1996-2002; Australian Olympic Committee member, 1994 – 2005; WA Sports Federation Councillor, 1998; Australian delegate to IOC, 1976; Australian delegate to the International Archery Federation Congress

BOWMEN OF MELVILLE ESTABLISHED IN 1965

WORLD MASTERS GAMES

Bowmen of Melville archers won Gold, Silver & Bronze at the 2017 World Masters Games in Auckland





BOWMEN OF MELVILLE

ESTABLISHED IN 1965

CRAIG MCMURDO, AUSTRALIAN NATIONAL PARA SQUAD AND PARIS 2024 PARALYMPIC DEVELOPMENT SQUAD



BOWMEN OF MELVILLE

ESTABLISHED IN 1965

CLUB OBJECTIVES

- Security of tenure (21-year lease) to enable significant investment in new facilities

- New club rooms, indoor shooting range, paved shooting aisles and paths around the field course to accommodate wheelchair-bound archers

- Establish the Club as a centre of archery excellence and continue as one of the largest and most successful archery establishments in WA for the benefit of members and the wider community

BOWMEN OF MELVILLE ESTABLISHED IN 1965

CLOSING

- Bowmen of Melville is not just a successful archery club, it is a community of friends, families and sporting competitors who help run the club and socialise in a friendly and inclusive atmosphere
- The Club has produced a long list of elite archers and is of significant benefit to the community for both recreation and social activities
- To invest in the future the club needs security of tenure through a 21-year lease



BOWMEN OF MELVILLE ESTABLISHED IN 1965



City of Melville

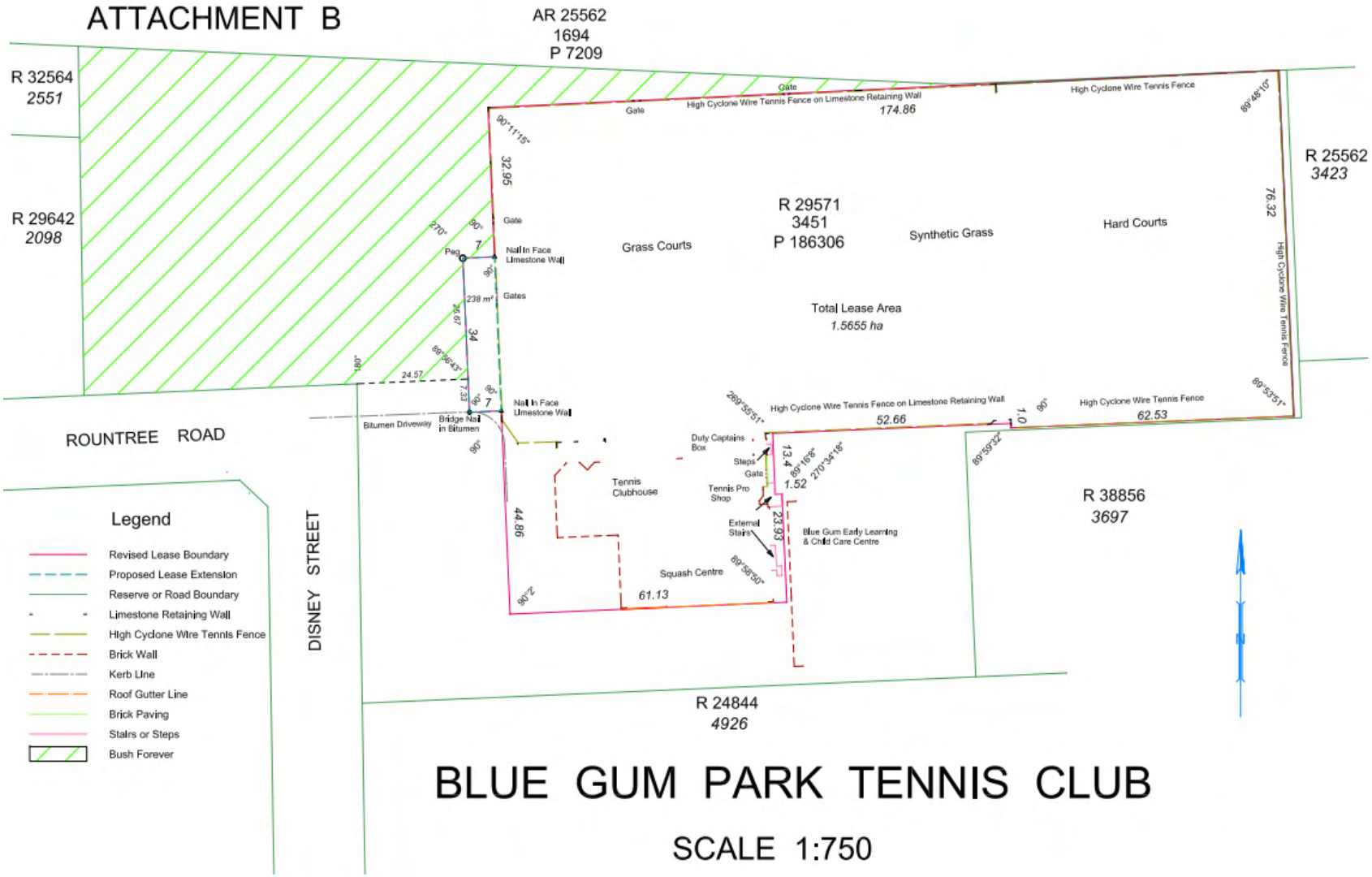
Blue Gum Park Tennis Club

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Blue Gum Park Tennis Club Lease Plan



City of Melville

LISTING OF PAYMENTS MADE UNDER DELEGATED AUTHORITY

FOR THE PERIOD OF March 2024 PRESENTED TO THE ORDINARY MEETING OF COUNCIL TO BE HELD ON 21 May 2024 ITEM C19/6001

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
13359	**A PLUS TRAINING SOLUTIONS PTY LTD**			**$ 750.00**
13359	External training courses	45379	E119019	$ 750.00
17359	**AARO GROUP PTY LTD**			**$ 144,535.12**
17359	Drainage services	45366	E118776	$ 79,498.25
17359	Drainage services	45379	E119097	$ 65,036.87
10366	**ABAXA WH LOCATION SERVICES PTY LTD T/AS**			**$ 3,633.18**
10366	Underground Service Location	45366	E118632	$ 3,633.18
18302	**ABDUL-RAHMAN ABDULLAH**			**$ 5,500.00**
18302	Artists and artworks	45366	E118799	$ 5,500.00
12135	**ABSOLUTE RETICULATION**			**$ 1,655.50**
12135	Roads and paving supplies - concrete	45366	E118659	$ 1,655.50
15960	**ACS SWAN EXPRESS PRINT**			**$ 247.50**
15960	Business Card Printing	45366	E118718	$ 247.50
14888	**ACTION GLASS & ALUMINIUM**			**$ 3,310.07**
14888	Glazing supplies and services	45366	E118700	$ 3,310.07
12528	**ADVAM PTY LTD**			**$ 975.48**
12528	Cash collection services	45379	E119006	$ 975.48
14456	**ADVANCE PRESS (2013) PTY LTD**			**$ 3,102.00**
14456	Outsourced printing	45366	E118696	$ 3,102.00
15719	**ADVANTEERING CIVIL ENGINEERS DB CUNNINGHAM PTY LTD T/AS**			**$ 30,063.00**
15719	Engineering consulting services	45379	E119056	$ 30,063.00
19048	**ADVERTISING - MARKETFORCE SUBSIDARY OF OMNICOM**			**$ 3,485.54**
19048	Marketing and communication services	45366	E118817	$ 3,080.01
19048	Marketing and communication services	45379	E119134	$ 405.53
16138	**AE HOSKINS BUILDING SERVICES THE TRUSTEE FOR M R HOSKINS FAMILY TRUST T/AS**			**$ 446,320.48**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
16138	Progress claim-Willagee Library Refurbishment	45366	E118721	$	52,469.29
16138	Building Renewal -Willagee Library and Heathcote	45379	E119062	$	393,851.19
13015	**AHA CONSULTING PTY LTD**			**$**	**6,820.00**
13015	Consulting services	45379	E119012	$	6,820.00
16855	**AIR LIQUIDE AUSTRALIA LIIMITED**			**$**	**128.48**
16855	Annual Supply of Gas	45379	E119087	$	128.48
17444	**AIR LIQUIDE HEALTHCARE PTY LTD**			**$**	**475.64**
17444	Workplace health and safety services	45366	E118779	$	373.54
17444	Workplace health and safety services	45379	E119099	$	102.10
12330	**ALINTA ENERGY ALINTA SALES PTY LTD T/AS**			**$**	**1,071.70**
12330	Gas	45366	E118662	$	185.75
12330	Gas	45379	E119003	$	885.95
13350	**ALL GARDENING SERVICES SCHNITTER, JOCHANAN SHANOAH T/AS**			**$**	**210.00**
13350	Landscaping services and supplies	45366	E118679	$	210.00
16340	**ALLFLOW INDUSTRIAL GOLDGEM INVESTMENTS PTY LTD T/AS**			**$**	**253.00**
16340	Water treatment services	45366	E118729	$	253.00
13806	**ALS LIBRARY SERVICES PTY LTD**			**$**	**2,450.81**
13806	Library Expenses	45366	E118686	$	1,583.01
13806	Library Expenses	45379	E119029	$	867.80
12755	**AMBIUS RENTOKIL INITIAL RENTOKIL INITIAL PTY LTD T/AS**			**$**	**441.66**
12755	Facilities management services	45366	E118669	$	220.83
12755	Facilities management services	45379	E119010	$	220.83
14064	**AMCOM PTY LTD T/AS VOCUS COMMUNICATIONS**			**$**	**11,577.50**
14064	IT and telecommunications expenses	45366	E118691	$	11,577.50
19049	**AMCS AUSTRALIA PTY LTD**			**$**	**247.50**
19049	IT software/licensing and maintenance	45379	E119135	$	247.50

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
17052	**AMPED DIGITAL AMPED IT PTY LTD T/AS**			**$**	**308.00**
17052	Marketing materials and promotional items	45366	E118763	$	308.00
13016	**AMPOL PETROLEUM DISTRIBUTORS PTY LTD**			**$**	**3,402.97**
13016	Fuel	45366	E118674	$	2,807.15
13016	Fuel	45379	E119013	$	595.82
19130	**ANDREW SCOTT GREEN COUNCILLOR**			**$**	**3,038.33**
19130	Councillor expenses	45366	E118826	$	3,038.33
16113	**ANIMAL PEST MANAGEMENT SERVICES THE TRUSTEE FOR BUTCHER FAMILY TRUST T/AS**			**$**	**5,527.50**
16113	Animal management and pound expenses	45379	E119061	$	5,527.50
18783	**AQUA L'EAU AUSTRALIA PTY LTD**			**$**	**416.35**
18783	Plumbing maintenance supplies and services	45379	E119131	$	416.35
15333	**AQUAMONIX PTY LTD**			**$**	**1,349.70**
15333	Irrigation and watering systems	45366	E118706	$	526.90
15333	Irrigation and watering systems	45379	E119047	$	822.80
16015	**AQUATIC SERVICES WA PTY LTD**			**$**	**4,811.40**
16015	Swimming pool costs	45366	E118719	$	4,811.40
13515	**ARBOR CARBON PTY LTD**			**$**	**3,498.73**
13515	Environmental consultancy services	45366	E118681	$	3,498.73
19081	**ARBOR CENTRE GROUP PTY LTD**			**$**	**1,716.00**
19081	Environmental consultancy services	45366	E118818	$	1,716.00
17422	**ARCHAE-AUS PTY LTD**			**$**	**10,723.43**
17422	Consulting services	45366	E118778	$	10,723.43
13739	**ART INSTALL LUMINARE PTY LTD T/AS**			**$**	**968.00**
13739	Artists and artworks	45379	E119027	$	968.00

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
10014	**ARTEIL (WA) PTY LTD**			**$ 506.00**
10014	Furniture and Fit Out	45379	E118955	$ 506.00
15738	**ARTIST'S CHRONICLE DICIERO, LYNETTE PATRICE T/AS**			**$ 1,540.00**
15738	Advertising and media buy	45366	E118714	$ 1,540.00
10202	**ASLAB PTY LTD**			**$ 5,927.35**
10202	Pavement construction and streetscape services	45366	E118629	$ 5,927.35
18833	**ASPIRE PERFORMANCE TRAINING PTY LTD**			**$ 20,201.30**
18833	Training services	45366	E118814	$ 20,201.30
18197	**ATTADALE GARDEN BAGS THE TRUSTEE FOR BOWDEN FAMILY TRUST T/AS**			**$ 110.00**
18197	Waste collection and disposal	45379	E119117	$ 110.00
16797	**ATTURRA BUSINESS APPLICATIONS GALAXY 42 PTY LTD T/AS**			**$ 1,925.00**
16797	Training services	45379	E119083	$ 1,925.00
19034	**AUSSIE NATURAL SPRING WATER WEST COAST SPRING WATER PTY LTD T/AS**			**$ 203.89**
19034	Office equipment	45379	E119133	$ 203.89
11523	**AUSTRALIA POST PERTH**			**$ 17,454.41**
11523	Postage	45366	E118653	$ 15,969.65
11523	Postage	45379	E118994	$ 1,484.76
11092	**AUSTRALIAN COMMUNICATIONS AND MEDIA AUTHORITY**			**$ 1,415.00**
11092	Licences	45366	E118645	$ 1,415.00
11804	**AUSTRALIAN HVAC SERVICES AUSTRALIAN HVAC SERVICES PTY LTD T/AS**			**$ 138,680.51**
11804	Melville Civic Centre HVAC upgrade	45366	E118657	$ 138,091.30
11804	Air conditioning maintenance and services	45379	E118997	$ 589.21
18381	**AUSTRALIAN MEDICAL SUPPLIES AUSMED SUPPLIES PTY LTD T/AS**			**$ 1,790.25**
18381	Medical expenses	45366	E118803	$ 1,790.25
19230	**AUTO MASTERS AUSTRALIA PTY LTD**			**$ 29,750.00**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
19230	Public Art Bond Refund	45379	E119162	$	29,750.00
16331	**AUTOMATIC SOLUTIONS MABELLE NOMINEES PTY LTD T/AS**			**$**	**293.50**
16331	Fencing supplies and services	45379	E119068	$	293.50
14724	**AXIIS CONTRACTING PTY LTD**			**$**	**129,416.95**
14724	Roads and paving supplies - concrete - View Tce, Murray Rd	45379	E119040	$	129,416.95
10022	**BAILEYS FERTILISERS AKC PTY LTD T/AS**			**$**	**1,980.00**
10022	Landscaping services and supplies	45366	E118621	$	1,980.00
16272	**BALSHAWS FLORIST ATF E.J BALSHAW & M.D BALSHAW & Z.F BALSHAW & B.M GIBB T/AS**			**$**	**1,056.00**
16272	Flowers and gifts and awards	45366	E118723	$	889.00
16272	Flowers and gifts and awards	45379	E119065	$	167.00
15661	**BEACON EQUIPMENT BEPASSEY NOMINEES PTY LTD T/AS**			**$**	**1,479.90**
15661	General hardware and tools	45366	E118713	$	951.90
15661	General hardware and tools	45379	E119055	$	528.00
18410	**BEAK ENGINEERING (AUST) PTY LTD AUSNET INDUSTRIES T/AS**			**$**	**2,756.60**
18410	Sport and recreation equipment	45366	E118805	$	2,756.60
12452	**BEAUREPAIRES (MYAREE) GOODYEAR & DUNLOP TYRES (AUST) PTY LTD T/AS**			**$**	**27,398.30**
12452	Tyres	45366	E118664	$	18,640.23
12452	Tyres	45379	E119005	$	8,758.07
19118	**BEILBY DOWNING TEAL PTY LTD**			**$**	**9,845.00**
19118	Recruitment expenses	45379	E119146	$	9,845.00
18400	**BETTER RENT ACCEPTANCE PTY LTD**			**$**	**1,201.20**
18400	Property rent	45379	E119125	$	1,201.20
17556	**BIG HART INC**			**$**	**27,500.00**
17556	Artists and artworks	45379	E119105	$	27,500.00
16556	**BIN BATH BIN BATH CORPORATION PTY LTD T/AS**			**$**	**190.96**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
16556	Waste expenses	45366	E118737	$	190.96
11364	**BLUE GUM PARK TENNIS CLUB INC.**			**$**	**10,000.00**
11364	Sport and recreation subsidies	45366	E118650	$	10,000.00
10187	**BORAL CONSTRUCTION MATERIALS GROUP LTD**			**$**	**2,105.03**
10187	Pavement construction and streetscape services	45366	E118627	$	773.47
10187	Pavement construction and streetscape services	45379	E118961	$	1,331.56
16739	**BRIGHTMARK GROUP PTY LTD**			**$**	**18,697.21**
16739	Commercial cleaning	45366	E118748	$	18,697.21
10399	**BRITESHINE CLEANING SERVICES BRITESHINE CLEANING & MAINTENANCE SERVICES PTY LTD T/AS**			**$**	**104,135.51**
10399	Commercial cleaning	45366	E118633	$	80,634.58
10399	Commercial cleaning	45379	E118968	$	23,500.93
19210	**BRODIE ABRAHAMS**			**$**	**50.00**
19210	Entertainers	45379	E119157	$	50.00
19159	**BROLLY AUSTRALASIA PTY LTD**			**$**	**1,639.00**
19159	Media monitoring	45366	E118830	$	1,639.00
16998	**BROWNES DAIRY BROWNES FOODS OPERATIONS PTY LIMITED T/AS**			**$**	**866.30**
16998	Staff supplies	45366	E118759	$	866.30
10004	**BUILDING AND CONSTRUCTION INDUSTRIAL TRAINING BOARD**			**$**	**22,200.66**
10004	Regulatory fees and government charges	45377	E118927	$	22,200.66
99995	**BUILDING COMMISSION DEPARTMENT OF COMMERCE T/AS**			**$**	**51,113.68**
99995	Regulatory fees and government charges	45377	E118928	$	51,113.68
15511	**BULL CREEK TENNIS CLUB INC.**			**$**	**10,000.00**
15511	Donations, Sponsorship & Contributions	45366	E118710	$	10,000.00
18332	**BULLIVANTS BULLIVANTS PTY LIMITED T/AS**			**$**	**402.40**
18332	Lifting and height and other safety apparatus	45379	E119121	$	402.40

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
10036	**BUNNINGS GROUP LIMITED**			**$**	**1,988.18**
10036	Building construction materials and services	45366	E118622	$	533.00
10036	Building construction materials and services	45379	E118956	$	1,455.18
16746	**BYTE CONSTRUCT PTY LTD**			**$**	**4,271.30**
16746	Building construction materials and services	45366	E118749	$	4,271.30
18353	**CAI FENCES RICHLANDS PL ATF AG MACDONALD FAMILY TRUST T/AS**			**$**	**8,250.00**
18353	Fencing supplies and services	45379	E119123	$	8,250.00
17201	**CAR CARE ROCKINGHAM MARIO BAELI T/AS**			**$**	**940.00**
17201	City of Melville Pool Car cleaning	45366	E118767	$	940.00
17265	**CARDIA BIOPLASTICS CARDIA BIOPLASTICS (AUSTRALIA) PTY LTD T/AS**			**$**	**84,348.00**
17265	Waste expenses	45379	E119096	$	84,348.00
18124	**CARLA ADAMS ADAMS, CARLA MELITA**			**$**	**47.25**
18124	Artists and artworks	45366	E118795	$	47.25
17269	**CDM AUSTRALIA PTY LTD**			**$**	**5,958.87**
17269	IT and telecommunications expenses	45366	E118771	$	5,958.87
16803	**CHALLENGE CHEMICALS THE TRUSTEE FOR NEWLAND CHEMICALS UNIT TRUST T/AS**			**$**	**269.94**
16803	Commercial cleaning	45379	E119084	$	269.94
15529	**CHOICEONE PTY LTD**			**$**	**91,094.57**
15529	Temporary labour	45366	E118711	$	57,540.25
15529	Temporary labour	45379	E119052	$	33,554.32
10442	**CHRISTOU DESIGN GROUP PTY LTD**			**$**	**3,718.00**
10442	Architectural and design services	45366	E118634	$	3,718.00
10287	**CITY OF CANNING**			**$**	**748.80**
10287	Use of Aquatic Facility	45366	E118631	$	748.80

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
11670	**CITY OF FREMANTLE**			**$**	**1,685.60**
11670	Donations, Sponsorship & Contributions	45366	E118655	$	500.00
11670	Use of Aquatic facilities	45379	E118995	$	1,185.60
10001	**CITY OF MELVILLE - PETTY CASH**			**$**	**83.62**
10001	Petty Cash	45366	070905	$	83.62
10374	**CITY OF ROCKINGHAM**			**$**	**3,263.29**
10374	Long Service Leave Liability	45366	070906	$	3,263.29
10224	**CLARK EQUIPMENT SALES PTY LTD**			**$**	**1,996.83**
10224	Ag machinery	45379	E118964	$	1,996.83
17962	**CLIVE ROSS COUNCILLOR**			**$**	**3,038.33**
17962	Councillor expenses	45366	E118791	$	3,038.33
10754	**COCKBURN CEMENT LIMITED**			**$**	**852.72**
10754	Building construction materials and services	45379	E118977	$	852.72
11083	**COCKBURN PARTY HIRE THE TRUSTEE FOR L JEFFERY FAMILY TRUST T/AS**			**$**	**915.50**
11083	Event equipment hire	45366	E118644	$	915.50
19121	**COLE CURRIE CURRIE, NICOLE MARIE POPPY T/AS**			**$**	**1,000.00**
19121	Photography	45379	E119147	$	1,000.00
16526	**COLONIAL PRINT AND PROMOTIONS ORIANNA PTY LTD T/AS**			**$**	**882.20**
16526	Marketing materials and promotional items	45379	E119074	$	882.20
19192	**COMMERCIAL PEST MANAGEMENT SERVICES PTY LTD**			**$**	**1,214.24**
19192	Pest & Weed Control	45366	E118837	$	892.27
19192	Pest & Weed Control	45379	E119155	$	321.97
11187	**COMPLETE PEST MANAGEMENT SERVICES THE TRUSTEE FOR LAWRENCE FAMILY TRUST T/AS**			**$**	**530.00**
11187	Pest & Weed Control	45379	E118988	$	530.00
10180	**COMPUTER BADGE EMBROIDERY**			**$**	**264.00**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
10180	Uniforms and corporate wardrobe	45366	E118626	$	264.00
11193	**CONSCIOUS CREATION FOUNDATION**			**$**	**1,870.00**
11193	Artists and artworks	45379	E118989	$	1,870.00
13935	**CONTRA-FLOW PTY LTD**			**$**	**197,232.05**
13935	Traffic control services	45366	E118688	$	129,473.66
13935	Traffic control services	45379	E119031	$	67,758.39
19110	**COOPER & OXLEY GROUP PTY LTD**			**$**	**837,008.37**
19110	Building construction - Claim 5 - LeisureFit Booragoon	45366	E118822	$	837,008.37
17070	**CORSIGN WA PTY LTD**			**$**	**1,650.00**
17070	Road signs	45366	E118765	$	1,650.00
17250	**COUNTRY CLUB INTERNATIONAL PTY LTD**			**$**	**344.30**
17250	Sport and recreation equipment	45366	E118770	$	344.30
16831	**COVS GPC ASIA PACIFIC T/AS**			**$**	**1,842.21**
16831	Plant purchase/Parts	45366	E118752	$	1,842.21
17859	**CS LEGAL THE PIER GROUP PTY LTD T/AS**			**$**	**4,746.05**
17859	Debt collection services	45379	E119114	$	4,746.05
11677	**CSE CROSSCOM PTY LTD**			**$**	**3,710.19**
11677	Creative services and graphic design	45366	E118656	$	3,710.19
10696	**D J PALMER (WA) PTY LTD**			**$**	**195.80**
10696	Fencing supplies and services	45379	E118976	$	195.80
17389	**DAN MCCABE MCCABE, DANIEL T/AS**			**$**	**550.00**
17389	Photography	45366	E118777	$	550.00
12131	**DATA#3 LIMITED**			**$**	**3,729.98**
12131	IT software/licensing and maintenance	45366	E118658	$	2,689.09
12131	IT software/licensing and maintenance	45379	E119000	$	1,040.89

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
14067	**DATACOM SYSTEMS (AU) PTY LTD - WA DIVISION**			**$ 1,470.80**
14067	IT software/licensing and maintenance	45366	E118692	$ 1,470.80
18608	**DAVID GOLF & ENGINEERING PTY LTD**			**$ 1,742.40**
18608	Sport and recreation equipment	45379	E119127	$ 1,742.40
10101	**DAVID GRAY & CO PTY LTD**			**$ 990.00**
10101	Bin supply	45366	E118623	$ 990.00
14051	**DEPARTMENT OF FIRE AND EMERGENCY SERVICES**			**$ 668,268.67**
14051	ESL Remittance - February 2024	45379	E119033	$ 668,268.67
11918	**DEPARTMENT OF TRANSPORT WA**			**$ 97.20**
11918	Jetty Renewal and vehicle searches	45379	E118998	$ 97.20
19218	**DESIGNCO THE TRUSTEE FOR FEATHERSTONE FAMILY TRUST T/AS**			**$ 1,463.00**
19218	Signage and sign writing	45379	E119161	$ 1,463.00
18141	**DETAIL MARKETING COMMUNICATIONS PTY LTD DETAIL MARKETING & COMMUNICATIONS PTY LTD T/AS**			**$ 10,780.00**
18141	Marketing and communication services	45366	E118796	$ 10,780.00
19153	**DIGITAL WATER SOLUTIONS PTY LTD**			**$ 1,870.00**
19153	IT software/licensing and maintenance	45379	E119149	$ 1,870.00
14865	**DIRECT COMMERCIAL SUPPLIES SHAW, ANDREW T/AS**			**$ 440.00**
14865	Facilities management services	45366	E118699	$ 440.00
16541	**DONOVAN PAYNE ARCHITECTS (A)POD PTY LTD T/AS**			**$ 12,176.64**
16541	Architectural and design services	45379	E119075	$ 12,176.64
13459	**DOWNER EDI WORKS PTY LTD**			**$ 230.34**
13459	Roads and paving supplies - asphalt and bitumen	45379	E119022	$ 230.34
16693	**DOWSING GROUP PTY LTD**			**$ 151,422.81**
16693	Roads and paving supplies - quarry products and rubble	45366	E118746	$ 109,099.29

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
16693	Roads and paving supplies - quarry products and rubble	45379	E119079	$	42,323.52
18474	**DP STAMPALIA STAMPALIA, DARREN PHILLIP & DP EARTHMOVING WA T/AS**			**$**	**22,250.25**
18474	Plant hire	45366	E118807	$	16,846.50
18474	Plant hire	45379	E119126	$	5,403.75
13309	**DRAINFLOW SERVICES PTY LTD**			**$**	**126,266.25**
13309	Drainage services	45366	E118677	$	5,065.50
13309	Drainage services	45379	E119018	$	121,200.75
10986	**E & MJ ROSHER PTY LTD**			**$**	**25,395.15**
10986	Plant purchase/Parts	45379	E118982	$	25,395.15
15898	**EBSCO AUSTRALIA SUBSCRIPTION SERVICES EBSCO INTERNATIONAL INC T/AS**			**$**	**1,432.56**
15898	Annual Digital Subscription	45366	E118716	$	1,432.56
16654	**ECLIPSE SOILS PTY LTD**			**$**	**1,430.00**
16654	Nursery supplies	45366	E118744	$	1,430.00
14756	**ECO RESOURCES PTY LTD THE TRUSTEE FOR THE M & S UNIT TRUST T/AS**			**$**	**5,821.20**
14756	Landfill management services	45366	E118697	$	5,647.95
14756	Landfill management services	45379	E119041	$	173.25
17816	**ECOBLUE INTERNATIONAL ECOLBLUE INTERNATIONAL PTY LTD ATF ECOBLUE UNIT TRUST**			**$**	**5,531.90**
17816	Fuel	45366	E118786	$	5,531.90
19172	**ECONOMIC DEVELOPMENT AUSTRALIA LIMITED**			**$**	**420.00**
19172	External training courses	45379	E119151	$	420.00
16230	**ELITE LOCK SERVICE PERTH SECURITY SOLUTIONS ATF SIMS FAMILY TRUST T/AS**			**$**	**4,626.47**
16230	Locksmith supplies and services	45366	E118722	$	3,787.17
16230	Locksmith supplies and services	45379	E119064	$	839.30
17101	**ELLIOTTS FILTRATION ELLIOTTS IRRIGATION PTY LTD T/AS**			**$**	**565.40**
17101	Irrigation and watering systems	45366	E118766	$	565.40

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
18390	**ELM WA PTY LTD**			**$ 34,716.00**
18390	Landscape design and architecture services	45379	E119124	$ 34,716.00
11380	**EMSO MAINTENANCE CRAB CLAW HOLDINGS P/L ATF EMSO INVESTMENT TRUST T/AS**			**$ 61,611.45**
11380	Building construction materials and services	45366	E118651	$ 32,283.37
11380	Building construction materials and services	45379	E118992	$ 29,328.08
17316	**ENSIGN SERVICES (AUST.) PTY. LTD**			**$ 378.05**
17316	Laundering and dry cleaning	45366	E118774	$ 378.05
14541	**ENVIRO SWEEP EWCS UNIT TRUST T/AS**			**$ 16,501.02**
14541	Street sweeping services	45379	E119038	$ 16,501.02
18255	**ENVIROCARE SYSTEMS ENVIROCARE SYSTEMS PTY LTD T/AS**			**$ 381.15**
18255	Janitorial and cleaning products	45379	E119120	$ 381.15
17227	**ERIN COATES**			**$ 2,080.00**
17227	Library Expenses	45366	E118768	$ 2,080.00
16929	**ES2 ES2 PTY LTD T/AS**			**$ 385.00**
16929	Cloud services	45379	E119090	$ 385.00
16989	**ESSENTIAL COFFEE PTY LTD**			**$ 2,376.68**
16989	Facilities management services	45366	E118758	$ 2,029.01
16989	Facilities management services	45379	E119092	$ 347.67
16489	**EXCEL KERBING PTY LTD TRUSTEE FOR EXCEL KERBING TRUST T/AS**			**$ 28,975.10**
16489	Roads and paving supplies - other	45366	E118735	$ 28,975.10
10235	**EXTERIA AND MODUS AUSTRALIA LANDMARK ENGINEERING & DESIGN PTY LTD T/AS**			**$ 1,843.60**
10235	Outdoor furniture and shades and exercise equipment	45366	E118630	$ 1,219.90
10235	Outdoor furniture and shades and exercise equipment	45379	E118965	$ 623.70
17234	**FAT FROG CONSULTING THE TRUSTEE FOR LIVING STREAMS TRUST T/AS**			**$ 1,940.00**
17234	Sustainability services	45366	E118769	$ 1,940.00

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
10531	**FEDEX EXPRESS AUSTRALIA PTY LTD**			**$ 2,705.38**
10531	Courier Charges	45366	E118637	$ 1,354.54
10531	Courier Charges	45379	E118970	$ 1,350.84
19064	**FINANCIALLY EMPOWERED PTY LTD**			**$ 825.00**
19064	Community events	45379	E119138	$ 825.00
14774	**FLEX FITNESS EQUIPMENT RUBY DISTRIBUTORS PTY LTD T/AS**			**$ 4,917.48**
14774	Sport and recreation equipment	45379	E119042	$ 4,917.48
18338	**FLEXI STAFF FLEXI STAFF GROUP PTY LTD**			**$ 43,075.18**
18338	Temporary labour	45366	E118801	$ 14,483.02
18338	Temporary labour	45379	E119122	$ 28,592.16
10204	**FLICK ANTICIMEX**			**$ 343.20**
10204	Hygiene services	45379	E118962	$ 343.20
15369	**FOXTEL**			**$ 350.00**
15369	Cloud services	45366	E118707	$ 350.00
19204	**FREMANTLE PA HIRE TARRANT, SIMON T/AS**			**$ 3,701.50**
19204	Entertainers	45366	E118838	$ 3,701.50
13227	**FULTON HOGAN INDUSTRIES PTY LTD**			**$ 286,960.04**
13227	Asphalt supplies - Gimber St, Mclean St, Perkins Rd	45379	E119016	$ 286,960.04
19209	**GAIA PERMACULTURE BLACKHAM, FIONA CAROLINE T/AS**			**$ 500.00**
19209	Landscape design and architecture services	45366	E118839	$ 500.00
18243	**GFG CONSULTING GLEN FLOOD GROUP PTY LTD T/AS**			**$ 2,536.05**
18243	Consulting services	45366	E118798	$ 2,536.05
16824	**GFG TEMP ASSIST GLENN FLOOD GROUP PTY LTD T/AS**			**$ 17,988.74**
16824	Temporary labour	45366	E118751	$ 17,988.74
19072	**GLOBAL MARINE ENCLOSURES PTY LTD**			**$ 4,510.00**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
19072	Outdoor furniture and shades and exercise equipment	45379	E119139	$	4,510.00
17017	**GLYNIS BARBER COUNCILLOR**			**$**	**4,983.74**
17017	Councillor expenses	45366	E118761	$	4,983.74
15101	**GRAFFITI SYSTEMS AUSTRALIA THE TRUSTEE FOR ROBTHOR UNIT TRUST T/AS**			**$**	**7,806.82**
15101	Graffiti removal services	45366	E118702	$	6,615.95
15101	Graffiti removal services	45379	E119045	$	1,190.87
19190	**GRASSTREES AUSTRALIA GRASSTREES AUSTRALIA (WA) PTY LTD T/AS**			**$**	**7,205.00**
19190	Landscaping services and supplies	45379	E119154	$	7,205.00
16874	**GREENHOUSE DESIGN STUDIOS ASHLEY JANE GREENHOUGH T/AS**			**$**	**1,320.00**
16874	Marketing and communication services	45366	E118755	$	1,320.00
15038	**GREG SHARLAND COM EMPLOYEE**			**$**	**39.75**
15038	Staff reimbursements	45379	E119044	$	39.75
19180	**GROW AND GROW CO BODEKER, KAYLIE ANNE T/AS**			**$**	**1,485.00**
19180	Community events	45379	E119153	$	1,485.00
15432	**GUARDALL SECURITY SILVERMARK PTY LTD T/AS**			**$**	**3,813.00**
15432	General hardware and tools	45379	E119049	$	3,813.00
17956	**H.W. & ASSOCIATES TOMLIN HOLDINGS (WA) PTY LTD T/AS**			**$**	**3,520.00**
17956	Surveyors	45366	E118790	$	3,520.00
17756	**HANSON CONSTRUCTION MATERIALS PTY LTD**			**$**	**1,100.72**
17756	Building construction materials and services	45379	E119112	$	1,100.72
19183	**HART SPORT AUSTRALIA PTY LTD**			**$**	**1,289.00**
19183	Sport and recreation equipment	45366	E118835	$	1,289.00
15608	**HARTAC SALES & DISTRIBUTION PTY LTD**			**$**	**1,952.50**
15608	Signage and sign writing	45379	E119054	$	1,952.50

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
14312	**HAYS SPECIALIST RECRUITMENT (AUSTRALIA) PTY LTD**			**$ 58,093.41**
14312	Temporary labour	45366	E118695	$ 20,991.64
14312	Temporary labour	45379	E119035	$ 37,101.77
19214	**HFM ASSET MANAGEMENT PTY LTD**			**$ 6,380.00**
19214	Business and management consulting and services	45379	E119159	$ 6,380.00
11642	**HINDS SAND SUPPLIES**			**$ 2,509.10**
11642	Building construction materials and services	45366	E118654	$ 2,509.10
16705	**HODGE COLLARD PRESTON ARCHITECTS HODGE COLLARD PRESTON UNIT TRUST T/AS**			**$ 37,340.82**
16705	Architectural and design services	45366	E118747	$ 20,592.00
16705	Architectural and design services	45379	E119081	$ 16,748.82
15489	**HORIZON WEST LANDSCAPE & IRRIGATION PTY LTD**			**$ 53,457.53**
15489	Irrigation and watering systems	45366	E118709	$ 5,054.50
15489	Irrigation and watering systems	45379	E119051	$ 48,403.03
16183	**HUMAN SYNERGISTICS AUSTRALIA PTY LIMITED**			**$ 23,035.72**
16183	Other consulting services and resources	45379	E119063	$ 23,035.72
19062	**HYDROQUIP PUMPS & IRRIGATION PTY LTD**			**$ 39,875.00**
19062	Irrigation and watering systems	45379	E119137	$ 39,875.00
19091	**HYGIENE CONCEPTS DCR NOMINEES PTY LTD T/AS**			**$ 198.91**
19091	Hygiene services	45379	E119143	$ 198.91
10114	**INDUSTRIAL PROTECTIVE PRODUCTS (WA) JELLOR PTY LTD T/AS**			**$ 2,009.51**
10114	General hardware and tools	45366	E118624	$ 1,350.59
10114	General hardware and tools	45379	E118959	$ 658.92
16016	**INDUSTRIAL RECRUITMENT PARTNERS IRP PTY LTD T/AS**			**$ 7,809.12**
16016	Temporary labour	45366	E118720	$ 4,121.48
16016	Temporary labour	45379	E119060	$ 3,687.64
18178	**INFOCOUNCIL PTY LTD**			**$ 3,529.92**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
18178	IT software/licensing and maintenance	45366	E118797	$	3,529.92
16619	**INFOR GLOBAL SOLUTIONS (ANZ) PTY LIMITED SUNSYSTEMS SOFTWARE T/AS**			**$**	**3,498.00**
16619	IT technical services	45366	E118742	$	2,332.00
16619	IT technical services	45379	E119077	$	1,166.00
10009	**INITIAL HYGIENE SOLUTIONS RENTOKIL INITIAL PTY LTD T/AS**			**$**	**3,151.07**
10009	Hygiene services	45366	E118620	$	2,163.63
10009	Hygiene services	45379	E118954	$	987.44
16615	**INSTANT TOILETS & SHOWERS INSTANT PRODUCTS HIRE T/AS**			**$**	**131.67**
16615	Event equipment hire	45366	E118741	$	131.67
14326	**INTELIFE GROUP LIMITED**			**$**	**5,482.13**
14326	Commercial cleaning	45379	E119036	$	5,482.13
10070	**IPAA WA - INSTITUTE OF PUBLIC ADMINISTRATION AUSTRALIA WA**			**$**	**395.00**
10070	External training courses	45379	E118957	$	395.00
12140	**IRRIGATION AUSTRALIA LIMITED**			**$**	**1,987.50**
12140	Certificate 3 Irrigation	45366	E118660	$	1,987.50
10424	**ISENTIA PTY LIMITED**			**$**	**1,650.00**
10424	Media monitoring	45379	E118969	$	1,650.00
17417	**IZZI VISUAL COMMUNICATION KRUGER, ISABEL T/AS**			**$**	**2,420.00**
17417	Creative services and graphic design	45379	E119098	$	2,420.00
15119	**JANA BRADDOCK COM EMPLOYEE**			**$**	**112.50**
15119	Staff reimbursements	45366	E118703	$	112.50
17967	**JANE EDINGER COUNCILLOR**			**$**	**3,038.33**
17967	Councillor expenses	45366	E118792	$	3,038.33
10194	**JASON SIGNMAKERS TTF JASON SIGNMAKERS UNIT TRUST T/AS**			**$**	**2,552.85**
10194	Street amenities supplies and services	45366	E118628	$	2,552.85

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
11406	**JB HI FI COMMERCIAL JB HI-FI GROUP PTY LTD T/AS**			**$**	**8,410.00**
11406	IT hardware	45366	E118652	$	1,808.00
11406	IT hardware	45379	E118993	$	6,602.00
17971	**JENNIFER SPANBROEK COUNCILLOR**			**$**	**3,038.33**
17971	Councillor expenses	45366	E118793	$	3,038.33
15411	**JULIA ROBINSON-WHITE**			**$**	**240.00**
15411	HR and workforce services	45379	E119048	$	240.00
18546	**JULUWARLU GROUP ABORIGINAL CORPORATION**			**$**	**50.25**
18546	Artists and artworks	45366	E118808	$	50.25
16417	**K.C.I. INDUSTRIES PTY LTD**			**$**	**366.30**
16417	Kitchen fixtures and installation	45379	E119071	$	366.30
17551	**KAITLYN EMMA ELSEGOOD**			**$**	**19.89**
17551	Artists and artworks	45379	E119104	$	19.89
16279	**KAREN WHEATLAND COUNCILLOR**			**$**	**3,038.33**
16279	Councillor expenses	45366	E118724	$	3,038.33
12898	**KATHERINE MAIR COUNCILLOR**			**$**	**9,621.75**
12898	Councillor expenses	45366	E118671	$	9,621.75
14781	**KELYN TRAINING SERVICES LNLC PTY LTD T/AS**			**$**	**295.00**
14781	External training courses	45366	E118698	$	295.00
16394	**KENNARDS HIRE PTY LTD**			**$**	**4,994.00**
16394	Event equipment hire	45366	E118730	$	4,000.00
16394	Event equipment hire	45379	E119069	$	994.00
16701	**KIMBERLY BROSZTL COM EMPLOYEE**			**$**	**2,888.39**
16701	Staff reimbursements	45379	E119080	$	2,888.39

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
16770	**KLEENIT PTY LTD**			**$**	**4,387.24**
16770	Graffiti removal services	45366	E118750	$	2,644.62
16770	Graffiti removal services	45379	E119082	$	1,742.62
17064	**KYOCERA DOCUMENT SOLUTIONS AUSTRALIA PTY LTD**			**$**	**2,293.36**
17064	Printers and multifunction devices	45366	E118764	$	2,293.36
18660	**LA PALETA**			**$**	**391.05**
18660	Food and beverages for resale	45366	E118811	$	391.05
17292	**LAMINAR CAPITAL PTY. LTD**			**$**	**550.00**
17292	Accounting and financial services	45366	E118773	$	550.00
11115	**LANDGATE WESTERN AUSTRALIA LAND INFORMATION AUTHORITY T/AS**			**$**	**576.58**
11115	Regulatory fees and government charges	45379	E118985	$	576.58
10688	**LAUNDRY EXPRESS THE TRUSTEE FOR TEMA TRUST T/AS**			**$**	**821.07**
10688	Laundering and dry cleaning	45379	E118975	$	821.07
10618	**LES MILLS AEROBICS**			**$**	**10,243.38**
10618	Community events	45379	E118973	$	10,243.38
18651	**LESTER BLADES EXECUTIVE SEARCH & BOARD ADVISORY ADL FAMILY TRUST & THE TRUSTEE FOR GEOFF BLADES FAMILY T/AS**			**$**	**13,750.00**
18651	HR and workforce services	45379	E119128	$	13,750.00
10490	**LGISWA**			**$**	**1,250.00**
10490	Insurance premiums	45366	E118636	$	1,250.00
19137	**LIGNA CONSTRUCTION EIGHTH ST PTY LTD T/AS**			**$**	**54,153.00**
19137	Landscaping services and supplies	45379	E119148	$	54,153.00
16910	**LINDSAY HAY THE TRUSTEE FOR HAY FAMILY TRUST T/AS**			**$**	**625.00**
16910	Councillor expenses	45379	E119088	$	625.00
11183	**LIONS CLUB OF BULL CREEK INC**			**$**	**1,500.00**
11183	Donations, Sponsorship & Contributions	45379	E118987	$	1,500.00

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
16451	**LIVING TURF GREENSHED PTY LTD T/AS**			**$ 94,149.00**
16451	Turf and Equipment	45366	E118732	$ 42,768.00
16451	Turf and Equipment	45379	E119072	$ 51,381.00
15475	**LOCHNESS LANDSCAPE SERVICES LLS AUST. PTY LTD ATF THE LOCHNESS UNIT TRUST T/AS**			**$ 45,881.88**
15475	Landscaping services and supplies	45366	E118708	$ 2,443.10
15475	Landscaping services and supplies	45379	E119050	$ 43,438.78
11343	**M P ROGERS & ASSOCIATES PTY LTD**			**$ 5,423.11**
11343	Engineering consulting services	45379	E118991	$ 5,423.11
13607	**MAGNETISM ART & DESIGN DUGGAN, DANIEL ALLEN T/AS**			**$ 2,934.75**
13607	Community events	45366	E118683	$ 2,934.75
11723	**MAIN ROADS WA**			**$ 2,750.00**
11723	Pavement construction and streetscape services	45379	E118996	$ 2,750.00
10141	**MAJOR MOTORS PTY LTD THE TRUSTEE FOR MAJOR MOTORS UNIT TRUST T/AS**			**$ 174,944.10**
10141	ISUZU TRUCK- Vehicle purchase	45366	E118625	$ 154,999.22
10141	Toolbox Mount Kit	45379	E118960	$ 19,944.88
16469	**MATRIX PRODUCTIONS AUSTRALIA MATRIX PRODUCTIONS AUSTRALIA PTY LTD T/AS**			**$ 171.65**
16469	Event equipment hire	45366	E118733	$ 171.65
15232	**MATTHEW WOODALL COUNCILLOR**			**$ 3,038.33**
15232	Councillor expenses	45366	E118705	$ 3,038.33
12678	**MAXWELL AND ROBINSON AND PHELPS THE TRUSTEE FOR TEEKMAR FAMILY TRUST T/AS**			**$ 1,082.40**
12678	Pest & Weed Control	45366	E118668	$ 290.40
12678	Pest & Weed Control	45379	E119009	$ 792.00
11276	**MCINTOSH HOLDINGS PTY LTD MCINTOSH & SON T/AS**			**$ 763.20**
11276	Building construction materials and services	45366	E118649	$ 763.20
11270	**MCLEODS BARRISTERS & SOLICITORS BECKETT, DOUGLAS, GILLETT, GRGICH, MCLEOD & OTHERS T/AS**			**$ 21,976.40**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
11270	Legal and conveyancing services	45366	E118648	$	6,589.60
11270	Legal and conveyancing services	45379	E118990	$	15,386.80
19040	**ME ENGINEERING GROUP HERU HOLDINGS PTY LTD T/AS**			**$**	**10,104.60**
19040	Engineering consulting services	45366	E118815	$	10,104.60
10373	**MELVILLE COCKBURN CHAMBER OF COMMERCE INC**			**$**	**8,525.00**
10373	Memberships	45379	E118967	$	8,525.00
19176	**MELVILLE COMMUNITY MEN'S SHED INC**			**$**	**25,000.00**
19176	Community services and respite	45366	E118833	$	25,000.00
10879	**MELVILLE HOLDEN MELVILLE MOTORS T/AS**			**$**	**289.01**
10879	Light Vehicle purchase	45379	E118979	$	289.01
16638	**MELVILLE TOYOTA SERVCO AUSTRALIA MELVILLE PTY LTD T/AS**			**$**	**1,091.05**
16638	Servicing and Repairs	45366	E118743	$	187.58
16638	Servicing and Repairs	45379	E119078	$	903.47
19147	**MENZIES CIVIL AUSTRALIA PTY LTD**			**$**	**21,529.75**
19147	Building construction materials and services	45366	E118828	$	21,529.75
18721	**MERCER CONSULTING (AUSTRALIA) PTY LTD**			**$**	**51,920.00**
18721	Remuneration Framework	45366	E118812	$	51,920.00
18209	**MERCHANDISING LIBRARIES PTY LTD**			**$**	**3,367.90**
18209	Library Expenses	45379	E119119	$	3,367.90
19166	**MESSAGENET BY SINCH MESSAGEMEDIA MESSAGE4U PTY LTD**			**$**	**154.31**
19166	IT and telecommunications expenses	45379	E119150	$	154.31
18399	**MICHAEL O'ROURKE**			**$**	**150.00**
18399	Entertainers	45366	E118804	$	150.00
17686	**MIDLAND BRICK PTY LTD**			**$**	**1,692.90**
17686	Building construction materials and services	45379	E119111	$	1,692.90

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
17823	**MIDWEST TAPE LCC D/B/A HOOPLA DIGITAL**			**$**	**8,250.00**
17823	Advertising and media buy	45366	E118787	$	8,250.00
10086	**MISS MAUD TOWN INN PTY LTD T/AS**			**$**	**217.45**
10086	Catering services and supplies	45379	E118958	$	217.45
12865	**MMM WA PTY LTD**			**$**	**61,182.96**
12865	Building construction materials and services	45366	E118670	$	5,009.20
12865	Building construction materials and services	45379	E119011	$	56,173.76
18768	**MODE DESIGN CORP PTY LTD**			**$**	**3,740.00**
18768	Architectural and design services	45379	E119130	$	3,740.00
10866	**MYRIAD IMAGES THE TRUSTEE FOR MYRIAD IMAGES TRUST T/AS**			**$**	**308.00**
10866	Creative services and graphic design	45379	E118978	$	308.00
15921	**MYSTERY CUSTOMER UNDERCOVER CUSTOMER PTY LTD T/AS**			**$**	**1,848.00**
15921	Business and management consulting and services	45366	E118717	$	1,848.00
17940	**NATURAL AREA CONSULTING MANAGEMENT SERVICES NATUURAL AREA HOLDINGS PTY LTD**			**$**	**19,727.75**
17940	Bush regeneration	45366	E118789	$	8,584.75
17940	Bush regeneration	45379	E119116	$	11,143.00
18764	**NEARMAP AUSTRALIA PTY LTD**			**$**	**19,064.65**
18764	Aerial photography	45379	E119129	$	19,064.65
16837	**NETSTAR AUSTRALIA PTY LTD**			**$**	**5,147.56**
16837	Minor machinery	45366	E118753	$	4,465.56
16837	Minor machinery	45379	E119085	$	682.00
12969	**NICOLE ROBINS COUNCILLOR**			**$**	**3,038.33**
12969	Councillor expenses	45366	E118673	$	3,038.33
11178	**NOISE & VIBRATION MEASUREMENT SYSTEMS PTY LTD**			**$**	**2,992.00**
11178	Facilities management services	45379	E118986	$	2,992.00

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
16515	**NON-ADVERTISING MARKETFORCE PTY LTD**			**$ 4,616.51**
16515	Advertising and media buy	45366	E118736	$ 698.50
16515	Advertising and media buy	45379	E119073	$ 3,918.01
17658	**NORDA ARCHITECTS PTY LTD NORDA ARCHITECTS PTY LTD T/AS**			**$ 16,111.15**
17658	Architectural and design services	45366	E118784	$ 6,645.65
17658	Architectural and design services	45379	E119110	$ 9,465.50
18649	**NORMAN DISNEY & YOUNG NDY MANAGEMENT PTY LTD T/AS**			**$ 4,950.00**
18649	Engineering consulting services	45366	E118810	$ 4,950.00
13408	**NORTHLAKE ELECTRICAL PTY LTD NORTH LAKE ELECTRICAL PTY LTD T/AS**			**$ 294,837.74**
13408	Electrical and lighting maintenance supplies and services	45366	E118680	$ 178,929.66
13408	Electrical and lighting maintenance supplies and services	45379	E119020	$ 115,908.08
15866	**NRP ELECTRICAL SERVICES**			**$ 5,062.75**
15866	Electrical and lighting maintenance supplies and services	45366	E118715	$ 2,565.75
15866	Electrical and lighting maintenance supplies and services	45379	E119058	$ 2,497.00
17336	**NUTRIEN AG SOLUTIONS LIMITED LANDMARK OPERATIONS LIMITED T/AS**			**$ 280.50**
17336	Landscaping services and supplies	45366	E118775	$ 280.50
11020	**NUTRIEN WATER TOTAL EDEN PTY LIMITED T/AS**			**$ 20,799.93**
11020	Irrigation and watering systems	45366	E118642	$ 20,799.93
16916	**OBJECTIVE CORPORATION LIMITED**			**$ 40,401.63**
16916	IT software/licensing and maintenance	45379	E119089	$ 40,401.63
13729	**OCE-AUSTRALIA LIMITED (CANON GROUP)**			**$ 976.06**
13729	Printer ink and toner	45379	E119026	$ 976.06
10607	**OFFICE OF STATE REVENUE DEPARTMENT OF FINANCE T/AS**			**$ 308.65**
10607	Regulatory fees and government charges	45379	E118971	$ 308.65
15988	**OH LA LA MUMMY HATCH, EMMA ESTELLE T/AS**			**$ 300.00**

CONFIRMED

					Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**		**Payment Amount**
15988	Sport and recreation subsidies	45379	E119059	$	300.00
17543	**ON TAP PLUMBING & GAS PTY LTD**			**$**	**25,230.79**
17543	Plumbing maintenance supplies and services	45366	E118782	$	9,823.19
17543	Plumbing maintenance supplies and services	45379	E119103	$	15,407.60
10278	**OPTUS BILLING SERVICES PTY LIMITED**			**$**	**5,846.57**
10278	Mobile phone expenses	45379	E118966	$	5,846.57
13439	**OTIS ELEVATOR COMPANY PTY LTD**			**$**	**2,268.75**
13439	Lift maintenance and services	45379	E119021	$	2,268.75
12629	**PAPERBARK TECHNOLOGIES PTY LTD**			**$**	**5,045.00**
12629	Nursery supplies	45366	E118666	$	980.00
12629	Nursery supplies	45379	E119007	$	4,065.00
16488	**PARAMOUNT SECURITY SERVICES SILVERBACK ENTERPRISES PTY LTD T/AS**			**$**	**2,112.00**
16488	Security services	45366	E118734	$	2,112.00
19198	**PATIENCE**			**$**	**60.00**
19198	Entertainers	45379	E119156	$	60.00
16851	**PAVE MIX PALOMA MANAGEMENT PTY LTD ATF THE PAVE MIX UNIT TRUST T/AS**			**$**	**66,000.00**
16851	Roads and paving supplies - concrete - Dyoondalup	45379	E119086	$	66,000.00
18339	**PEOPLESENSE BY ALTIUS PEOPLESENSE PTY LTS T/AS**			**$**	**6,283.95**
18339	Workplace health and safety services	45366	E118802	$	6,283.95
13681	**PERFEKT PTY LTD THE TRUSTEE FOR BERTRIKA TRUST & OTHERS T/AS**			**$**	**18,364.19**
13681	IT technical services	45366	E118684	$	15,675.00
13681	IT technical services	45379	E119024	$	2,689.19
19188	**PERTH BUBBLE TEA CART L PHAN & K.Y TRAN T/AS**			**$**	**720.00**
19188	Food and beverages for resale	45366	E118836	$	720.00
16305	**PERTH ENERGY PTY LTD**			**$**	**2,777.42**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
16305	Gas	45366	E118726	$	2,777.42
19233	**PETER STEWART HOMES STEWART, PETER ANDREW T/AS**			**$**	**11,219.99**
19233	Building and Planning - Overpayment Refund	45379	E119163	$	11,219.99
19149	**PHASE 3 MAINTENANCE PTY LTD**			**$**	**2,824.80**
19149	Landscape design and architecture services	45366	E118829	$	2,824.80
11079	**PIRTEK (FREMANTLE) PTY LTD**			**$**	**803.70**
11079	Pipes and fittings services	45366	E118643	$	803.70
16598	**PLAY CHECK THE REEDY FAMILY HYBRID DESCRETIONARY TRUST T/AS**			**$**	**34,798.50**
16598	Playground inspections	45366	E118739	$	34,798.50
10461	**PORTER CONSULTING ENGINEERS THE TRUSTEE FOR THE CONSULTING ENGINEERING UNIT TRUST T/AS**			**$**	**4,180.00**
10461	Engineering consulting services	45366	E118635	$	4,180.00
19211	**PRECISION LASER SYSTEMS ASHGOLD CORPORATION PTY LTD T/AS**			**$**	**1,718.00**
19211	Surveyors	45379	E119158	$	1,718.00
12453	**PUBLIC TRANSPORT AUTHORITY PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA T/AS**			**$**	**3,445.20**
12453	Building construction materials and services	45366	E118665	$	3,445.20
13693	**QED ENVIRONMENTAL SERVICES PTY LTD**			**$**	**1,683.00**
13693	Environmental consultancy services	45379	E119025	$	1,683.00
10977	**QUALITY PRESS THE TRUSTEE FOR ALBA UNIT TRUST T/AS**			**$**	**878.90**
10977	Outsourced printing	45379	E118981	$	878.90
16280	**QUANTUM BUILDING SERVICES PTY LTD**			**$**	**7,364.75**
16280	Roofing services	45366	E118725	$	6,839.50
16280	Roofing services	45379	E119066	$	525.25
11090	**RAECO CEI PTY LTD T/AS**			**$**	**78,831.50**
11090	Office equipment-AH BRACKS LIBRARY	45379	E118984	$	78,831.50

CONFIRMED

					Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**		**Payment Amount**
13217	**REDFISH TECHNOLOGIES PTY LTD**			**$**	**113,990.88**
13217	Conference Room AV Upgrade	45366	E118676	$	70,243.59
13217	Council Chambers Upgrade	45379	E119015	$	43,747.29
17445	**REINO INTERNATIONAL PTY LIMITED**			**$**	**12,399.88**
17445	Parking meters	45366	E118780	$	12,179.88
17445	Parking meters	45379	E119100	$	220.00
10979	**RENTOKIL INITIAL PTY LTD**			**$**	**528.00**
10979	Hygiene services	45366	E118641	$	528.00
17528	**REPLAS WA REPEAT PLASTICS WA ATF THE HERBERT FAMILY TRUST T/AS**			**$**	**4,888.79**
17528	General recycling	45379	E119102	$	4,888.79
12203	**RESOURCE RECOVERY GROUP**			**$**	**507,418.92**
12203	Waste expenses	45379	E119001	$	507,418.92
16853	**RETRO ROADS TAGSAT PTY LTD T/AS**			**$**	**4,541.08**
16853	Road line marking	45366	E118754	$	4,541.08
10703	**RICOH AUSTRALIA PTY LTD**			**$**	**39.90**
10703	IT and telecommunications expenses	45366	E118639	$	39.90
16939	**ROAD AND TRAFFIC SERVICES PTY LTD**			**$**	**1,611.50**
16939	Road line marking	45366	E118757	$	1,611.50
19217	**ROBERT WALTERS ROBERT WALTERS PTY LTD T/AS**			**$**	**4,405.10**
19217	Recruitment expenses	45379	E119160	$	4,405.10
17776	**ROMEO PLUMBING PTY LTD**			**$**	**5,200.00**
17776	Plumbing maintenance supplies and services	45366	E118785	$	5,200.00
17182	**RTRFM 92.1 LTD**			**$**	**1,347.50**
17182	Advertising and media buy	45379	E119095	$	1,347.50
19171	**SAFETY TACTILE PAVE THE TRUSTEE FOR STP FAMILY TRUST T/AS**			**$**	**7,388.73**

CONFIRMED

					Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**		**Payment Amount**
19171	Building construction materials and services	45366	E118832	$	7,388.73
17878	**SALLY BOWER**			**$**	**123.75**
17878	Community events	45366	E118788	$	123.75
10615	**SATELLITE SECURITY SERVICES**			**$**	**3,381.09**
10615	Security systems/Monitoring	45366	E118638	$	1,720.09
10615	Security systems/Monitoring	45379	E118972	$	1,661.00
12955	**SAVI SOUND AUDIO VISUAL INTERGRATION SYSTEMS RISUCCI, DOMENIC T/AS**			**$**	**8,657.30**
12955	AV equipment and cameras	45366	E118672	$	8,657.30
10911	**SCOTT PRINTERS PTY LTD**			**$**	**2,103.20**
10911	Outsourced printing	45366	E118640	$	1,595.00
10911	Outsourced printing	45379	E118980	$	508.20
17289	**SERVO CLEAN DAVID BROWN T/AS**			**$**	**2,953.50**
17289	Graffiti removal services	45366	E118772	$	2,953.50
14699	**SETON AUSTRALIA PTY LTD BRADY AUSTALIA PTY LTD T/AS**			**$**	**91.97**
14699	Lifting and height and other safety apparatus	45379	E119039	$	91.97
17882	**SIFTING SANDS CHELLEW HAWLEY PTY LTD T/AS**			**$**	**19,437.18**
17882	Playground equipment and maintenance	45379	E119115	$	19,437.18
15122	**SIGNATURE PAVING AND EARTHWORKS PTY LTD**			**$**	**70,149.82**
15122	Building construction materials and services	45366	E118704	$	70,149.82
16407	**SLAVIN ARCHITECTS PTY LTD**			**$**	**9,306.00**
16407	Engineering consulting services	45366	E118731	$	4,356.00
16407	Engineering consulting services	45379	E119070	$	4,950.00
14391	**SOLUTION 4 BUILDING PTY LTD**			**$**	**255,082.63**
14391	Refurbishment of Melville Reserve Changerooms	45379	E119037	$	255,082.63
17595	**SONIC HEALTHPLUS SONIC HEALTHPLUS PTY LTD**			**$**	**400.40**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
17595	Medical expenses	45379	E119107	$	400.40
19139	**SOO JEONG HONG COUNCILLOR**			**$**	**3,038.33**
19139	Councillor expenses	45366	E118827	$	3,038.33
15606	**SOUTH METROPOLITAN TAFE**			**$**	**3,890.95**
15606	External training courses	45366	E118712	$	430.15
15606	External training courses	45379	E119053	$	3,460.80
15327	**SOUTH SHORE SWIMMING CLUB INC.**			**$**	**12,162.11**
15327	Sport and recreation subsidies	45379	E119046	$	12,162.11
13969	**SPANDEX ASIA PACIFIC PTY LTD**			**$**	**2,883.14**
13969	Signage and sign writing	45366	E118689	$	2,044.13
13969	Signage and sign writing	45379	E119032	$	839.01
17813	**SPECTRUM ARTS B MITCHELL & G MITCHELL T/AS**			**$**	**220.00**
17813	Artists and artworks	45379	E119113	$	220.00
11220	**ST JOHN AMBULANCE WESTERN AUSTRALIA LTD**			**$**	**119.00**
11220	External training courses	45366	E118647	$	119.00
17635	**STRATAGREEN STRATA CORPORATION PTY LTD T/AS**			**$**	**424.71**
17635	Landscaping services and supplies	45379	E119108	$	424.71
13539	**SUPERIOR PAK PTY LTD**			**$**	**5,815.67**
13539	Repairs and parts for City Trucks	45366	E118682	$	5,815.67
14024	**SUPREME SHADES THE TRUSTEE FOR SUPREME SHADES UNIT TRUST T/AS**			**$**	**28,472.29**
14024	Outdoor furniture and shades and exercise equipment	45366	E118690	$	28,472.29
19112	**SWAN TAXIS PTY LTD**			**$**	**515.34**
19112	Taxi charges	45379	E119145	$	515.34
19041	**SWP AUSTRALIA PTY LTD**			**$**	**2,881.45**
19041	Building construction materials and services	45366	E118816	$	2,881.45

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
16605	**SYNERGY ELECTRICITY GENERATION & RETAIL CORPORATION T/AS**			**$ 299,838.83**
16605	Electricity	45366	E118740	$ 283,552.07
16605	Electricity	45379	E119076	$ 16,286.76
14270	**TALIS CONSULTANTS THE TRUSTEE FOR TALIS UNIT TRUST T/AS**			**$ 4,400.00**
14270	Auditing services	45366	E118694	$ 4,400.00
18756	**TANGO INFORMATION TECHNOLOGY PTY**			**$ 5,676.00**
18756	IT project management and consultancy	45366	E118813	$ 5,676.00
18198	**TARRYN GILL**			**$ 450.00**
18198	Artists and artworks	45379	E119118	$ 450.00
16881	**TASTY FRESH PTY LTD**			**$ 42.00**
16881	Food and beverages for resale	45366	E118756	$ 42.00
19178	**TEH, LYNETTE**			**$ 200.00**
19178	Artists and artworks	45379	E119152	$ 200.00
17523	**TELSTRA - MELBOURNE TELSTRA CORPORATION LIMITED T/AS**			**$ 6,458.47**
17523	Mobile phone expenses	45366	E118781	$ 4,123.98
17523	Mobile phone expenses	45379	E119101	$ 2,334.49
16307	**TENDERLINK.COM ILLION AUSTRALIA PTY T/AS**			**$ 1,082.88**
16307	Advertising and media buy	45366	E118727	$ 1,082.88
19128	**TERRENCE TECK SUN LEE COUNCILLOR**			**$ 3,038.33**
19128	Councillor expenses	45366	E118824	$ 3,038.33
18883	**THE FRUGAL FASHION CO TURNER-WOOD, SAVANNAH CASEY T/AS**			**$ 410.00**
18883	Library Expenses	45379	E119132	$ 410.00
17655	**THE NAPPY GURU KAMALIKA ANDREWS T/AS**			**$ 1,350.00**
17655	Community events	45379	E119109	$ 1,350.00

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply	Payment Date	Payment Reference		Payment Amount
19060	**THE POSTER GIRLS THOMPSON, LEONIE HELEN T/AS**			**$**	**66.00**
19060	Outsourced printing	45379	E119136	$	66.00
18311	**THE TRUSTEE FOR GPS GEO GUARD TRUST**			**$**	**5,517.60**
18311	Security services	45366	E118800	$	5,517.60
15749	**THOMPSON BRUSHES K & D THOMPSON PTY LTD T/AS**			**$**	**2,921.60**
15749	General hardware and tools	45379	E119057	$	2,921.60
12076	**TIGER TEK PTY LTD**			**$**	**362.34**
12076	General hardware and tools	45379	E118999	$	362.34
13285	**TLS PRODUCTIONS PTY LTD**			**$**	**1,122.00**
13285	Event equipment hire	45379	E119017	$	1,122.00
17007	**TOMAS FITZGERALD COUNCILLOR**			**$**	**3,038.33**
17007	Councillor expenses	45366	E118760	$	3,038.33
18415	**TOP NOTCH FENCING & MAINTENANCE THE TRUSTEE FOR THE WATSON FAMILY TRUST 2 T/AS**			**$**	**2,085.00**
18415	Fencing supplies and services	45366	E118806	$	2,085.00
18625	**TOTAL CONTAINERS**			**$**	**869.00**
18625	Plant hire	45366	E118809	$	869.00
13917	**TOTAL GREEN RECYCLING PTY LTD**			**$**	**9,682.41**
13917	General recycling	45366	E118687	$	8,533.68
13917	General recycling	45379	E119030	$	1,148.73
19099	**TOTAL TOOLS O'CONNOR TOOLCO PTY LTD T/AS**			**$**	**1,324.90**
19099	General hardware and tools	45366	E118821	$	1,071.55
19099	General hardware and tools	45379	E119144	$	253.35
12663	**TOTALLY WORKWEAR FREMANTLE THE TRUSTEE FOR OMAC UNIT TRUST T/AS**			**$**	**3,085.04**
12663	Uniforms and corporate wardrobe	45366	E118667	$	1,794.08
12663	Uniforms and corporate wardrobe	45379	E119008	$	1,290.96

CONFIRMED

				Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**	**Payment Amount**
10214	**T-QUIP TURF EQUIPMENT SOLUTIONS TOCOJEPA PTY LTD T/AS**			**$ 246.60**
10214	Turf and Equipment	45379	E118963	$ 246.60
17037	**TREE CARE WA WESTWORKS GROUP PTY LTD AFT USSHERIDAN TRUST T/AS**			**$ 175,983.53**
17037	Arborists and tree services	45366	E118762	$ 90,822.30
17037	Arborists and tree services	45379	E119093	$ 85,161.23
14271	**TREE PLANTING & WATERING BARONESS HOLDINGS PTY LTD T/AS**			**$ 108,904.29**
14271	Arborists and tree services	45379	E119034	$ 108,904.29
17588	**TRUCK CENTRE WA PTY LTD**			**$ 507,496.34**
17588	Purchase of a truck	45366	E118783	$ 503,473.14
17588	Servicing and Repairs	45379	E119106	$ 4,023.20
14960	**ULTIMO CATERING & EVENTS PTY LTD**			**$ 23,476.62**
14960	Catering services and supplies	45366	E118701	$ 15,841.55
14960	Catering services and supplies	45379	E119043	$ 7,635.07
19164	**UNITING GLOBAL PTY LTD**			**$ 21,401.32**
19164	Commercial cleaning	45366	E118831	$ 21,401.32
19117	**VAN RYT INDUSTRIES PTY LTD**			**$ 17,248.00**
19117	Playground equipment and maintenance	45366	E118823	$ 17,248.00
19087	**VEOLIA RECYCLING & RECOVERY (PERTH) PTY LTD**			**$ 27,036.24**
19087	General recycling	45366	E118819	$ 10,025.31
19087	General recycling	45379	E119141	$ 17,010.93
19089	**VISION INTELLIGENCE VISION INTELLIGENCE PTY LTD T/AS**			**$ 11,678.80**
19089	Security systems/Monitoring	45366	E118820	$ 5,953.50
19089	Security systems/Monitoring	45379	E119142	$ 5,725.30
16683	**VOCUS PTY LTD T/AS VOCUS COMMUNICATIONS**			**$ 5,978.40**
16683	Data cabling services	45366	E118745	$ 5,978.40
14227	**VORGEE PTY LTD**			**$ 564.30**

CONFIRMED

					Over $25,000.00
Supplier Number	**Supplier Name - Description of Supply**	**Payment Date**	**Payment Reference**		**Payment Amount**
14227	Swimming pool costs	45366	E118693	$	564.30
13325	**WA HINO SALES & SERVICE THE TRUSTEE FOR TRUCK UNIT TRUST T/AS**			**$**	**2,141.30**
13325	Truck - Servicing and repairs	45366	E118678	$	2,141.30
12334	**WATER CORPORATION**			**$**	**59,176.52**
12334	Water Charges	45366	E118663	$	42,959.10
12334	Water Charges	45379	E119004	$	16,217.42
11195	**WATTLEUP TRACTORS NANCY & SUSAN P ZUVELA T/AS**			**$**	**1,224.06**
11195	Plant maintenance	45366	E118646	$	1,224.06
13473	**WC CONVENIENCE MANAGEMENT PTY LIMITED**			**$**	**1,945.54**
13473	Other maintenance and services	45379	E119023	$	1,945.54
19181	**WCP CIVIL PTY LTD**			**$**	**79,190.40**
19181	Building construction materials and services	45366	E118834	$	79,190.40
10674	**WEST COAST TURF SARATOGA HOLDINGS PTY LTD ATF THE JPD TRUST T/AS**			**$**	**18,458.00**
10674	Turf and Equipment	45379	E118974	$	18,458.00
12319	**WESTERN AUSTRALIAN LOCAL GOV ASSOC**			**$**	**4,136.00**
12319	Local Government	45366	E118661	$	3,498.00
12319	Local Government	45379	E119002	$	638.00
13782	**WEST-SURE GROUP**			**$**	**1,221.14**
13782	Parking meters	45366	E118685	$	854.77
13782	Parking meters	45379	E119028	$	366.37
16956	**WINENERGY WINCONNECT PTY LTD T/AS**			**$**	**121.78**
16956	Electricity	45379	E119091	$	121.78
17999	**WJS TRAINING SAUNDERS, WAYNE JOHN T/AS**			**$**	**1,250.00**
17999	Training services	45366	E118794	$	1,250.00
13080	**WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD**			**$**	**1,032.68**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
13080	Landscaping services and supplies		45366	E118675	$	1,032.68
19084	**WORKMATE TRAILERS JLB TRADING PTY LTD T/AS**				**$**	**4,250.00**
19084	Purchase of Trailer		45379	E119140	$	4,250.00
16328	**WORMALD AUSTRALIA PTY LTD**				**$**	**5,204.75**
16328	Fire equipment and maintenance services		45366	E118728	$	4,555.75
16328	Fire equipment and maintenance services		45379	E119067	$	649.00
17103	**WOW WIPES ATF LAWRENCE FAMILY & MACLACHLAN TRUST T/AS**				**$**	**1,199.00**
17103	Hygiene services		45379	E119094	$	1,199.00
16597	**YAKI SERVICES GARLETT, BETTY JANE T/AS**				**$**	**500.00**
16597	Community events		45366	E118738	$	500.00
19129	**ZHI HOONG LIM COUNCILLOR**				**$**	**3,038.33**
19129	Councillor expenses		45366	E118825	$	3,038.33
11045	**ZIPFORM PTY LTD**				**$**	**3,943.63**
11045	Outsourced printing		45379	E118983	$	3,943.63
13023	**ZIRCODATA PTY LTD**				**$**	**2,640.76**
13023	Document storage and archive		45379	E119014	$	2,640.76
99996	**SUNDRY TRUST CREDITOR**				**$**	**81,700.00**
99996	Praxis Build Pty Ltd	Cancelled Payment	45356	E118332	-$	1,900.00
99996	Miss H Perryer	Verge Bond Refund	45365	E118601	$	1,900.00
99996	Residential Building WA Pty Ltd	Verge Bond Refund	45365	E118602	$	1,900.00
99996	Woodleigh Home Improvements Pty Ltd	Verge Bond Refund	45365	E118603	$	1,900.00
99996	Marshall Homes Pty Ltd	Verge Bond Refund	45365	E118604	$	1,900.00
99996	Ashmy Pty Ltd	Verge Bond Refund	45365	E118605	$	1,900.00
99996	Mr R C Mitchell	Verge Bond Refund	45365	E118606	$	1,900.00
99996	Marshall Homes Pty Ltd	Verge Bond Refund	45365	E118607	$	1,900.00
99996	Mr M S Betham	Verge Bond Refund	45365	E118608	$	1,900.00
99996	MacQueen Homes Pty Ltd	Verge Bond Refund	45365	E118609	$	1,900.00
99996	Ms N M Mosole	Verge Bond Refund	45365	E118610	$	1,900.00

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99996	Bruanne Pty Ltd	Verge Bond Refund	45365	E118611	$	1,900.00
99996	Aurora Project Group Pty Ltd	Verge Bond Refund	45365	E118612	$	1,900.00
99996	Praxis Build Pty Ltd	Verge Bond Refund	45365	E118613	$	1,900.00
99996	Mr K D Cruden	Verge Bond Refund	45365	E118614	$	1,900.00
99996	Mr M R Walters	Verge Bond Refund	45365	E118615	$	1,900.00
99996	Mr S W J Barrett	Verge Bond Refund	45365	E118616	$	1,900.00
99996	Omis Developments Pty Ltd C/- Rentwest	Verge Bond Refund	45365	E118617	$	1,900.00
99996	Ms H Kaur	Verge Bond Refund	45365	E118618	$	1,900.00
99996	Vinsan Contracting Pty Ltd	Verge Bond Refund	45365	E118619	$	1,900.00
99996	Spadaccini Homes Pty Ltd	Verge Bond Refund	45379	E118929	$	1,900.00
99996	Developwise Group 2 Pty Ltd	Verge Bond Refund	45379	E118930	$	1,900.00
99996	Maxbay Pty Ltd T/A Capital Recycling	Verge Bond Refund	45379	E118931	$	1,900.00
99996	BGC Residential Pty Ltd	Verge Bond Refund	45379	E118932	$	1,900.00
99996	Welink Construction Pty Ltd	Verge Bond Refund	45379	E118934	$	1,900.00
99996	BGC Residential Pty Ltd	Verge Bond Refund	45379	E118935	$	1,900.00
99996	Ashmy Pty Ltd	Verge Bond Refund	45379	E118936	$	1,900.00
99996	Mr N P Vidovich	Verge Bond Refund	45379	E118937	$	1,900.00
99996	Webb & Brown-Neaves	Verge Bond Refund	45379	E118938	$	1,900.00
99996	Abn Residential WA Pty Ltd	Verge Bond Refund	45379	E118933	$	1,900.00
99996	Travis Mitchell Construction	Verge Bond Refund	45379	E118941	$	1,900.00
99996	Marshall Homes Pty Ltd	Verge Bond Refund	45379	E118939	$	1,900.00
99996	Mr A L Goodger	Verge Bond Refund	45379	E118940	$	1,900.00
99996	Mr H Chen	Verge Bond Refund	45379	E118942	$	1,900.00
99996	The Roof & Wall Doctor Pty Ltd	Verge Bond Refund	45379	E118943	$	1,900.00
99996	The Roof & Wall Doctor Pty Ltd	Verge Bond Refund	45379	E118944	$	1,900.00
99996	The Roof & Wall Doctor Pty Ltd	Verge Bond Refund	45379	E118945	$	1,900.00
99996	East To West Building	Verge Bond Refund	45379	E118946	$	1,900.00
99996	The Roof & Wall Doctor Pty Ltd	Verge Bond Refund	45379	E118947	$	1,900.00
99996	Dale Alcock Homes Pty Ltd	Verge Bond Refund	45379	E118948	$	1,900.00
99996	Bay Pools and Spas	Verge Bond Refund	45379	E118949	$	1,900.00
99996	Four Roses WA Pty Ltd	Verge Bond Refund	45379	E118950	$	1,900.00
99996	NORTH BEACH NOMINEES PTY LTD TRADING JAG	Verge Bond Refund	45379	E118951	$	1,900.00
99996	Mr C M Fewtrell	Verge Bond Refund	45379	E118952	$	1,900.00
99996	Empower Solar Australia	Verge Bond Refund	45379	E118953	$	1,900.00
99998	**SUNDRY EFT CREDITOR**				**$**	**106,910.22**

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99998	James Giddy	Cancelled Payment	45356	E118581	-$	500.00
99998	James Giddy	Artist Fee	45366	E118840	$	500.00
99998	Barrier Reef Pools Perth	Building Application Refund	45366	E118841	$	222.15
99998	Fel Child Care Centre 2 Pty Ltd	Refund- Food Annual Assessment Fee	45366	E118842	$	126.00
99998	Tom Lubin	Staff Reimbursement	45366	E118843	$	40.00
99998	Colliers International (NSW) Pty Ltd	Land Tax Refund 2017-2024	45366	E118844	$	4,703.65
99998	Housing Authority	Rates Refund	45366	E118845	$	1,641.81
99998	Sally Allomes	Rates Refund	45366	E118846	$	916.87
99998	D C & P A Urquart	Rates Refund	45366	E118847	$	953.15
99998	Rocorp Constructions Pty Ltd	Building Application Refund	45366	E118848	$	2,000.00
99998	Barrier Reef Pools Perth	Building Application Refund	45366	E118849	$	61.85
99998	Barrier Reef Pools Perth	Building Application Refund	45366	E118850	$	50.50
99998	Aflame Community Church Inc	Bond Return	45366	E118851	$	800.00
99998	Mr Kevin Anderson	Reimbursement	45366	E118852	$	300.00
99998	Mr Michael Bremner	Reimbursement	45366	E118853	$	300.00
99998	Mrs Janice Dyer	Reimbursement	45366	E118854	$	300.00
99998	Mr Ronald Edmiston	Reimbursement	45366	E118855	$	300.00
99998	Mrs Roberta Edmiston	Reimbursement	45366	E118856	$	300.00
99998	Anqi Wan	Friendly Neighbourhood Grant	45366	E118857	$	200.00
99998	Mr Hans Fontein	Reimbursement	45366	E118858	$	300.00
99998	Murray Paddick	Reimbursement	45366	E118859	$	300.00
99998	Mrs Joan Swindells	Reimbursement	45366	E118860	$	300.00
99998	Sorrento Strategic Accounting	Meeting Fee	45366	E118861	$	495.00
99998	ThornBird Music	Performance Fee	45366	E118862	$	6,000.00
99998	The Potters House Melville	Bookings Refund	45366	E118863	$	326.00
99998	City of Stirling	Long Service Leave Liability	45366	E118864	$	4,670.10
99998	Zin Kyaw	Building Application Refund	45366	E118865	$	171.65
99998	MS & CE Adams	Rates Refund	45366	E118866	$	900.00
99998	Jodi & Scott Collier	Rates Refund	45366	E118867	$	2,734.60
99998	David & Michelle Hartnett	Rates Refund	45366	E118868	$	1,630.92
99998	Robert McFarlane	Rates Refund	45366	E118869	$	830.10
99998	D A Coleman	Rates Refund	45366	E118870	$	222.92
99998	Fremantle CBC Amateur Football Club Inc	Activelink Payment x2	45366	E118871	$	600.00
99998	Calm Kids Calm Families	Workshop Fee	45366	E118872	$	300.00
99998	Emma Belinda Conway	Sterilisation Refund	45366	E118873	$	25.83
99998	Amy-Jo Tremlett	Sterilisation Refund	45366	E118874	$	100.00

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99998	Christina Quinn	Fuel	45366	E118875	$	79.41
99998	Miss S Marshall	Bond Refund	45366	E118876	$	326.00
99998	Cameron Smith	Staff Reimbursement	45366	E118877	$	89.45
99998	Jenny Croucher	Staff Reimbursement	45366	E118878	$	48.80
99998	WA French Festival Inc.	Canning Bridge Grant - Acting out Loud	45366	E118879	$	5,495.40
99998	Jill Griffiths	Author Talk at AH Brack library	45366	E118880	$	315.00
99998	Trenton Read	Youth Sport Grant - 23/24YSG078 - O Read	45366	E118881	$	200.00
99998	Patricia Blunt	Age Friendly Melville Assistance AFM0282	45366	E118882	$	300.00
99998	Paige Goodsell	Youth Sport Grant 23/24YSG074 -	45366	E118883	$	200.00
99998	Marisa Tancredi	Youth Sport Grant 23/24YSG077	45366	E118884	$	200.00
99998	Antonino Spinella	Age Friendly Melville Assistance AFM0276	45366	E118885	$	292.50
99998	Mary Badger	Rates Refund - previous owner rebate	45366	E118886	$	806.03
99998	Estate of the Late Victor Stephen Davies	Rates Refund - extra payment	45366	E118887	$	418.30
99998	Kelli Featherstone	Reimbursement	45366	E118888	$	50.63
99998	Jamie Turner	Artist Fee	45366	E118889	$	1,250.00
99998	Digital Settlements Trust Account	Rebate Refund	45366	E118890	$	905.99
99998	Sze Yen Tan	Rates Refund	45366	E118891	$	401.55
99998	K & H Lombardo	Rates Refund	45366	E118892	$	510.30
99998	Mr David Allen	Reimbursement	45366	E118893	$	300.00
99998	Mr William Fry	Reimbursement	45366	E118894	$	300.00
99998	Mrs Elizabeth Ireland	Reimbursement	45366	E118895	$	242.00
99998	Mr Brian Rubery	Reimbursement	45366	E118896	$	300.00
99998	Mr Douglas M Wynne	Reimbursement	45366	E118897	$	300.00
99998	Philippa Aitken	Staff Reimbursement	45366	E118898	$	14.00
99998	Bahareh Ghasemi	Sterilisation Refund	45366	E118899	$	30.00
99998	Eddie Davis	Youth Sport Grant	45366	E118900	$	200.00
99998	Greg Dodd	Sporting Equipment	45366	E118901	$	46.90
99998	Pip Mullins	Staff Reimbursement	45366	E118902	$	2,395.50
99998	Gemma Jahn	Youth Sport Grant	45366	E118903	$	200.00
99998	Hannah Katarski	Staff Reimbursement	45366	E118904	$	63.34
99998	Barbara K Sheriff	Rates Refund	45366	E118905	$	355.46
99998	Rachael Dodd	Youth Sport Grant	45366	E118906	$	200.00
99998	Janelle Cahoon	Youth Sport Grant	45366	E118907	$	200.00
99998	Elena Manoj	Youth Sport Grant	45366	E118908	$	200.00
99998	King of Hearts Music Service	Performance	45366	E118909	$	2,500.00
99998	Kwok C W L	Sustainability Rebate	45366	E118910	$	50.00

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99998	Melville Bowling Club	Activelink	45366	E118911	$	300.00
99998	Caporn Young Property Management	Rates Refund	45366	E118912	$	787.90
99998	Susan Mary & Kevan Donald Harwood	Rates Refund	45366	E118913	$	273.47
99998	Penguin Electrical Pty Ltd	Rates Refund	45366	E118914	$	412.55
99998	Ellin B Mangan	Rates Refund	45366	E118915	$	305.93
99998	Ash Ramsey	Shop Sales	45366	E118916	$	33.75
99998	Paul McAllister	Parking Reimbursement	45366	E118917	$	27.00
99998	Joseph F Graville	Sustainability Rebate	45366	E118918	$	50.00
99998	Kristian McIntyre	Sustainability Rebate	45366	E118919	$	50.00
99998	Louise Ryan	Shop Sale	45366	E118920	$	11.25
99998	Rebeka Belcher	Shop Sales	45366	E118921	$	22.50
99998	Emma Gooding	Sustainability Rebate	45366	E118922	$	50.00
99998	Scott Alexander	Shop Sales	45366	E118923	$	5.25
99998	Tia Tokic	Shop Sales	45366	E118924	$	157.50
99998	Jana Unger	Sustainability Rebate	45366	E118925	$	50.00
99998	TN & NM Read	Sterilisation Refund	45366	E118926	$	30.00
99998	Paul Prior	Staff Reimbursement	45379	E119164	$	2,357.46
99998	Paul Prior	Staff Reimbursement	45379	E119165	$	355.94
99998	Nicole Jordaan	Cloth Nappy Rebate	45379	E119166	$	105.00
99998	V H & H C Dooley	Compost Bin Rebate	45379	E119167	$	50.00
99998	Local Government, Sport and Cultural Ind	Kid sport Refund	45379	E119168	$	39.55
99998	Yvonne Brookes	Sustainability Rebate	45379	E119169	$	50.00
99998	Ruth Kamrowski	Rates Refund - Payment after settlement	45379	E119170	$	50.00
99998	Emma Hewitt	Staff Reimbursement	45379	E119171	$	29.04
99998	Art'Skool	Activelink Payment	45379	E119172	$	300.00
99998	Tennis Excellence	Activelink Payment	45379	E119173	$	300.00
99998	Jintai Developments (AUS) Pty Ltd	Rates Refund	45379	E119174	$	109.04
99998	Laurie Steed	Novel Writing Boot Camp	45379	E119175	$	500.00
99998	Mrs Joan Aggiss	Reimbursement	45379	E119176	$	300.00
99998	Mr Shang Wen Chou	Reimbursement	45379	E119177	$	300.00
99998	Ms Ute Eckhardt	Reimbursement	45379	E119178	$	300.00
99998	Mrs Lynette Hall	Reimbursement	45379	E119179	$	300.00
99998	Ms Carol Walsh	Reimbursement	45379	E119180	$	300.00
99998	Beverly Muskarovsky	Rates Refund	45379	E119181	$	1,400.00
99998	Playgroup WA	Community Grant	45379	E119182	$	5,190.90
99998	P M Johnson	Rates Refund	45379	E119183	$	609.05

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99998	Rentwest Solutions Pty Ltd	Rates Refund	45379	E119184	$	824.55
99998	Kwikfit Building Solutions	Planning Application Refund	45379	E119185	$	221.25
99998	Tingara Netball Club Inc	Community Grant	45379	E119186	$	2,000.00
99998	Daniel Jackson	Dog Sterilisation Refund	45379	E119187	$	25.00
99998	Mr I R Younger & Ms T A Younger	Rates Refund	45379	E119188	$	414.15
99998	Clarissa Sandjaja	Youth Steering Group meeting February	45379	E119189	$	50.00
99998	Louie Cabutaje	Youth Steering Group meeting February	45379	E119190	$	50.00
99998	Lauren Hardbottle	Youth Steering Group meeting February	45379	E119191	$	50.00
99998	Madieson O'Mara	Youth Steering Group meeting February	45379	E119192	$	50.00
99998	Oliver Lim	Youth Steering Group meeting February	45379	E119193	$	50.00
99998	Ruby Smith	Youth Steering Group meeting February	45379	E119194	$	50.00
99998	Sascha Finlay-Collins	Youth Steering Group meeting February	45379	E119195	$	50.00
99998	Zest Hunter	Youth Steering Group meeting February	45379	E119196	$	50.00
99998	Sarah Terenzi	Bond Refund	45379	E119197	$	100.00
99998	Jessie Herangi	Bond Refund	45379	E119198	$	326.00
99998	Hanssen Pty	Bond Refund	45379	E119199	$	326.00
99998	Graham Kilmurray	Rates Refund	45379	E119200	$	1,512.80
99998	Mr G C Nunn, Mr G K Nunn and Ms A S R	Crossover Subsidy	45379	E119201	$	495.00
99998	George Gare-Curley	Artist Fee	45379	E119202	$	1,250.00
99998	Maxwell Knight	Rates Refund	45379	E119203	$	813.29
99998	Adam Jakovich	Rates Refund	45379	E119204	$	5,243.03
99998	Felix Ross	Parking Reimbursement	45379	E119205	$	6.60
99998	Liam Fariss	Rates Refund	45379	E119206	$	448.90
99998	Todd Pickett- Flooded Palace	Artist Fee	45379	E119207	$	1,000.00
99998	Chinese Mums Incorporation	Community Grant	45379	E119208	$	5,800.00
99998	L Minton	Rates Refund	45379	E119209	$	1,600.59
99998	Ines Atri	Rates Refund	45379	E119210	$	325.10
99998	Elroy Correia	Rates Refund	45379	E119211	$	809.75
99998	B J Dargie	Rates Refund	45379	E119212	$	811.47
99998	John Gibson	Rates Refund	45379	E119213	$	982.17
99998	Frances Marjorie Jeffes	Rates Refund	45379	E119214	$	171.64
99998	Sharen Cooper	Rates Refund	45379	E119215	$	916.87
99998	SL Fitzgerald	Rates Refund	45379	E119216	$	789.71
99998	Top Notch Pergolas & Gazebos	Building Application Refund	45379	E119217	$	171.65
99998	Urbane Projects Pty Ltd	Building Application Refund	45379	E119218	$	2,000.00
99998	Caitlin Hepworth	Catering Reimbursement	45379	E119219	$	51.90

CONFIRMED

Over $25,000.00

Supplier Number	Supplier Name - Description of Supply		Payment Date	Payment Reference		Payment Amount
99998	Lansbury & Associates Trust Account	Rates Refund	45379	E119220	$	607.40
99998	Elena Brand	Slido Application	45379	E119221	$	234.00
99998	Mr D Bridges & Ms H McDonald	Crossover Subsidy	45379	E119222	$	495.00
99998	Yvonne Doherty	Atwell House Sundries	45379	E119223	$	44.50
99998	Innova Builders (WA) Pty Ltd	Building Application Refund	45379	E119224	$	1,789.50
99998	Vallikkannu Muthu	Staff Reimbursement	45379	E119225	$	11.00
99998	Winnacott Kats Junior Football Club	Community Grant	45379	E119226	$	2,000.00
99998	Fremantle CBC Amateur Football Club Inc	Activelink Payments	45379	E119227	$	1,890.00
99998	Rachael Ho	Staff Reimbursement	45379	E119228	$	51.50
99998	Yvonne Doherty	Staff Reimbursement	45379	E119229	$	10.00
99998	Yvonne Doherty	Staff Reimbursement	45379	E119230	$	17.16
99998	Dorothy Winmar	Place Names Meeting	45379	E119231	$	300.00
99998	Gerrard Shaw	Place Names Meeting	45379	E119232	$	300.00
99998	Joe Collard	Place Names Meeting	45379	E119233	$	300.00
99998	Narelle Ogilvie	Place Names Meeting	45379	E119234	$	300.00
99998	Trevor Walley	Place Names Meeting	45379	E119235	$	300.00
99999	**SUNDRY CHEQUE CREDITOR**				**$**	**600.00**
99999	Mr Kamlesh Mahajan	AFM Reimbursement	45366	070907	$	300.00
99999	Rosa Speca	Age Friendly Melville Assistance AFM0283	45366	070908	$	300.00

Cancelled Payme	2	-$	2,400.00
Cheque Payments	4	$	3,946.91
EFT Payments	635	$	8,598,855.32
Total Payments	641	$	8,600,402.23

CONFIRMED

Payroll Payments made for March 2024		
Pay 19		**13/03/2024**
Westpac Bank		$1,395,927.19
Taxation		$441,920.00
Creditors		$301,663.74
Advances		
	Total	**$2,139,510.93**
Pay 20		**27/03/2024**
Westpac Bank		$1,387,517.13
Taxation		$438,270.00
Creditors		$302,593.20
Advances		$0.00
	Total	**$2,128,380.33**
Total Pays		**$4,267,891.26**

Direct Payments made for March 2024

Payee	Description	Bank Reference	Payment Amount
Maxxia Pty Ltd	Input tax credits for March	127712475	$ 344.36
EasiSalary	Input tax credits for March	127712563	$ 1,012.98
		Total	**$ 1,357.34**

CONFIRMED

The list of payments made using Corporate and Purchase Cards during February 2024

Payee	Description	Date	Amount	
Corporate Cards				
FACEBK 2QXKGZBNC2 fb.me/ads IE	Advertising	12/02/2024	$ 1,287.50	
LinkedIn JOB 923518815 North Sydney AU	Advertising	19/02/2024	$ 427.92	
LinkedIn JOB 924086440 North Sydney AU	Advertising	21/02/2024	$ 19.80	
LS Jayleas Patisserie Willagee AU	Functions	22/02/2024	$ 73.83	
LS Jayleas Patisserie Willagee AU	Functions	22/02/2024	$ 14.94	
The Rowing Pavilion Mount Pleasan AU	Functions	22/02/2024	$ 32.00	
The Rowing Pavilion Mount Pleasan AU	Functions	22/02/2024	$ 5.00	
HOO*HOOTSUITE INC 778-5889767 US	Advertising	22/02/2024	$ 130.43	
CPP CONVENTION CENTRE PERTH AU	Parking Fee	26/02/2024	$ 13.12	
TOMPKINS ALFRED COVE AU	Functions	26/02/2024	$ 229.00	
FACEBK XB98NXTNC2 fb.me/ads IE	Advertising	26/02/2024	$ 1,287.50	
LS Jayleas Patisserie Willagee AU	Functions	26/02/2024	$ 54.74	
FS *JotForm fsprg.nl NL	Functions	27/02/2024	$ 67.64	
CARD FEE	Card Fee	3/03/2024	$ 18.25	
FACEBK *ZFUN2ZKNC2 fb.me/ads IE	Advertising	1/03/2024	$ 237.65	
PLANNING INSTITUTE OF BARTON AU	Training - Authentic Aboriginal Engagement	26/02/2024	$ 5,060.00	
CARD FEE	Card Fee	3/03/2024	$ 18.25	
PREZZEE/AUE7EC4D4E SYDNEY AU	Service Recognition	6/02/2024	$ 607.59	
LOCAL GOVERNEMENT MANA MT HAWTHORN AU	Finance Conference	29/02/2024	$ 1,360.00	
LOCAL GOVERNEMENT MANA MT HAWTHORN AU	Finance Conference	29/02/2024	$ 1,360.00	
LOCAL GOVERNEMENT MANA MT HAWTHORN AU	Finance Conference	29/02/2024	$ 1,530.00	
LOCAL GOVERNEMENT MANA MT HAWTHORN AU	Finance Conference	29/02/2024	$ 1,700.00	
CARD FEE	Card Fee	3/03/2024	$ 18.25	
PREZZEE/AU3C4370BC SYDNEY AU	Staff Appreciation	1/03/2024	$ 101.27	
UNI OF SYD CTR CONT ED NEWTOWN AU	Staff Training	14/02/2024	$ 650.00	
CARD FEE	Card Fee	3/03/2024	$ 18.25	
CARD FEE	Card Fee	3/03/2024	$ 18.25	
GOOGLE*ADS7551798585 CC GOOGLE.COM AU	Refund	7/02/2024	-$ 226.33	
Google ADS7551798585 Sydney AU	Refund	7/02/2024	-$ 0.22	
WESTNET PERTH AU	Refund	19/12/2023	-$ 80.02	**$ 16,034.61**
Purchase Cards				
CARD FEE	Card Fee	3/03/2024	$ 15.00	
KFC*Garden City Fo kfc.com.au AU	Team Recognition - January	27/02/2024	$ 75.90	
WOOLWORTHS/GARDEN CITY BOORAGOON AU	January CS Champion	27/02/2024	$ 50.00	
SUBWAY GARDEN CITY BOORAGOON AU	Staff Appreciation	28/02/2024	$ 6.00	
MISS MAUD BOORAGOON AU	Catering	28/02/2024	$ 36.70	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
FOAM SALES BOORAGOON AU	Office Supplies	7/02/2024	$ 67.00	
IKEA PTY LTD TEmpe AU	Office Supplies	9/02/2024	$ 718.00	
EZI*A2B Storage Pty Lt Fortitude Val AU	Office Supplies	29/02/2024	$ 167.76	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
COLES 0332 BOORAGOON AU	Staff Appreciation	5/02/2024	$ 53.11	
INSTITUTE OF PUBLIC WO PERTH AU	IPWEA Conference	5/02/2024	$ 1,441.30	
INSTITUTE OF PUBLIC WO PERTH AU	IPWEA Conference	5/02/2024	$ 1,441.30	
PAYPAL *INSPIRARGRO 4029357733 AU	Training - Carbon Literacy	5/02/2024	$ 79.00	
INSTANT SCAFFOLDS WA WELSHPOOL AU	Scaffolding - Civic Hall Refurbishment	7/02/2024	$ 770.00	
COLES 0332 BOORAGOON AU	Staff Appreciation	7/02/2024	$ 105.95	
COLES 0332 BOORAGOON AU	CEO Roadshow	8/02/2024	$ 27.45	
WOOLWORTHS/GARDEN CITY BOORAGOON AU	CEO Roadshow	8/02/2024	$ 136.00	
GREEN BUILDING COUNC SYDNEY AU	Staff Training	8/02/2024	$ 384.23	
GREEN BUILDING COUNC SYDNEY AU	Staff Training	8/02/2024	$ 384.23	
JB HI FI BOORAGOON BOORAGOON AU	Office Equipment	12/02/2024	$ 299.00	
COLES 0332 BOORAGOON AU	Climate Action Visa Winners	16/02/2024	$ 529.75	
ZOOM.US 888-799-9666 WWW.ZOOM.US US	ZOOM Subscription	21/02/2024	$ 63.44	
ZOOM.US 888-799-9666 WWW.ZOOM.US US	ZOOM Subscription	21/02/2024	$ 63.44	
Bakers Delight Canning Vale AU	Project Meeting	22/02/2024	$ 7.00	
COLES 0332 BOORAGOON AU	Project Meeting	22/02/2024	$ 4.50	
ZOOM.US 888-799-9666 WWW.ZOOM.US US	ZOOM Subscription	23/02/2024	$ 151.12	
GREEN BUILDING COUNC SYDNEY AU	Training - Electrifying Masterclass	28/02/2024	$ 438.90	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Staff Appreciation	1/03/2024	$ 167.85	
KMART 1162 BOORAGOON AU	Catering Supplies	5/02/2024	$ 140.00	
KMART MULGRAVE AU	Catering Supplies	5/02/2024	$ 112.50	

CONFIRMED

Payee	Description	Date	Amount
MPM MARKETING SERVIC BRISBANE AIRP AU	Catering Supplies	9/02/2024	$ 566.19
KMART MULGRAVE AU	Catering	12/02/2024	$ 72.00
COLES ONLINE HAWTHORN EAST AU	Catering	14/02/2024	$ 264.60
KMART 1229 BALDIVIS AU	Catering Supplies	15/02/2024	$ 98.00
METCASH TRADING LIMITE MACQUARIEPARK AU	Catering	16/02/2024	$ 134.84
COLES ONLINE HAWTHORN EAST AU	Catering	21/02/2024	$ 57.00
METCASH TRADING LIMITE MACQUARIEPARK AU	Catering	23/02/2024	$ 496.51
COLES ONLINE HAWTHORN EAST AU	Catering	23/02/2024	$ 70.30
AUSPOST ONLINE SHOP MELBOURNE AU	Office Supplies	26/02/2024	$ 79.00
DAN MURPHYS ONLINE BELLA VISTA AU	Catering	27/02/2024	$ 273.93
CARD FEE	Card Fee	3/03/2024	$ 15.00
WANEWSDTI Osborne Park AU	Public Newspapers	5/02/2024	$ 106.80
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	12/02/2024	$ 29.60
WANEWSDTI Osborne Park AU	Public Newspapers	21/02/2024	$ 325.20
NEXT ECOMMERCE PTY LTD BUNDOORA AU	Office Equipment	28/02/2024	$ 80.29
CARD FEE	Card Fee	3/03/2024	$ 15.00
SILVERBACK PUBLISHING SUTTON GB	Local Stock Purchase	13/02/2024	$ 480.96
SPOTLIGHT PTY LTD STH MELBOURNE AU	Local Stock Purchase	15/02/2024	$ 34.49
CARD FEE	Card Fee	3/03/2024	$ 15.00
Matterport.com 888-9938990 US	Museum Virtual Tour	1/03/2024	$ 19.08
OFFICEWORKS BENTLEIGH EAS AU	Office Equipment	5/02/2024	$ 661.80
LEEMING IGA LEEMING AU	Catering	12/02/2024	$ 135.93
DOLCE & SALATO BULL CR BULL CREEK AU	Catering	12/02/2024	$ 199.00
ACHIEVABILITY PTY LTD PARKVILLE AU	Staff Training	15/02/2024	$ 785.40
LEEMING IGA LEEMING AU	Catering	19/02/2024	$ 117.78
CARD FEE	Card Fee	3/03/2024	$ 15.00
SUBWAY MELVILLE MYAREE AU	AAP Meeting	16/02/2024	$ 54.00
SUBWAY PALMYRA PALMYRA AU	PHAZE Feb Catering	27/02/2024	$ 112.00
HAMILTON HILL IGA HAMILTON HILL AU	PHAZE Feb catering	28/02/2024	$ 5.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	20/02/2024	$ 31.50
CARD FEE	Card Fee	3/03/2024	$ 15.00
IGA CANNING B/916 CANN APPLECROSS AU	Office Supplies	7/02/2024	$ 3.39
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	7/02/2024	$ 14.80
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	7/02/2024	$ 106.27
SLIMLINE WAREHOUSE BROADMEADOWS AU	Library Resources	9/02/2024	$ 1,257.00
SLIMLINE WAREHOUSE D BROADMEADOWS AU	Library Resources	12/02/2024	$ 181.04
IGA CANNING B/916 CANN APPLECROSS AU	Office Supplies	14/02/2024	$ 3.39
IGA CANNING B/916 CANN APPLECROSS AU	Office Supplies	19/02/2024	$ 3.39
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	22/02/2024	$ 14.80
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	22/02/2024	$ 106.27
IGA CANNING B/916 CANN APPLECROSS AU	Office Supplies	22/02/2024	$ 3.39
EBSCO AUSTRALIA SUBS NORTH SYDNEY AU	Reader's Digest Large Print Subscription	23/02/2024	$ 92.52
AP CANNING BRIDGE LPO APPLECROSS AU	Postage	26/02/2024	$ 14.80
IGA CANNING B/916 CANN APPLECROSS AU	Office Supplies	29/02/2024	$ 3.39
NEWS PTY LIMITED SURRY HILLS AU	Newspaper Subscription	29/02/2024	$ 1,144.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
BOOKTOPIA PTY LTD RHODES AU	Library Resources	14/02/2024	$ 1,279.98
BOOKTOPIA PTY LTD RHODES AU	Library Resources	14/02/2024	$ 597.53
BIG W/ROCKINGHAM ROAD SPEARWOOD AU	Library Resources	16/02/2024	$ 382.00
KOORI MAIL LISMORE AU	Subscription	21/02/2024	$ 100.00
BOLINDA PUBLISHING TULLAMARINE AU	Library Resources	21/02/2024	$ 103.95
EZI*ALIA DEAKIN AU	Membership	27/02/2024	$ 44.00
Typeface Books Applecross AU	Library Resources	29/02/2024	$ 974.80
CARD FEE	Card Fee	3/03/2024	$ 15.00
BOOKS PUBLISHING MELBOURNE AU	Library Resources	1/03/2024	$ 192.50
KMART 1162 BOORAGOON AU	Materials	6/02/2024	$ 49.25
KAIKO FIDGETS TARNEIT AU	Materials	6/02/2024	$ 147.90
FACEBK HJJKQYPCG2 fb.me/ads IE	MYC Instagram	26/02/2024	$ 55.48
CARD FEE	Card Fee	3/03/2024	$ 15.00
iClean Dry Cleaners Booragoon AU	Cleaning	7/02/2024	$ 128.65
OMAC ENTERPRISES PTY MYAREE AU	New Staff Uniform	12/02/2024	$ 177.41
iClean Dry Cleaners Booragoon AU	Cleaning	14/02/2024	$ 107.40
OMAC ENTERPRISES PTY MYAREE AU	New Staff Uniform	15/02/2024	$ 44.00
MCDONALDS MURDOCH MURDOCH AU	Team Meeting	29/02/2024	$ 20.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
OMAC ENTERPRISES PTY MYAREE AU	New Staff Uniform	1/03/2024	$ 299.51
AMAZON AU RETAIL SYDNEY AU	Replacement Library Stock	5/02/2024	$ 26.13
THE NILE AWZC-HV9F NORTH SYDNEY AU	Replacement Library Stock	5/02/2024	$ 278.05

CONFIRMED

Payee	Description	Date	Amount
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 24.30
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 23.70
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 18.00
GOOGLE*GSUITE MELVILLE CC GOOGLE.COM AU	Staff Parking	5/02/2024	$ 9.24
EASYPARK PAY BY PH PRAHRAN AU	Canning Bridge staff parking	5/02/2024	$ 136.49
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 22.99
AMAZON AU RETAIL SYDNEY AU	Refund	5/02/2024	-$ 0.08
PAYPAL *BIG W 4029357733 AU	Replacement Library Stock	5/02/2024	$ 194.00
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 67.48
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 12.00
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 21.38
PAYPAL *BOOKTOPIABO 4029357733 AU	Replacement Library Stock	5/02/2024	$ 158.75
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 67.25
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	5/02/2024	$ 32.00
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	6/02/2024	$ 26.63
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	7/02/2024	$ 20.25
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	7/02/2024	$ 13.09
PAYPAL *EBAY AU 4029357733 AU	Refund	7/02/2024	-$ 18.10
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	8/02/2024	$ 18.75
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	8/02/2024	$ 12.45
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	8/02/2024	$ 24.00
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	12/02/2024	$ 12.45
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	12/02/2024	$ 236.71
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	12/02/2024	$ 42.20
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	12/02/2024	$ 13.26
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	12/02/2024	$ 29.26
THE NILE A2C3-TW8H NORTH SYDNEY AU	Replacement Library Stock	14/02/2024	$ 293.18
PAYPAL *JB HI-FI 4029357733 AU	Replacement Library Stock	15/02/2024	$ 37.27
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	15/02/2024	$ 34.63
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	15/02/2024	$ 24.98
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	15/02/2024	$ 88.35
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	15/02/2024	$ 13.09
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	15/02/2024	$ 11.41
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	16/02/2024	$ 95.52
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	16/02/2024	$ 74.67
PAYPAL *BIG W 4029357733 AU	Replacement Library Stock	16/02/2024	$ 190.00
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	19/02/2024	$ 26.95
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	19/02/2024	$ 93.19
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	19/02/2024	$ 86.80
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	20/02/2024	$ 38.32
AMZN Mktp US*RW0I765X0 Amzn.com/bill US	FX Fee	20/02/2024	$ 42.79
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	20/02/2024	$ 87.96
PAYPAL *BOOKTOPIABO 4029357733 AU	Replacement Library Stock	21/02/2024	$ 269.19
PAYPAL *BOOKTOPIABO 4029357733 AU	Replacement Library Stock	21/02/2024	$ 102.36
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	21/02/2024	$ 24.74
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	21/02/2024	$ 99.60
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	21/02/2024	$ 26.25
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	22/02/2024	$ 40.94
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	22/02/2024	$ 36.98
THE NILE AGCW-1SFV NORTH SYDNEY AU	Refund	22/02/2024	-$ 37.50
SATELLITE SECURITY SER KARDINYA AU	Replaced Hard drive in CCTV	26/02/2024	$ 347.60
THE NILE A8Q5-K7V3 NORTH SYDNEY AU	Replacement Library Stock	27/02/2024	$ 132.37
PAYPAL *JB HI-FI 4029357733 AU	Replacement Library Stock	28/02/2024	$ 45.97
PAYPAL *BOOKTOPIABO 4029357733 AU	Replacement Library Stock	28/02/2024	$ 250.67
PAYPAL *EZYDVDPTYLT 4029357733 AU	Replacement Library Stock	28/02/2024	$ 43.92
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	28/02/2024	$ 28.22
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	28/02/2024	$ 30.18
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	28/02/2024	$ 14.99
AMAZON AU SYDNEY SOUTH AU	Replacement Library Stock	28/02/2024	$ 97.66
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	29/02/2024	$ 69.13
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	29/02/2024	$ 34.72
PAYPAL *BIG W 4029357733 AU	Replacement Library Stock	29/02/2024	$ 131.00
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	29/02/2024	$ 28.94
PAYPAL *BLACKWELLUK 35314369001 GB	Replacement Library Stock	29/02/2024	$ 45.08
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	29/02/2024	$ 75.10
AMAZON MARKETPLACE AU SYDNEY SOUTH AU	Replacement Library Stock	29/02/2024	$ 291.74
CARD FEE	Card Fee	3/03/2024	$ 15.00
PAYPAL *BIG W 4029357733 AU	Replacement Library Stock	1/03/2024	$ 42.00
WOOLWORTHS/254 ROCKING SPEARWOOD AU	Office Supplies	15/02/2024	$ 6.20
GOOD HEALTH GRAIN PTY BICTON AU	Office Supplies	19/02/2024	$ 60.00

CONFIRMED

Payee	Description	Date	Amount
GOOD HEALTH GRAIN PTY BICTON AU	Office Supplies	19/02/2024	$ 66.30
COLES 0352 MELVILLE AU	Office Supplies	20/02/2024	$ 2.40
COLES 0352 MELVILLE AU	Office Supplies	27/02/2024	$ 6.20
CARD FEE	Card Fee	3/03/2024	$ 15.00
ULTIMO CATRNG&EVEN P CLAREMONT AU	Catering	7/02/2024	$ 237.00
COLES ONLINE HAWTHORN EAST AU	Catering	8/02/2024	$ 102.30
AP BOORAGOON PS BOORAGOON AU	WWC App - Youth	12/02/2024	$ 11.00
AP BOORAGOON PS BOORAGOON AU	WWC App - Youth	12/02/2024	$ 11.00
OFFICEWORKS BENTLEIGH EAS AU	Office Supplies	12/02/2024	$ 8.50
PLANNING INSTITUTE OF BARTON AU	Authentic Aboriginal Engagement PIA	13/02/2024	$ 460.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	13/02/2024	$ 6.00
PLANNING INSTITUTE OF BARTON AU	Authentic Aboriginal Engagement PIA	13/02/2024	$ 460.00
Bakers Delight Canning Vale AU	LTAR Series 1 2024	15/02/2024	$ 23.00
IKEA PERTH INNALOO AU	Main Hall Items	15/02/2024	$ 349.00
COLES 0332 BOORAGOON AU	LTAR Series 1 2024	15/02/2024	$ 105.03
PLANNING INSTITUTE OF BARTON AU	Refund	16/02/2024	-$ 460.00
SHOP FOR SHOPS COLLINGWOOD AU	Stakeholder	19/02/2024	$ 155.50
FARRINGTONS CAFE AND LEEMING AU	Leisure planning	21/02/2024	$ 120.00
TEMPLE & WEBSTER ST PETERS AU	Main Hall KK	21/02/2024	$ 173.85
The Rowing Pavilion Mount Pleasan AU	Catering	22/02/2024	$ 342.00
DOME DEEP WATER POINT MOUNT PLEASAN AU	Event	22/02/2024	$ 56.35
PREZZEE/AUF6A1A3BD SYDNEY AU	Service Fee	23/02/2024	$ 101.27
INTUIT*MAILCHIMP Sydney AU	Mail Chimp	23/02/2024	$ 600.15
COLES 0332 BOORAGOON AU	Office Supplies	26/02/2024	$ 4.00
IKEA PERTH INNALOO AU	Main Hall Equipment	28/02/2024	$ 447.00
KMART 1162 BOORAGOON AU	Main Hall Equipment	28/02/2024	$ 174.00
GESHA COFFEE CO BIBRA LAKE AU	Office Supplies	29/02/2024	$ 526.36
COLES 0332 BOORAGOON AU	Catering	29/02/2024	$ 2.25
BUNNINGS 317000 MELVILLE AU	Materials	29/02/2024	$ 56.10
BUNNINGS 454000 INNALOO AU	Materials	29/02/2024	$ 37.40
CARD FEE	Card Fee	3/03/2024	$ 15.00
FACEBK CCQ9NYTLS2 fb.me/ads IE	Advertising	6/02/2024	$ 1,287.50
FACEBK UU49PZKLS2 fb.me/ads IE	Advertising	12/02/2024	$ 1,287.50
FACEBK 4QZJYZPLS2 fb.me/ads IE	Advertising	16/02/2024	$ 1,286.39
FACEBK CATPZZKLS2 fb.me/ads IE	Advertising	21/02/2024	$ 1,287.50
FACEBK *6ESKB2QLS2 fb.me/ads IE	Advertising	26/02/2024	$ 1,287.50
CARD FEE	Card Fee	3/03/2024	$ 15.00
FACEBK *LVRZG2QLS2 fb.me/ads IE	Advertising	1/03/2024	$ 1,045.39
OFFICEWORKS 0616 O'CONNOR AU	Office Supplies	5/02/2024	$ 91.32
SQ *MOVAT PTY LTD ATF 1800595310 AU	SES SMS System	6/02/2024	$ 179.76
SQ *JIM'S TEST AND TAG Bibra Lake AU	Fire Extinguishers Tag and Test	7/02/2024	$ 266.00
BUNNINGS 453000 O'CONNOR AU	Batteries and Grinding Discs	16/02/2024	$ 94.84
BUNNINGS 453000 O'CONNOR AU	Materials	16/02/2024	$ 93.80
OFFICEWORKS BENTLEIGH EAS AU	Office Supplies	19/02/2024	$ 143.18
AUSPOST PO BOX MELBOURNE AU	PO Box Rental SES	29/02/2024	$ 174.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
OFFICEWORKS 0616 O'CONNOR AU	Office Supplies	7/02/2024	$ 87.36
DEPT OF JUSTICE-CTG PA PERTH AU	Prosecution Lodgement FR1521/2024	12/02/2024	$ 171.70
Jaycar Electronics O'Connor AU	Temporary Bluetooth - Ranger Vehicle	29/02/2024	$ 107.90
CARD FEE	Card Fee	3/03/2024	$ 15.00
COLES 0332 BOORAGOON AU	Event Catering	14/02/2024	$ 235.30
LIQUORLAND 3374 BOORAGOON AU	Event Catering	15/02/2024	$ 300.00
KMART 1162 BOORAGOON AU	Mahjong Cloths	20/02/2024	$ 20.00
KMART 1162 BOORAGOON AU	Mahjong Cloths	21/02/2024	$ 26.00
Games World Booragoon Booragoon AU	Mahjong Racks	21/02/2024	$ 36.99
KMART 1162 BOORAGOON AU	Refund	23/02/2024	-$ 26.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
KMART 1162 BOORAGOON AU	Library Resources	8/02/2024	$ 25.00
SQ *DJ'S WILLAGEE LUNC O'Connor AU	Library Resources	16/02/2024	$ 70.50
WOOLWORTHS/BULLCREEK S BULLCREEK AU	Office Supplies	29/02/2024	$ 3.50
CARD FEE	Card Fee	3/03/2024	$ 15.00
DEPARTMENT OF TRANSPOR PERTH AU	Licence Fee	15/02/2024	$ 120.40
CARD FEE	Card Fee	3/03/2024	$ 15.00
Deputy deputy.com AU	Staff Scheduling App	7/02/2024	$ 55.44
BUNNINGS 317000 MELVILLE AU	Install Materials	9/02/2024	$ 19.27
BUNNINGS 317000 MELVILLE AU	Install Materials	12/02/2024	$ 90.18
ALTRONICS MYAREE AU	Install Materials	13/02/2024	$ 75.20
SQ *PAV SALES & INSTAL 1800595310 AU	Events	13/02/2024	$ 4,786.82
PERTH FROZEN FOODS P KEWDALE AU	Catering	16/02/2024	$ 449.55

CONFIRMED

Payee	Description	Date	Amount
WOOLWORTHS/857 CANNING MT PLEASANT AU	Office Supplies	16/02/2024	$ 38.00
BUNNINGS 317000 MELVILLE AU	Install Materials	19/02/2024	$ 33.88
SQ *OUR RUBY GIRL Como AU	Catering	19/02/2024	$ 120.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/857 CANNING MT PLEASANT AU	Catering	1/03/2024	$ 40.65
COLES 0352 MELVILLE AU	Office Supplies	5/02/2024	$ 118.55
WOOLWORTHS/CNR STOCK R MELVILLE AU	Catering	16/02/2024	$ 119.04
WOOLWORTHS/CNR STOCK R MELVILLE AU	Catering	22/02/2024	$ 82.12
Cibo Sano Bicton AU	Catering	23/02/2024	$ 8.08
CARD FEE	Card Fee	3/03/2024	$ 15.00
SNAICC* #9445 COLLINGWOOD AU	Conference	5/02/2024	$ 33.00
IGA WILLAGEE WILLAGEE AU	Catering	5/02/2024	$ 17.73
Woolworths Online BELLA VISTA AU	Catering	6/02/2024	$ 145.05
KMART 1024 KARDINYA AU	Office Supplies	7/02/2024	$ 52.00
EZI*Kimberley Stolen G Broome AU	Office Supplies	8/02/2024	$ 100.90
IGA WILLAGEE WILLAGEE AU	Catering	9/02/2024	$ 13.49
KMART 1024 KARDINYA AU	Office Supplies	12/02/2024	$ 64.00
Woolworths Online BELLA VISTA AU	Catering	13/02/2024	$ 169.05
IGA WILLAGEE WILLAGEE AU	Office Supplies	14/02/2024	$ 3.99
Little Olive Leaf Willagee AU	Catering	15/02/2024	$ 9.50
AP WILLAGEE CENTRAL WILLAGEE AU	Others	16/02/2024	$ 55.95
IGA WILLAGEE WILLAGEE AU	Catering	16/02/2024	$ 4.00
IGA WILLAGEE WILLAGEE AU	Catering	16/02/2024	$ 37.58
IGA WILLAGEE WILLAGEE AU	Catering	16/02/2024	$ 11.98
IGA WILLAGEE WILLAGEE AU	Catering	19/02/2024	$ 25.23
Woolworths Online BELLA VISTA AU	Catering	20/02/2024	$ 179.50
Venn Coffee East Victoria AU	Catering	21/02/2024	$ 57.10
AP WILLAGEE CENTRAL WILLAGEE AU	Others	23/02/2024	$ 105.95
IGA WILLAGEE WILLAGEE AU	Office Supplies	23/02/2024	$ 17.67
SQ *PANTANO BAR Willagee AU	Events	26/02/2024	$ 55.00
ED DEPT SCREENING UNIT EAST PERTH AU	Others	26/02/2024	$ 46.00
IGA WILLAGEE WILLAGEE AU	Office Supplies	27/02/2024	$ 11.80
CARD FEE	Card Fee	3/03/2024	$ 15.00
OFFICEWORKS 0616 O'CONNOR AU	Office Supplies	8/02/2024	$ 12.68
MATOPOS PTY LTD WELSHPOOL AU	Materials	8/02/2024	$ 30.92
ALDI STORES - KARDINYA KARDINYA AU	Materials	12/02/2024	$ 30.13
OMAC ENTERPRISES PTY MYAREE AU	Materials	12/02/2024	$ 148.50
NOTRE DAME FREMANTLE AU	Staff Education	15/02/2024	$ 1,118.00
WOOLWORTHS/BULLCREEK S BULLCREEK AU	Office Supplies	15/02/2024	$ 97.20
TOTAL EDEN MYAREE AU	Materials	15/02/2024	$ 5.89
LEEMING IGA LEEMING AU	Office Supplies	27/02/2024	$ 43.10
WORK CLOBBER O'CONNOR AU	Staff Uniform	28/02/2024	$ 94.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
PERTH FESTIVAL CRAWLEY AU	Events	20/02/2024	$ 242.00
COLES 0352 MELVILLE AU	Office Supplies	28/02/2024	$ 5.10
CARD FEE	Card Fee	3/03/2024	$ 15.00
CabFare Payments Melbourne AU	Transportation	1/03/2024	$ 59.95
SWAN TAXIS PERTH SYDNEY AU	Transportation	1/03/2024	$ 56.72
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	12/02/2024	$ 12.00
WIDDESON'S HIRE SERV BIBRA LAKE AU	Events	20/02/2024	$ 311.50
COLES 0332 BOORAGOON AU	Office Supplies	26/02/2024	$ 114.18
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	27/02/2024	$ 9.10
JB HI-FI ONLINE SOUTHBANK AU	Materials	28/02/2024	$ 96.99
LOCAL GOVERNEMENT MANA MT HAWTHORN AU	Staff Training	29/02/2024	$ 395.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
COFFEE BEANS PERTH MYAREE AU	Catering	6/02/2024	$ 433.50
COLES 0332 BOORAGOON AU	Office Supplies	7/02/2024	$ 20.00
MyDeal.com.au MELBOURNE AU	Catering Supplies	8/02/2024	$ 362.40
RACK PALLET PTY LTD DANDENONG SOU AU	Catering Equipment	12/02/2024	$ 245.00
KMART 1162 BOORAGOON AU	Office Supplies	29/02/2024	$ 15.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
TWILIO SENDGRID WWW.TWILIO.CO US	Materials	7/02/2024	$ 143.62
AUSTRALIAN BARBELL MORDIALLOC AU	Materials	20/02/2024	$ 852.80
ELITE LOCK SERVICE BOORAGOON AU	Materials	20/02/2024	$ 128.24
A I M QLD AND NT SYDNEY AU	Staff Training	29/02/2024	$ 1,550.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
KMART 1162 BOORAGOON AU	Office Supplies	22/02/2024	$ 104.75
THE FRUIT BASKET MOUNT PLEASAN AU	Catering	23/02/2024	$ 30.41
SQ *BAKEHOUSE ON CRANF Mount Pleasan AU	Catering	23/02/2024	$ 31.90
Woolworths Online BELLA VISTA AU	Office Supplies	27/02/2024	$ 226.95

CONFIRMED

Payee	Description	Date	Amount
IGA WILLAGEE WILLAGEE AU	Office Supplies	28/02/2024	$ 19.99
CARD FEE	Card Fee	3/03/2024	$ 15.00
EVENTBRITE.COM ORG FEE HTTPSWWW.EVEN US	Subscription Fee	5/02/2024	$ 29.87
ST JOHN AMBULANCE AUST BELMONT AU	Supplies	26/02/2024	$ 510.00
IMPECHABLE PANTRY PTY BICTON AU	Supplies	26/02/2024	$ 80.88
PRIMEVIDEO SYDNEY AU	Others	29/02/2024	$ 24.99
CARD FEE	Card Fee	3/03/2024	$ 15.00
ENVIRONMENTAL SITE SER BURSWOOD AU	Service	12/02/2024	$ 77.00
MYAREE IGA/4/67 NORTH MYAREE AU	Catering	15/02/2024	$ 432.85
ST JOHN AMBULANCE AUST BELMONT AU	Others	29/02/2024	$ 99.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	14/02/2024	$ 3.00
COLES 0332 BOORAGOON AU	Office Supplies	14/02/2024	$ 7.00
NYUNGARTOURS.COM.AU WILLAGEE AU	Events	15/02/2024	$ 1,540.00
NYUNGARTOURS.COM.AU WILLAGEE AU	Events	15/02/2024	$ 770.00
COMPOSITES WAREHOUSE BIBRA LAKE AU	Materials	27/02/2024	$ 49.50
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Storytime Kit Supplies	5/02/2024	$ 28.00
MODERN TEACHING AIDS BROOKVALE AU	Materials	13/02/2024	$ 63.17
SP CBCA MERCHANDISE SOUTH BRISBAN AU	Materials	13/02/2024	$ 432.81
THE NILE AVC4-F63L NORTH SYDNEY AU	Materials	14/02/2024	$ 117.89
OFFICEWORKS BENTLEIGH EAS AU	Materials	15/02/2024	$ 222.04
WOOLWORTHS/BULLCREEK S BULLCREEK AU	Materials	16/02/2024	$ 40.80
PLE COMPUTERS WANGARA AU	Materials	23/02/2024	$ 159.38
BIGW ONLINE BELLA VISTA AU	Materials	28/02/2024	$ 65.00
WOOLWORTHS/CNR STOCK R MELVILLE AU	Materials	28/02/2024	$ 14.00
TEACHER SUPERSTORE OSBORNE PARK AU	Materials	28/02/2024	$ 185.80
THE NILE AVJW-H9TR NORTH SYDNEY AU	Materials	28/02/2024	$ 42.24
MTA CONFERENCE BROOKVALE AU	Materials	28/02/2024	$ 126.99
KMART MULGRAVE AU	Materials	29/02/2024	$ 32.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/BULLCREEK S BULLCREEK AU	Office Supplies	13/02/2024	$ 2.95
WOOLWORTHS/BULLCREEK S BULLCREEK AU	Office Supplies	16/02/2024	$ 8.95
CARD FEE	Card Fee	3/03/2024	$ 15.00
COLES 0332 BOORAGOON AU	Catering	7/02/2024	$ 122.89
CLICKSEND.COM RECHARGE SOUTH PERTH AU	PN - Communication	7/02/2024	$ 20.00
7-ELEVEN 3065 BOORAG BOORAGOON AU	Catering	12/02/2024	$ 22.00
LIQUORLAND 3374 BOORAGOON AU	Catering	12/02/2024	$ 28.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Catering	12/02/2024	$ 52.06
CLICKSEND.COM RECHARGE SOUTH PERTH AU	PN - Communication	13/02/2024	$ 20.00
MARMION STREET FRESH MELVILLE AU	Catering	13/02/2024	$ 506.00
CLICKSEND.COM RECHARGE SOUTH PERTH AU	PN - Communication	21/02/2024	$ 20.00
RAINE SQUARE PERTH AU	Others	23/02/2024	$ 24.30
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Catering	26/02/2024	$ 51.40
CARD FEE	Card Fee	3/03/2024	$ 15.00
Woolworths Online BELLA VISTA AU	Office Supplies	21/02/2024	$ 222.58
SQ *LOTSA LOLLIES Myaree AU	Catering	13/02/2024	$ 155.80
CARD FEE	Card Fee	3/03/2024	$ 15.00
AUS ELECTRICAL SRVS MYAREE AU	Mosquito Treatment Equipment	15/02/2024	$ 33.00
ENVIROLAB SERVICES W CHATSWOOD AU	Others	27/02/2024	$ 110.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
KMART 1024 KARDINYA AU	Workshop	14/02/2024	$ 8.00
KMART MULGRAVE AU	Workshop	15/02/2024	$ 172.00
KMART MULGRAVE AU	Workshop	15/02/2024	$ 78.00
THE NILE AJVZ-98LF NORTH SYDNEY AU	Workshop	19/02/2024	$ 509.99
TRYBOOKING*WA BRANCH C SOUTH YARRA AU	Workshop	28/02/2024	$ 61.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
BALSHAWS MOUNT LAWLEY AU	Compassionate Flowers	13/02/2024	$ 94.00
IGA WILLAGEE WILLAGEE AU	Teams meeting, Frist Nations & BG	16/02/2024	$ 27.44
CLOTHING THE GAPS PRESTON AU	ATSI Ally Pins	29/02/2024	$ 160.50
INDIGENOUSPROMO TUNCURRY AU	LGBTQI+ Ally Pins	29/02/2024	$ 53.85
Games World Booragoon Booragoon AU	Cards for Blue Gum Games Group	29/02/2024	$ 27.96
CARD FEE	Card Fee	3/03/2024	$ 15.00
Bakers Delight Booragoon AU	Catering	1/03/2024	$ 7.00
COLES 0332 BOORAGOON AU	Office Supplies	1/03/2024	$ 35.50
PLANNING INSTITUTE OF BARTON AU	PIA Event Registration	5/02/2024	$ 130.00
RAWLINSONS RIVERVALE AU	Aust Cons Handbook Building Svs	8/02/2024	$ 540.00
WA GOVERNMENT-DEMIRS CANNINGTON AU	BSurv Prac Renewal	26/02/2024	$ 1,125.00
CARD FEE	Card Fee	3/03/2024	$ 15.00
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	9/02/2024	$ 78.63

CONFIRMED

Payee	Description	Date	Amount	
WOOLWORTHS/GARDEN CITY BOORAGOON AU	Office Supplies	9/02/2024	$ 78.62	
WOOLWORTHS/CNR STOCK R MELVILLE AU	Office Supplies	14/02/2024	$ 46.47	
OFFICEWORKS 0616 OCONNORWA AU	Office Supplies	23/02/2024	$ 569.83	
OFFICEWORKS 0616 O'CONNOR AU	Office Supplies	23/02/2024	$ 79.98	
JACKSONS DRAWING SUPPL ALFRED COVE AU	Office Supplies	23/02/2024	$ 376.07	
SQUARESPACE INC. HTTPSSQUARESP US	Office Supplies	23/02/2024	$ 114.20	
EB *Sharing and workin 801-413-7200 AU	Office Supplies	26/02/2024	$ 10.00	
TICKETS*LED BY CUL BELROSE AU	Office Supplies	26/02/2024	$ 97.23	
ARTWORKARCHIVE.COM HTTPSARTWORKA US	Office Supplies	29/02/2024	$ 1,126.96	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
EB *Sharing and workin 801-413-7200 AU	Office Supplies	1/03/2024	-$ 10.00	
Point Walter Golf Bicton AU	Functions	9/02/2024	$ 923.00	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
Google CLOUD xG83wB Sydney AU	Subscription Fee	5/02/2024	$ 243.76	
ASANA.COM SYDNEY AU	Subscription Fee	26/02/2024	$ 829.80	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
MISS MAUD NORTH PERTH AU	Catering	26/02/2024	$ 245.20	
SQ *DJ'S WILLAGEE LUNC O'Connor AU	Catering	29/02/2024	$ 12.70	
CARD FEE	Card Fee	3/03/2024	$ 15.00	
BILLI AUSTRALIA PTY LT THOMASTOWN AU	Repair Services	16/02/2024	$ 486.20	
BUNNINGS 317000 MELVILLE AU	Consumables	19/02/2024	$ 113.56	
MY POST BUSINESS/POST MELBOURNE AU	Post Charges	21/02/2024	$ 14.50	
Westpac	In Dispute Transaction	26/02/2024	$ 1,795.35	**$ 71,704.73**
	Total Card Payment			**$ 87,739.34**

CONFIRMED

6002A Nature Type

STATEMENT OF FINANCIAL ACTIVITY by Nature or Type
For the period 1 July 2023 to 31 March 2024

	March Actual $	*YTD Rev. Budget $*	*YTD Actual $*	*Variance $*	*Variance %*	*Annual Rev. Budget $*
Revenue						
Rates	15,617	102,715,058	102,519,039	(196,019)	0%	102,850,392
Grants & Contributions	1,575	405,992	406,554	562	0%	5,802,833
Fees & Charges	976,075	13,309,414	13,281,895	(27,520)	0%	16,602,689
Service Charges	(597)	2,616,960	2,624,969	8,009	0%	2,616,960
Interest Earnings	880,812	7,935,000	7,994,090	59,090		10,435,000
Other Revenue	71,908	852,922	1,042,412	189,490	22%	1,439,108
	1,945,390	127,835,347	127,868,959	33,612	0%	139,746,981
Expenses						
Employee Costs	(4,607,081)	(47,859,224)	(43,368,896)	4,490,328	-9%	(61,306,052)
Materials & Contracts	(2,724,635)	(29,764,207)	(26,893,930)	2,870,278	-10%	(40,786,882)
Utilities	(485,585)	(3,205,423)	(3,343,060)	(137,638)	4%	(4,306,852)
Insurance	0	(1,403,988)	(1,286,941)	117,047	-8%	(1,406,838)
Depreciation	(2,875,275)	(26,905,150)	(25,380,710)	1,524,440	-6%	(33,125,863)
Finance Costs	(197)	(52,092)	(56,987)	(4,895)	9%	(54,922)
Other Expenditure	114,768	282,624	401,771	119,148	42%	(449,418)
	(10,578,004)	(108,907,460)	(99,928,753)	8,978,708	-8%	(141,436,827)
	(8,632,614)	**18,927,887**	**27,940,206**	**9,012,320**	**48%**	**(1,689,846)**
Grants/Contributions for the Development of Assets						
Non-Operating Grants, Subsidies and Contributions	(273,657)	397,206	397,206	0	0%	8,998,539
(Profit)/Loss on Disposal of Assets						
Proceeds on Disposal	55,135	406,776	391,788	(14,988)	-4%	2,509,340
Net Book Value from Disposal of Assets	(103,231)	(35,258)	(238,579)	(203,322)	577%	(423,090)
	(48,096)	371,518	153,209	(218,309)	-59%	2,086,250
NET RESULT	**(8,954,367)**	**19,696,611**	**28,490,622**	**8,794,010**	**45%**	**9,394,944**
Other Comprehensive Income	-	-	-			-
Total Other Comprehensive Income	-	-	-			-
TOTAL COMPREHENSIVE INCOME	**(8,954,367)**	**19,696,611**	**28,490,622**			**9,394,944**

CONFIRMED

6002B Program

RATE SETTING STATEMENT by Program
For the period 1 July 2023 to 31 March 2024

	March Actual $	*YTD Rev. Budget $*	*YTD Actual $*	*Variance $*	*Variance %*	*Annual Budget $*	*Annual Rev. Budget $*
OPERATING ACTIVITIES							
Revenue from operating activities (excluding rates and non-operating grant, subsidies and contributions)							
Governance	0	-	6,268	6,268	100%	0	0
General Purpose Funding	892,005	8,107,664	8,205,802	98,138	1%	12,750,000	14,796,531
Law, Order, Public Safety	16,983	2,844,360	2,857,712	13,352	0%	2,865,660	2,865,660
Health	4,256	260,240	229,966	(30,274)	-12%	278,140	280,140
Education & Welfare	12,643	250,510	244,010	(6,500)	-3%	331,814	641,346
Housing	8,283	87,872	81,737	(6,134)	-7%	116,070	116,070
Community Amenities	121,850	3,095,790	3,008,822	(86,968)	-3%	3,837,613	3,837,613
Recreation and Culture	574,915	6,661,668	6,642,182	(19,486)	0%	7,581,486	9,276,740
Transport	133,762	1,236,510	1,240,903	4,393	0%	1,415,520	1,829,020
Economic Services	136,844	2,312,881	2,554,166	241,285	10%	2,978,735	2,898,735
Other Property and Services	(19,862)	634,313	431,561	(202,752)	-32%	334,635	2,440,986
	1,881,677	25,491,807	25,503,129	11,322		32,489,671	38,982,840
Expenditure from operating activities							
Governance	(419,177)	(5,105,124)	(4,566,829)	538,295	-11%	(6,431,439)	(6,661,798)
General Purpose Funding	(46,900)	(1,201,704)	(1,123,629)	78,076	-6%	(1,391,235)	(1,391,235)
Law, Order, Public Safety	(337,652)	(3,920,801)	(3,380,289)	540,513	-14%	(4,887,128)	(4,974,321)
Health	(98,617)	(955,594)	(901,414)	54,180	-6%	(1,278,975)	(1,213,975)
Education & Welfare	(159,389)	(1,908,351)	(1,725,862)	182,489	-10%	(2,386,002)	(2,896,633)
Housing	(7,147)	(98,526)	(99,625)	(1,099)	1%	(122,949)	(122,949)
Community Amenities	(2,210,788)	(20,745,555)	(18,880,377)	1,865,178	-9%	(28,067,956)	(28,544,586)
Recreation and Culture	(3,532,756)	(36,447,747)	(34,562,132)	1,885,614	-5%	(41,278,590)	(46,656,382)
Transport	(2,130,499)	(20,181,656)	(19,211,036)	970,620	-5%	(23,972,722)	(25,785,545)
Economic Services	(211,861)	(2,331,021)	(1,992,944)	338,077	-15%	(3,031,771)	(2,950,571)
Other Property and Services	(1,423,218)	(16,011,378)	(13,484,615)	2,526,763	-16%	(18,316,775)	(20,238,331)
	(10,578,004)	(108,907,458)	(99,928,753)	8,978,706		(131,165,543)	(141,436,328)
Operating activities excluded from budget							
(Profit)/Loss on Asset Disposals	48,096	(371,518)	(153,209)	218,309	-59%	-	(2,086,250)
Depreciation on Assets	2,875,275	26,905,148	25,380,710	(1,524,438)	-6%	25,109,134	33,675,747
Plant Capital Charge	-	-	-	-	100%	-	-
Plant Investment Provision						235,305	235,305
Movement in Deferred Rates	10,230	-	186,921	186,921	100%	-	
	2,933,601	26,533,630	25,414,422	(1,119,208)		25,344,439	31,824,802
Investing Activities							
Non-operating grants, subsidies and contributions	(273,657)	397,206	397,206	-		3,238,346	8,998,539
Proceeds from Carawatha Equity	-	-	-	-		-	-
Proceeds from Disposal of Assets	55,135	406,776	391,788	(14,988)	-4%	423,090	2,509,340
Purchase of Furniture & Equipment	(256,491)	(1,784,958)	(1,406,479)	378,479	-21%	(2,811,304)	(5,044,846)
Purchase of Plant & Equipment	(617,362)	(2,743,754)	(2,732,003)	11,752	0%	(1,247,955)	(7,592,176)
Purchase of Land & Buildings	(1,800,308)	(7,749,530)	(7,647,518)	102,012	-1%	(22,891,707)	(30,136,534)
Purchase of Infrastructure Assets	(1,991,999)	(14,386,920)	(13,978,850)	408,070	-3%	(32,268,804)	(41,351,429)
	(4,884,682)	(25,861,180)	(24,975,855)	885,325		(55,558,334)	(72,617,106)
Financing Activities							
Repayment of Debentures	(1,660)	(162,101)	(162,099)	2	0%	(175,681)	(175,681)
Self-Supporting Loan Principal Revenue	1,660	157,658	157,657	(1)	0%	188,199	188,199
Funds to be Set Aside	-	-	-	-	100%	(36,855,094)	(39,017,442)
Funds to be Used	-	-	-	-	100%	61,104,935	78,993,607
Carry Forward Funds	-		-	-	100%		
	-	(4,443)	(4,443)	0		24,262,359	39,988,683
Estimated surplus / (deficit) - B/Fwd	39,598,145	-	438,815			2,294,216	438,815
Estimated (surplus) / deficit - C/Fwd	(28,966,354)	**(19,967,414)**	(28,966,354)				(32,098)
Amount to be raised from general rates	**(15,618)**	**(102,715,059)**	**(102,519,039)**			**(102,333,191)**	**(102,850,392)**

CONFIRMED

6002B Nature Type

RATE SETTING STATEMENT by Nature or Type
For the period 1 July 2023 to 31 March 2024

	March Actual $	*YTD Rev. Budget $*	*YTD Actual $*	*Variance $*	*Variance %*	*Annual Budget $*	*Annual Rev. Budget $*
OPERATING ACTIVITIES							
Revenue from operating activities (excluding rates and non-operating grant, subsidies and contributions)							
Grants & Contributions	1,575	405,992	406,554	562	0%	4,327,530	5,802,833
Fees & Charges	976,075	13,309,414	13,281,895	(27,520)	0%	14,929,174	16,602,689
Service Charges	(597)	2,616,960	2,624,969	8,009	0%	2,616,960	2,616,960
Investment Earnings	880,812	7,935,000	7,994,090	59,090	1%	9,415,000	10,435,000
Other Revenue	23,812	1,224,441	1,195,621	(28,819)		1,201,008	3,525,358
	1,881,677	25,491,807	25,503,129	11,322		32,489,671	38,982,840
Expenditure from operating activities							
Employee Costs	(4,607,081)	(47,859,224)	(43,368,896)	4,490,328	-9%	(61,464,748)	(61,306,052)
Materials & Contracts	(2,724,635)	(29,764,207)	(26,893,930)	2,870,278	-10%	(37,710,133)	(40,577,178)
Utilities	(485,585)	(3,205,423)	(3,343,060)	(137,638)	4%	(4,218,352)	(4,306,852)
Insurance	0	(1,403,988)	(1,286,941)	117,047	-8%	(1,406,838)	(1,406,838)
Depreciation	(2,875,275)	(26,905,150)	(25,380,710)	1,524,440	-6%	(24,768,455)	(33,335,068)
Finance Costs	(197)	(52,092)	(56,987)	(4,895)	9%	(54,922)	(54,922)
Other Expenditure	114,768	282,626	401,771	119,146	42%	(1,542,096)	(449,418)
	(10,578,004)	(108,907,458)	(99,928,753)	8,978,706		(131,165,543)	(141,436,328)
Operating activities excluded from budget							
(Profit)/Loss on Asset Disposals	48,096	(371,518)	(153,209)	218,309	-59%	-	(2,086,250)
Depreciation on Assets	2,875,275	26,905,148	25,380,710	(1,524,438)	-6%	25,109,134	33,675,747
Plant Capital Charge	-	-	-	-	100%	-	-
Plant Investment Provision						235,305	235,305
Movement in Deferred Rates	10,230	-	186,921	186,921	100%	-	
	2,933,601	26,533,630	25,414,422	(1,119,208)		25,344,439	31,824,802
Investing Activities							
Non-operating grants, subsidies and contributions	(273,657)	397,206	397,206	-		3,238,346	8,998,539
Proceeds from Carawatha Equity	-	-	-	-		-	-
Proceeds from Disposal of Assets	55,135	406,776	391,788	(14,988)	-4%	423,090	2,509,340
Purchase of Furniture & Equipment	(256,491)	(1,784,958)	(1,406,479)	378,479	-21%	(2,811,304)	(5,044,846)
Purchase of Plant & Equipment	(617,362)	(2,743,754)	(2,732,003)	11,752	0%	(1,247,955)	(7,592,176)
Purchase of Land & Buildings	(1,800,308)	(7,749,530)	(7,647,518)	102,012	-1%	(22,891,707)	(30,136,534)
Purchase of Infrastructure Assets	(1,991,999)	(14,386,920)	(13,978,850)	408,070	-3%	(32,268,804)	(41,351,429)
	(4,884,682)	(25,861,180)	(24,975,855)	885,325		(55,558,334)	(72,617,106)
Financing Activities							
Repayment of Debentures	(1,660)	(162,101)	(162,099)	2	0%	(175,681)	(175,681)
Self-Supporting Loan Principal Revenue	1,660	157,658	157,657	(1)	0%	188,199	188,199
Funds to be Set Aside	-	-	-	-	100%	(36,855,094)	(39,017,442)
Funds to be Used	-	-	-	-	100%	61,104,935	78,993,607
Carry Forward Funds	-		-	-	100%		
	-	(4,443)	(4,443)	0		24,262,359	39,988,683
Estimated surplus / (deficit) - B/Fwd	39,598,145	-	438,815			2,294,216	438,815
Estimated (surplus) / deficit - C/Fwd	(28,966,354)	**(19,967,414)**	(28,966,354)				(32,098)
Amount to be raised from general rates	**(15,618)**	**(102,715,059)**	**(102,519,039)**			**(102,333,191)**	**(102,850,392)**

CONFIRMED

6002E

REPRESENTATION OF NET WORKING CAPITAL
AS AT 31 MARCH 2024

Net Current Assets Represented by	*31 MARCH 2024*		*29 FEBRUARY 2024*	
Current Assets				
Cash & Cash Equivalents				
Cash in Hand	2,816		2,816	
Cash at Bank/(Overdraft)	852,360		756,990	
Investments	198,724,680		197,912,583	
		199,579,856		198,672,389
Trade & Other Receivables				
Debtors - Rates	6,613,810		14,115,983	
Debtors - Security Charge	128,754		137,112	
Debtors - Pool Inspection Fee	21,773		23,054	
Debtors - Instalment Fee	22		22	
Debtors - UGP	183,648		187,116	
Debtors - Refuse	66,643		140,287	
FESA Levy Debtors	1,225,348		2,507,440	
Pensioner Rebates	1,676,408		2,287,101	
Sundry Debtors	561,924		804,891	
Less : Provision for Doubtful Debts	(166,508)		(166,508)	
		10,311,821		20,036,497
Inventories	166,659	166,659	185,036	185,036
Other Financial Assets				
Accrued Income	3,685,452		3,462,666	
Prepayments	517,384		501,761	
Other	0		0	
GST Claim (Net)	605,875		669,272	
		4,808,711		4,633,699
Total Current Assets		**214,867,046**		**223,527,622**
Current Liabilities				
Trade & Other Payables				
FESA Levy Payable	2,935,436		3,591,845	
Sundry Creditors	17,904,824		15,639,302	
Amount Received in Advance	1,251,139		1,019,862	
		22,091,399		20,251,010
Provisions				
Provision for Long Service Leave	4,279,913		4,223,769	
Provision for Annual Leave	4,050,026		3,960,745	
Accrued Wages	14,878		14,878	
		8,344,817		8,199,392
Total Current Liabilities		**30,436,216**		**28,450,402**
Net Current Assets		**184,430,830**		**195,077,220**
Less: Restricted Assets				
Reserves	155,077,911		155,077,911	
		155,077,911		155,077,911
Timing Difference		386,565		401,164
Net Working Capital		**28,966,354**		**39,598,145**

CONFIRMED

NET WORKING CAPITAL RECONCILIATION
FOR THE MONTH OF MARCH 2024

	YTD Actual $
Net Result	**28,490,622**
Add:	
Surplus B/Fwd.	438,815
Proceeds on disposal of Assets	391,788
Carry Forward Reserve Transfers	-
Reserve: Funds to be Used	-
Self Supporting Loans - Principal (Net)	(4,442)
Depreciation Written back	25,380,710
Plant Capital Charge	-
(Profit)/Loss on Asset Disposal	(153,209)
Sub Total	**54,544,284**
Less:	
Acquisition of Fixed assets	11,786,000
Proceeds from Carawatha Equity	-
Expenditure on Infrastructure assets	13,978,850
Reserve: Funds to be Set Aside	-
Non Current Adjustments	(186,921)
Sub Total	**25,577,929**
Net Working Capital	**28,966,354**

CONFIRMED

Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

This report provides commentary on the year-to-date variances identified in attachment 6002B – Rate Setting Statement by Nature and Type, for the period ended 31 March 2024.

In accordance with Regulation 34(5) of the Local Government (Financial Management) Regulations 1996, a local government is required each financial year, to adopt a percentage or value to be used in statements of financial activity for the reporting of material variances. The City's Accounting Policy CP-025, indicates that this will occur each year when adopting the annual budget. When adopting the 2023-2024 Annual Budget, a level of 10% or $100,000 (whichever is the greater) was adopted for the reporting of material variances for the 2023-2024 financial year. Variances less than 10% or $100,000 are not considered material and are not detailed in this report.

Variances are based on 'Actual' income raised and expenditure incurred, compared to the Year-to-Date Revised Budget and are shown in the Year-to-Date Budget Variance column in the tables below. The main reasons for the variances are outlined in this report.

In the tables below, positive variances are shown in black coloured font, and negative variances are shown in both parentheses and in red coloured font, i.e. (XXX.XX). These tables refer to the applicable nature and type variance.

Operating Revenue

Rates	YTD Budget $	YTD Actual $	YTD Budget Variance $
	102,715,059	**102,519,039**	**(196,020)**
Residential rate income showed a net negative variance of $168,324 due to various minor rate adjustments.			***(168,324)***
Commercial rate income showed a net negative variance of $27,695 due to various minor rate adjustments.			***(27,696)***

CONFIRMED

Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

Operating Expenditure

Employee Costs	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(47,859,224)	**(43,368,896)**	**4,490,328**
A significant element of the underspend in employment costs relates to the timing of leave of $1,734,425. The remaining underspend of $2,755,903 is indicative of several staff vacancies across the organisation.			
Natural Areas and Parks – Positive variance due to staff vacancies including Natural Areas Team Leader and Parks Maintainer roles.			*652,735*
Community Safety – Positive variance due mainly to staff vacancies in the Manager Community Safety and Community Safety and Service roles.			*368,225*
Neighbourhood Development – Positive variance due to previous staff vacancies including the customer relations team ie Coordinator Customer Relations and casual Customer Experience Officer roles.			*337,374*
Information Technology - Positive variance due mainly to previous staff vacancies in the ICT Support Officer and ICT Project Officer roles.			*331,505*
Resource Recovery and Fleet Services - Positive variance due mainly to staff vacancies in the Waste Collection Driver roles.			*296,520*
Financial Services - Positive variance due mainly to staff vacancies in the Finance Officer and Rates and Debtors Officer roles.			*279,685*
Building and Environmental Health Services – Positive variance due mainly to a staff vacancy in the Coordinator Building Compliance and Building Surveyor roles.			*276,330*
Library Services – Positive variance due to several staff vacancies, and the closure of Willagee library since October 2023.			*253,653*
Engineering – Positive variance due to various minor underspends.			*189,524*
City Buildings and Projects – Positive variance due to a staff vacancy in the Building Maintenance Support Officer role, and various minor underspends.			*188,889*
Cultural Development – Positive variance due to various minor underspends.			*179,884*

CONFIRMED

Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

Operating Expenditure (cont.)

Employee Costs (cont.)	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(47,859,224)	**(43,368,896)**	**4,490,328**
Director Corporate Services – Positive variance due to various minor underspends.			*162,731*
Corporate Strategy and Communications - Positive variance due mainly to previous staff vacancy in the Digital and Content Officer role.			*146,131*
Director Community Development - Positive variance due to a vacancy in the Director Community Development role.			*127,785*
Governance - Positive variance due to various minor underspends.			*115,818*
Director Urban Planning - Positive variance due to various minor underspends.			*111,659*
The remaining variance relates mainly to minor variances in various other service areas.			*471,880*

Materials and Contracts	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(29,764,207)	**(26,893,930)**	**2,870,278**
Resource Recovery and Fleet Services shows underspends of $521,385 in waste disposal and recycling costs. These underspends relate mostly to lower gate fees and tonnages for recycling and FOGO disposal costs. The remaining net positive balance of $141,656 is made up of minor amounts.			*663,041*
Engineering shows a positive variance relating to minor timing variances on contractors' budgets across the City's various maintenance programs, including a positive variance of $191,324 in Design Services, $129,954 in Drainage Maintenance and other various minor positive and negative variances.			*582,012*
Community Safety shows a positive variance made up of Contractors Ad-Hoc underspends of $102,897, and the remaining $76,124 is made up of minor amounts.			*179,021*
City Buildings and Projects shows a positive variance relating to timing variances on contractors' budgets across the City's various buildings, the most significant locations being the Civic Centre $122,372, and other minor amounts with a net positive variance of $43,700.			*166,072*

CONFIRMED

Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

Operating Expenditure (cont.)

Materials and Contracts (cont.)	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(29,764,207)	**(26,893,930)**	**2,870,278**
Chief Executive Officer positive variance made up of minor amounts, including a timing variance related to South West Group expenditure of $99,065.			*158,762*
Healthy Melville positive variance made up of minor amounts across the City's recreation facilities.			*144,073*
Neighbourhood Development positive variance made up of minor amounts.			*141,784*
Natural Areas and Parks shows a positive variance made up of minor positive and negative amounts across the City's parks and reserves.			*138,094*
Corporate Strategy and Communications shows a positive variance made up mainly of minor professional consultancy timing variances.			*136,097*
Library Services positive variance made up of Memberships Subscriptions and Online Resources ($36,312), Contract payments ($35,215), Library Stock purchases ($24,486), and other minor amounts.			*128,135*
Information Technology shows a positive variance related mainly to contract payments of $106,622, and the balance of $460 is made up of minor positive and negative amounts.			*107,082*
The remaining variance relates to timing variances in the Strategic Property and Leasing, Sustainability and Climate Action service areas, with minor variances in various other service areas.			*326,105*

Utilities	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(3,205,423)	**(3,343,060)**	**(137,637)**
Electricity expense was higher than budgeted, with a negative variance of $165,924 related mostly to street lighting. *Other minor utility variances combined make a net positive variance of $28,287.*			***(137,637)***

CONFIRMED

Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

Operating Expenditure (cont.)

Insurance	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(1,403,988)	(1,286,941)	117,047
Positive variance due to insurance premium (excluding workers compensation insurance) accounts being lower than expected. In particular, Motor Vehicle and Plant $61,349, Public Liability $21,068 and Property and Contents $24,278.			*117,047*

Other Expenditure	YTD Budget $	YTD Actual $	YTD Budget Variance $
	282,626	401,771	(119,145)
Negative variance made up mostly of minor amounts in internally charged expenditure.			***(119,145)***

Capital Expenditure

Purchase of Furniture and Equipment	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(1,784,958)	(1,406,479)	378,479
Positive timing variance on the Website Customer Experience Project due to delays in the commencement of the project.			*200,000*
Underspends related to the replacement of mobile garbage bins.			*121,680*
Positive timing variance on new and upgrade software installations due to project delays.			*163,561*
Positive timing variance on the Intranet Future Vision Project due to delays in the commencement of the project.			*112,181*
Negative timing variance related to the purchase of computer hardware.			***(114,211)***
The remaining various positive and negative variances amount to a net negative variance.			***(104,732)***

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Statement of Variances in Excess of $100,000 by Nature and Type
Financial Year-To-Date Ending 31 March 2024

Capital Expenditure (cont.)

Purchase of Land and Buildings	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(7,749,530)	**(7,647,518)**	**102,012**
Approximately $66,922 of the Purchase of Land and Buildings variance is due to the reversal of 2022-2023 financial year end adjustments.			
Various positive and negative variances amounting to a net negative variance.			*102,012*

Purchase of Infrastructure Assets	YTD Budget $	YTD Actual $	YTD Budget Variance $
	(14,386,920)	**(13,978,850)**	**408,070**
Approximately $51,790 of the Purchase of Infrastructure Asset variance is due to the reversal of 2022-2023 financial year end adjustments. These amounts are included in the category variances identified below. *The remaining $356,280 is made up of minor amounts across the Infrastructure program, which are included in the various asset categories below.*			
Drainage – Timing variance noted related to a delay in the commencement of the Riseley Street flooding project.			*142,899*
Environmental			*4,847*
Foreshore Facilities			*3,766*
Irrigation			*9,444*
Lighting			*19,379*
Parks Streetscapes Structures			***(503)***
Paths			*61,764*
Playgrounds			*32,394*
Roads – Timing variance due to a delay in the commencement of the Wrexham Street Traffic Island Installation project.			*134,080*

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City of Melville

SUMMARY OF DEBTORS

FOR THE PERIOD ENDING : 31 March 2024

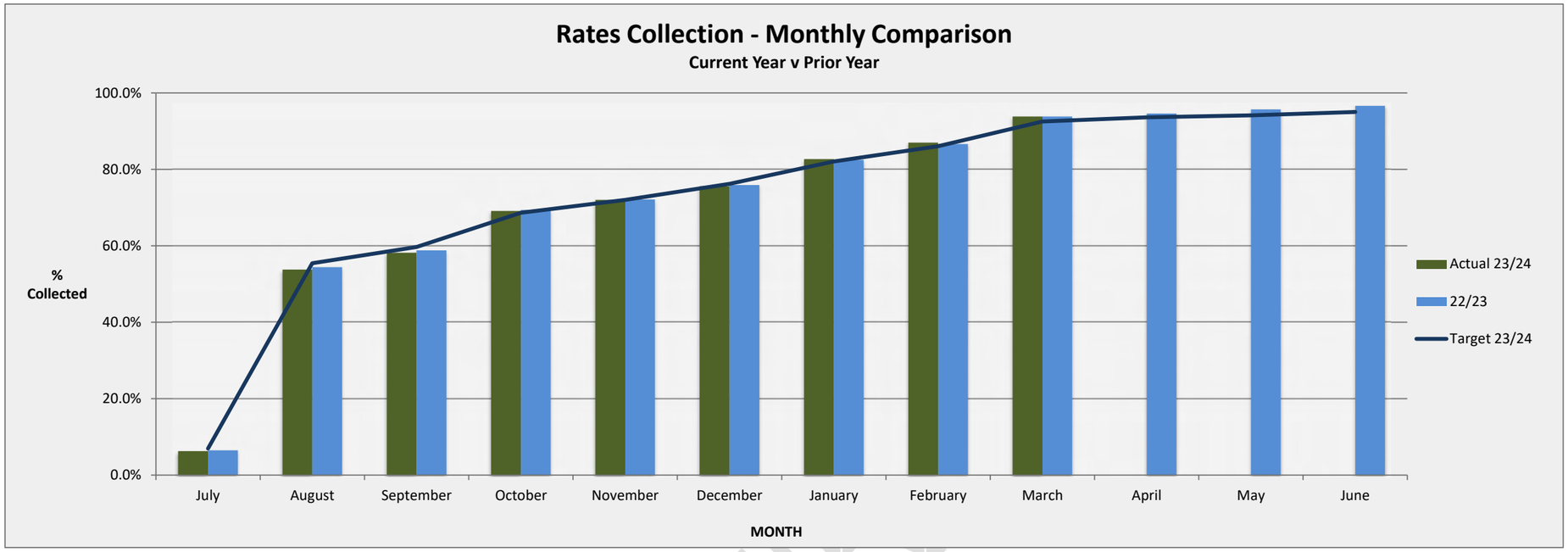
Detail	Actuals Current Month YTD	Actuals Previous Month YTD	*% Diff Current Mth to Previous Mth*	Actuals This Month Last Year YTD	*% Diff Current Mth to Current Mth Last Yr*
RATE DEBTORS					
Opening Balance - 1 July	3,379,289	3,379,289	*0%*	4,024,978	*-16%*
Rates & Charges Raised	103,021,037	102,979,904	*0%*	96,935,364	*6%*
Payments Received	(99,786,517)	(92,243,211)	*8%*	(94,685,912)	*5%*
Closing Balance	6,613,810	14,115,983	*-53%*	6,274,430	*5%*
REFUSE DEBTORS					
Opening Balance - 1 July	44,432	44,432	*0%*	55,131	*-19%*
Rates & Charges Raised	1,686,230	1,684,316	*0%*	1,655,320	*2%*
Payments Received	(1,664,020)	(1,588,461)	*5%*	(1,645,847)	*1%*
Closing Balance	66,643	140,287	*-52%*	64,603	*3%*
FESA DEBTORS					
Opening Balance - 1 July	650,906	650,906	*0%*	782,850	*-17%*
Rates & Charges Raised	18,424,300	18,422,957	*0%*	18,478,998	*0%*
Payments Received	(17,849,857)	(16,566,423)	*8%*	(18,072,693)	*-1%*
Closing Balance	1,225,348	2,507,440	*-51%*	1,189,155	*3%*
UNDERGROUND POWER DEBTORS					
Opening Balance - 1 July	304,028	304,028	*0%*	459,503	*-34%*
Rates Raised	21,411	16,917	*27%*	177,013	*-88%*
Payments Received	(141,791)	(133,828)	*6%*	(283,948)	*-50%*
Closing Balance	183,648	187,116	*-2%*	352,568	*-48%*
POOL DEBTORS					
Opening Balance - 1 July	16,677	16,677	*0%*	19,059	*-12%*
Rates & Charges Raised	492,555	492,577	*0%*	476,738	*3%*
Payments Received	(487,460)	(486,200)	*0%*	(473,942)	*3%*
Closing Balance	21,773	23,054	*-6%*	21,855	*0%*
SECURITY DEBTORS (SECL)					
Opening Balance - 1 July	92,407	92,407	*0%*	111,765	*-17%*
Rates & Charges Raised	2,626,825	2,626,454	*0%*	2,498,776	*5%*
Payments Received	(2,590,478)	(2,581,749)	*0%*	(2,484,096)	*4%*
Closing Balance	128,754	137,112	*-6%*	126,445	*2%*
INSTALMENT FEE DEBTORS					
Opening Balance - 1 July	77	77	*0%*	280	*-73%*
Rates & Charges Raised	4	4	*0%*	0	*#DIV/0!*
Payments Received	(59)	(59)	*0%*	(185)	*-68%*
Closing Balance	22	22	*0%*	95	*-77%*

SUMMARY OF RATE DEBTOR MOVEMENT

Detail	Actuals Current Month YTD	Actuals Previous Month YTD	*% Diff Current Mth to Previous Mth*	Actuals This Month Last Year YTD	*% Diff Current Mth to Current Mth Last Yr*
Opening Balance - 1 July	4,487,816	4,487,816	*0%*	5,453,565	*-18%*
Debtors Raised	126,272,363	126,223,129	*0%*	120,222,209	*5%*
Payments Received	(122,520,182)	(113,599,931)	*8%*	(117,646,623)	*4%*
Closing Balance	8,239,997	17,111,013	*-52%*	8,029,151	*3%*

SUMMARY OF SUNDRY DEBTOR MOVEMENT

Detail	Actuals Current Month YTD	Actuals Previous Month YTD	*% Diff Current Mth to Previous Mth*	Actuals This Month Last Year YTD	*% Diff Current Mth to Current Mth Last Yr*
Opening Balance - 1 July	901,439	901,439	*0%*	642,878	*40%*
Invoices Raised	4,397,706	4,156,117	*6%*	5,845,250	*-25%*
Receipts	(4,734,634)	(4,254,408)	*11%*	(5,493,173)	*-14%*
Prepayments	(2,588)	1,743	*-248%*	(2,931)	*-12%*
Closing Balance	561,924	804,891	*-30%*	992,025	*-43%*


Rates Collection - Monthly Comparison
Current Year v Prior Year
100.0%
80.0%
60.0%
40.0%
20.0%
0.0%
% Collected
July
August
September
October
November
December
January
February
March
April
May
June
MONTH
Actual 23/24
22/23
Target 23/24

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SUMMARY OF GENERAL DEBTORS AGED 90 DAYS OR GREATER
FOR THE MONTH ENDED 31 MARCH 2024

Debtor Number	Debtor Name	Amount	Comments and subsequent events
Accounts with Recoveries Legal			
862573	Profutsal	$3,348	Lodged with Recoveries Legal 20 March 2024.
569826	WA State Futsal Club	$33,179	Lodged with Recoveries Legal 20 March 2024.
		$ 36,526	
Payment arrangements			
832568	Individual	$18,098	Adhering to payment plan.
853697	Perth SUP School Pty Ltd	$91	Emailed debtor 20 March regarding final payment.
861732	Healthcare WA	$11,012	Adhering to payment plan.
862151	South Perth Futsal Club	$4,353	Adhering to payment plan.
862342	Perth AFC Futsal Club	$20,290	Adhering to payment plan.
863209	Individual	$1,887	Adhering to payment plan.
864132	Individual	$8,250	Adhering to payment plan.
869123	Overall Group Pty Ltd	$1,723	Arrangement to pay $400.00 per month commencing 20 March 2024.
869693	Velovelum Pty Ltd T/As Mastro Pizza	$6,882	Adhering to payment plan.
	Total on Payment Arrangement	**$ 72,586**	
Ordinary Debtors			
508879	LGISWA	$468	Emailed received 22 March 2024 advising that they have forwarded to the finance department for final payment.
511030	Bluewater Pty Ltd	$21,455	90 day demand letter sent.
511600	CGU Insurance Limited	$518	Debtor disputing invoice. Proof of rehabilitation approval sent to debtor.
526319	QBE Insurance	$365	Emailed QBE with copy of overdue invoice.
803597	Belgravia Health & Leisure Group Pty Ltd	$11,347	Apportioning issue - lodged with INFOR. Debtor only owes current invoice.
835033	Extraordinary Mind Project	$1,022	90 demand letter sent.
838433	Individual	$363	90 demand letter sent.
852392	Chinese Dojo	$347	90 demand letter sent.
855783	Advanced Traffic Management	$920	Debtor is with Liquidators.
858019	PACT Construction Pty Ltd	$128	90 demand letter sent.
858134	Dynamic Flames Badminton Club Inc	$1,462	90 demand letter sent.
870609	Cicwa	$110	Emailed Responsible officer to advise that debt recovery is the next step.
	Total Ordinary Debtors	**$ 38,503**	
Sporting & Community Organisations			
506014	Brentwood Karoonda Sporting Association	$19,395	Emailed club again requesting payment.
848085	Brentwood Booragoon Football Club	$1,365	Emailed debtor 20 February 2024.
871137	Curtin Uni Football Club	$221	90 demand letter sent.
871533	LG Professionals	$374	90 demand letter sent.
871632	Kelvar Group	$196	90 demand letter sent.
	Total Sporting & Community Organisations	**$ 21,551**	
GRAND TOTAL		**$ 169,166**	
	Loans	**$ 96,156**	
	Total 90 Days and over	**$ 265,322**	
	Total Sundry Debts Outstanding	**$ 561,924**	
	90 Days and Over % of Total Debt	**47%**	
	90 Days and over -Total No. of Debtors (excl Loans)	**28**	

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BUDGET AMENDMENTS

FOR THE MONTH OF MARCH 2024

Budget Amendments

Account Number	Description	Journal Number	Date	Amount Transferred From	Amount Transferred To	Budget Amendments >$100,000 Total Amount	Comments
445-85531-1605-000	MRRG Road Projects	B02481	12/03/2024		244,692	$ 430,609	Budget created to represent funding from Main Roads for capital project MRRG05504 Preston Point Road.
493-85632-5220-000	MRG05504 Preston Point Road (Income)			244,692			
445-85531-1605-000	MRRG Road Projects				185,917		Budget created to represent funding from Main Roads for capital project MRRG05505 Davy Street.
493-85633-5220-000	MRG05505 Davy Street (Income)			185,917			
277-28136-7888-000	Organisational Environment Sustainability Initiative Reserve	B02485	22/03/2024		1,500,000	$ 1,500,000	Budget returned to Organisational Environment Sustainability Initiative Reserve for due to delays in the LED Smart Streetlight Project.
484-22810-7900-000	LED Project			1,500,000			
210-80011-1595-000	Plant and Equipment	B02489	31/03/2024		199,529	$ 199,529	Budget created to represent grant funding from WALGA for the ARENA Future Fuels Program.
210-80011-5205-000	Plant and Equipment			199,529			
				2,130,138	**2,130,138**	**2,130,138**	

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Disability Access and Inclusion Plan 2024-2029

DRAFT

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This publication is available in alternate formats on request such as: electronic format, by email, on the City of Melville's website, hard copy in large and standard print, braille, easy to read 'easy English' and audio format.

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Acknowledgements

The City of Melville acknowledges the Bibbulmun people as the Traditional Owners of the land on which the City stands today and pays its respects to the Whadjuk people, and Elders both past and present.

The City also gives thanks to the Better Together Melville Reference Group, the individuals and groups in the community who have provided input and feedback which has been invaluable in the preparation of this Disability Access and Inclusion Plan.

Message from the Mayor

To be input post endorsement

Executive Summary

This Disability Access and Inclusion Plan (DAIP) 2024 – 2029 replaces and expands on the City's prior Disability Access and Inclusion Plan (DAIP) 2017 – 2022. The DAIP describes how the City will contribute to improvements to access and inclusion for our whole community.

The WA Disability Services Act (1993) (Amended 2004) requires all local government authorities to develop and implement a plan that outlines the ways in which the authority will ensure that people with disabilities have equal access to its facilities and services. This DAIP 2024 – 2029 goes further than the previous DAIP via recognition that ensuring equal access for people with disability both indirectly and directly promotes positive benefit for all community members, particularly those that also experience barriers to participation in community life for reasons other than disability.

The DAIP 2024 – 2029 was developed through three key stages of engagement with internal and external stakeholders from October 2022 through to August 2023. The DAIP also captures actions outlined in plans across the organisation aligned with the Strategic Community Plan 2020 – 2030, and specific feedback from community obtained through the "Our Future Melville" engagement process supporting the 2023 review of the Strategic Community Plan.

Community feedback throughout highlighted that people living with a disability should remain an important focus of the plan and that this should also include those living with an invisible disability. Acknowledgement re: the shared and unique experiences of diverse groups in the community that improvements within the DAIP will address were also highlighted.

Demographic overview

To be input post endorsement

How We Created the Disability Access and Inclusion Plan (DAIP) 2024 – 2029.

The Better Together Melville engagement project guided three key stages between October 2022 and August 2023. The process explored and provided support to the idea of broadening the City's approach to access and inclusion planning. It also delivered on the legislative requirements under the Disability Services Act 1993 (Amended 2004) that requires local authorities to review and renew their DAIP every five years.

The engagement process and creation of the DAIP 2024 - 2029 has been guided through consultation and feedback by the members of the Better Together Melville Reference Group. Recruited from across the community and made up of individuals who were as representative as possible of the diversity across our community, this time limited Reference Group met between February - September 2023.

Draft versions of this finalised DAIP were presented to the Better Together Melville Reference Group, the Access Advisory Panel and made available for public comment from the 7th August until the 20th August 2023 on the Better Together Melville engagement platform through Melville Talks. Complete Engagement Reports are available on the Melville Talks on-line engagement platform. (https://www.melvillecity.com.au/our-city/connect-with-us/melville-talks)

All feedback gathered through engagement has contributed to the development of this final Disability Access and Inclusion Plan (DAIP) 2024 – 2029.

Three key themes emerging from community engagement activities provide focus to the plan, including:

- Facility and infrastructure improvements to enable participation in services, events and employment.
- Enhance community awareness, understanding and tolerance towards outcomes of belonging.
- Enhance use of diverse formats for communication and engagement to ensure equitable access to information.

Our Vision for the Disability Access and Inclusion Plan 2024 - 2029

Our vision is an inclusive and connected community.

Through cultivation of respect and celebration of our diversity, our aim is for everyone to experience a sense of value and belonging, contributing towards a great life.

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Strategic Alignment

The DAIP aligns with the City's Strategic Community Plan 2020 – 2030 which outlines the communities' visions and aspirations through engaging with our diverse community to achieve an inclusive, vibrant, and sustainable future.

The Strategic Community Plan includes community priorities that inform all plans and strategies across the organisation. Many actions embedded in plans across the organisation are the direct result of previous Disability Access and Inclusion Plans and the growing awareness of barriers affecting community. Some actions are ongoing and will be included in the DAIP 2024 – 2029 Implementation Plan for further progress monitoring.

Some of the strategies and plans that have informed the DAIP include (but are not limited to):

- Corporate Business Plan (2020-2024)
- Disability Action and Inclusion Plan (2017- 2022)
- Stretch Reconciliation Action Plan (2017-2021)
- Creative Melville Cultural Plan (2018-2022)
- Safer Melville Plan (2023-2027)
- Directions from Young People Strategy (2022-2025)
- Car Parking Strategy (2020)
- Active Reserves Infrastructure Strategy (2011-2030)
- Building Asset Management Plan (2011-2030)
- Riseley Street Activity Structure Plan
- Local Housing Strategy (2018)
- Age Friendly Melville Plan (2022-2026)
- Other internal policies and procedures including the Customer First Approach and the We Belong Diversity, Equity, Inclusion and Belonging Plan.

The Plan

The DAIP 2024 – 2029 outlines how the City plans to respond to community feedback and deliver on the seven outcome areas which are aligned with the legislated requirements under the *WA Disability Services Act (1993)*

1. Equitable access to services, programs, and events
2. Equitable access to buildings and facilities
3. Equitable access to information
4. Equitable access to quality customer service
5. Equitable access to community engagement
6. Equitable access to employment and traineeship, and
7. Improved community awareness of access and inclusion

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Key Achievements over the past 7 years

The previous DAIP (2017-2022) detailed seventy-one separate actions, across twenty eight strategies, towards impactful outcomes for people living with a disability, their families and carers.

Key achievements and highlights have been showcased in the City's Annual Reports and in annual reporting direct to the Department of Communities as per legislative requirement over the last 5 years.

These include –

- Through the **ActiveLink** program, we continued to provide subsidised opportunities for people experiencing barriers to participate in community activities. Eligible residents are access up to $300 each year for activities that help them stay active and connected in their community.
- The **Access Advisory Panel** made up of residents with lived experience and or service organisation representatives continued to meet four times per year and provided feedback on 44 projects, ranging from concept plans for City facility upgrades including Shirley Strickland Reserve and Clubrooms, the LeisureFit Booragoon redevelopment, strategy developments and an app developed by a university.
- An investment of approximately $4million in a **building upgrade program** contributing to access upgrades at important community and cultural assets such as the Museum at Yagan Mia Wireless Hill, Bull Creek and Willagee Community Centres and Tivoli Theatre, Kardinya and Leeming Heights Community Halls amongst others.
- **Training and education programs** were offered over the years to both the community and staff examples include **Writing for the Web** introduction on how to with a focus on the importance of useability and accessibility, images, videos, and PDF requirements and how to search; **Disability Awareness** and **Engaging Young People with Disability** co-designed by a team of young people that provided participants with the background knowledge to confidently support the involvement of people with disabilities, **Dementia and Acquired Brain Injury awareness, Mental Health awareness, Mental Health First Aid and Suicide Prevention, Helping Children with Autism** amongst others
- **Accessibility at City events** has been a focus through partnering with Perth Festival in delivering Highway to Hell in 2020, providing best practice accessibility using Auslan interpreters, viewing platforms, provision of ACROD parking and development of an app to help people navigate the event. Our Summer Music event series was independently audited by the Youth Disability Advocacy Network (YDAN) in 2023. The group assessed cultural, practical, and organisational accessibility. The overall assessment was very positive with learnings about how to attract a greater number of people with disabilities now being considered by the Events team in their planning framework.
- Construction of a **Changing Places facility** at Deep Water Point.

ENDORSED

- Ongoing facilitation of the monthly **Memory Café** in partnership with Westfield Booragoon and local business Birue Café. Recognised as the first Memory Café in WA and initiated by residents living locally who lived with dementia, Memory Café has been running for seven years strong.

Whilst the City has consistently demonstrated positive progress in their implementation of DAIP's, there is always opportunity to improve. Outlined as follows are the Objectives, Strategies and Actions that state how the City will deliver on the outcomes captured from feedback through the Better Together Melville community engagement activities, outstanding and ongoing actions from the 2017-2022 plan, and feedback obtained as part of the City's review of its Strategic Community Plan 2020 – 2030 in 2023.

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Outcome 1 – Equitable access to services, programs, and events.

Objective - People with disability have the same opportunities to access the services of, and any events and programs, organised by the City of Melville.

Strategies:

Enhance opportunities for increased participation of services, programs, and events.

Support external groups to incorporate access and inclusion into services and events.

Promote and provide accessible information on services and events.

Actions:

Continue to develop and deliver increasingly accessible programming, services, and events.

Enhance access to City of Melville facilities for programming and events.

Ensure community are aware of accessible communications relevant to services, programs, and events, providing information about services, programs, and events in alternate formats where helpful.

Provide opportunities for enhanced social connection.

Support external groups to be more inclusive through partnerships and information sharing.

Strengthen online service delivery and respond to the digital divide.

Promote significant awareness days to increase accessibility and inclusion for people living with disability.

Examples:

Continue online access to Melville's unique museum and local history collections.

Provide information on services, programs, and events in different formats such as different languages, AUSLAN, audio loop, large print, braille, and closed captions.

Review four public events each year regarding access and inclusion requirements.

Customer Service staff are trained and supported in promoting and using interpreters and the National Relay Service.

Ensure City of Melville community facilities have up to date, accessible equipment, and technology.

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Outcome 2 – Equitable access to buildings and facilities

Objective – People with disability have the same opportunities to access the buildings and other facilities of the City of Melville.

Strategies:

Continue to upgrade City buildings, reserves, playground, and associated facilities for increased accessibility.

Actions:

Eliminate barriers to using City of Melville facilities and accessing events.

Regularly inspect City of Melville sites/buildings/outdoor spaces for access and inclusion issues and identify opportunities to improve.

Ensure changing facility infrastructure is accessible to diverse user need.

Examples:

Involve people with lived experience in the design process.

Provide and/or advocate for better public transport, cycling and walking infrastructure and responsive traffic management.

Develop and implement a staged funding plan for changing facility infrastructure including unisex, gender neutral and accessible facilities where possible.

Use symbols in signage for greater inclusivity.

Continue to deliver and annually review a Building Asset Management Plan which includes a dedicated budget for the Access and Inclusion Program to ensure compliance with the Disability Access and Inclusion Plan.

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Outcome 3 – Equitable access to Information

Objective - People with disability receive information from the City of Melville in a format that will enable them easy access.

Strategies:

Provide up to date information in a variety of formats.

Provide staff training in alternative communication strategies.

Actions:

Promote access upgrades and developments through accessible communication channels.

Provide support or information for health and wellbeing in the City that people can access easily.

Continue to develop and implement strategies to ensure accessible communications methods are utilised.

Strengthen online service delivery and improve web accessibility.

Examples:

Update access improvements on the website, in eNews, on Melville Talks and other accessible communication channels on an annual basis.

Continue to develop work instructions, information sheets, internal communications, informing customer service training, style guide review and staff training.

Continue to improve web accessibility according to the latest Web Accessibility Guidelines (currently WCAG 2.2).

Utilise relevant and accessible channels to support young people to access information regarding health and wellbeing.

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Outcome 4 – Equitable access to quality customer service

Objective – People with disability receive the same level and quality of service from the staff of the City of Melville and have the same opportunities to make complaints.

Strategies:

Empower staff with access and inclusion training, information, and resources.

Provide accessible opportunities for all community members to provide feedback on City services, products and processes.

Actions:

Investigate and implement accessible technology options to improve feedback from people experiencing barriers.

Continuously review, expand and improve Access and inclusion training.

Review and improve the handling of feedback received through complaints and compliments.

Increase knowledge and skills of staff to involve people with lived experience in their work.

Examples:

User testing with groups requiring reasonable adjustment to processes for accessibility.

Establish a Customer Relationship Management System (CRM) with one view of the customer.

Progress the City toward a Child Safe accreditation through the National Principles for Child Safe Organisations.

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Outcome 5 – Equitable access to community engagement

Objective - People with disability have the same opportunities to participate in any public consultation by the City of Melville.

Strategies:

Engage with local expertise and people with lived experience to gain feedback on access and inclusion matters.

Expand methods and techniques for engaging with people experiencing a diverse range of disabilities.

Actions:

Continue and enhance opportunities for people to be meaningfully involved in City planning and decision making.

Increase co-design approaches that engage stakeholders in upfront designs and support issue resolution activities.

Examples:

Provide opportunities for young people with lived experience of disability to contribute to the design and implementation of youth projects, events, and facilities.

Ensure consultation documents available on the City website are in accessible formats and reviewed annually, making these available in alternative formats on request.

Continue to seek feedback from community members regarding access upgrades to buildings, new or redeveloped facilities, equipment or programs using a variety of methods.

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Outcome 6 – Equitable access to Employment and traineeships

Objective - People with disability have the same opportunities to obtain and maintain employment within the City of Melville.

Strategies:

Advocate for local business and organisations to diversify their workforce in the community to include people with disability.

Maintain City of Melville workforce diversity to reflect community representation.

Actions:

Enhance opportunities for people to build skills and create networks that lead to improved employment prospects.

Ensure relevant adjustment provisions are made to enable all staff to work effectively.

Examples:

Provide a safe and inclusive workplace for all members of the community.

Continue to deliver opportunities for work experience and employment of people with disability at the City of Melville.

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Outcome 7 – Improved community awareness

Objective - The community are informed and educated about access and inclusion, social justice and equal opportunity especially for people with disability.

Strategies:

Encourage community groups, businesses and clubs to contribute to our community being more accessible.

Raise awareness of access and inclusion including invisible disabilities.

Partner with advocacy groups to increase awareness and education about disability access and inclusion.

Actions:

Promote examples of good practice by businesses, clubs, schools, and community groups.

Develop initiatives and facilitate opportunities that build understanding, awareness, capacity and tolerance to improve people's sense of belonging.

Advocate for greater provision of good quality, appropriate and accessible community support and health services.

Advocate for accessible, innovative, and integrated transportation options to meet a wide range of community needs.

Examples:

Advocate for accessible, innovative, and integrated transportation options to meet a wide range of community needs.

Identify and promote significant disability access and inclusion awareness days and campaigns such as the International Day of People with Disability.

Share good news stories via City run channels and publications.

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Next Steps

The DAIP 2024 - 2029 Implementation Plan is an internal working document that accompanies the plan capturing the deliverable steps to accomplish the outcomes as outlined in the plan. It is underpinned by Council Policy CP-084 – Disability Access and Inclusion, with delivery to commence from July 2024.

Achievements of the plan will be reported annually to the Department of Communities and via the City of Melville's Annual Report as per requirement of the Act.

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Definitions

Access is about ensuring all people can access information, services, and facilities.

Inclusion occurs when a diversity of people feels valued and respected, have access to opportunities and resources, and can contribute their perspectives and talents with the broader community.

Disability A disability results from the interaction between individuals with a continuing health condition with personal and environmental factors. Disability restricts everyday activities and can affect a person's capacity to get about independently, to communicate, interact with others and learn. It is usually permanent but may be episodic and some are not always visible.

(https://www.who.int/health-topics/disability#tab=tab_1/,

World Health Organisation, July 2013)

Invisible disability - Invisible disability, or hidden disabilities, are disabilities that are not obvious. Some examples of invisible disability are people who live with chronic pain, chronic fatigue, mental illness, diabetes, and chronic dizziness.

Diversity refers to the differences in individuals including but not limited to sex, gender, age, language, ethnicity, cultural background, disability, sexual orientation,

Equality means everyone is treated the same way, regardless of need or any other individual difference.

Equity means everyone is provided with what they need to succeed. It is sometimes necessary to treat people differently to achieve equality.

Barriers - factors in a person's environment that, through their absence or presence, limit functioning and create disability.

Intersectionality

Refers to the ways in which different aspects of a person's identity can expose them to overlapping forms of discrimination and marginalisation (Diversity Council Australia, Diversity & Inclusion Definition, Sydney, Diversity Council Australia, 2017).

Lived and Living Experience

Lived experience refers to the unique and personal knowledge, perspectives, and insights gained by individuals who have directly encountered and navigated various barriers and challenges arising from their disability, ethnicity, culturally diverse background, mental health, gender diversity, age, or sexual orientation. It encompasses the first-hand encounters, emotions, and learnings that individuals

accumulate through their own lived realities, providing them with a distinct understanding of the systemic, social, and personal implications of these barriers. Lived experience is a valuable source of expertise that contributes to shaping inclusive policies, programs, and services as it offers authentic insights into needs, aspirations, and strengths of marginalised communities, fostering empathy, understanding and positive change (Principles and practices for Lived Experience partnerships, West Australian Council of Social Services, 2020).

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Disability Access and Inclusion Plan
Comparison of strategies and actions, 2017-2022 to 2024-2029

DAIP Outcome 1: People with disability have the same opportunities as other people to access the services of, and any events and program, organised by the City of Melville.

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
1.1 Access and Inclusion are a part of the way City of Melville plans and evaluates events, including festivals, meetings and consultations.	A) Review the Accessible Events Checklist, including the provision of temporary accessible parking at all events, the provision of Auslan and other interpreters as required and the promotion of Act, Belong, Commit each year for any relevant updates.	Enhance opportunities for increased participation of services, programs, and events.	Continue to develop and deliver increasingly accessible programming, services, and events. • Continue online access to Melville's unique museum and local history collections. • Review four public events each year regarding access and inclusion requirements.	Retained focus on accessibility of events, programs and services.
	B) Four public events will be 'spot checked' for review and check regarding access and inclusion requirements each year. Any outcomes of these reviews will be used for continuous improvement by the City.			Ongoing action directly translated from the 2017 – 2022 plan.

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	C) Provision of interpreting services such as AUSLAN will be made available wherever possible at major public events such at the Point Walter Concert.		Enhance access to City of Melville facilities for programming and events. • Ensure City of Melville community facilities have up to date, accessible equipment, and technology.	Focus on enabling infrastructure as per engagement findings.
	D) A separate 'social inclusion' budget will be maintained and inclusion projects planned accordingly each year in Cultural Development.		Promote significant awareness days to increase accessibility and inclusion for people living with disability.	
	E) All new staff are made aware of the tools and supports available to anyone requesting alternate formats or arrangements for meetings and consultations through yearly internal checklist updates and promotion via tool box, team brief and through staff presentations (for example – AUSLAN interpreting, hearing loop or information in alternate formats)		Provide opportunities for enhanced social connection.	

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1.2 Accessibility information to be clearly communicated with all marketing of City of Melville events including festivals, meetings and consultations where applicable.	A) Internal staff will be trained and guidelines produced to ensure all City of Melville events will be actively marketed in print and through social media as 'Accessible' and any relevant accessible features will be advertised including City of Melville community languages.	Promote and provide accessible information on services and events.	Ensure community are aware of accessible communications relevant to services, programs, and events, providing information about services, programs, and events in alternate formats where helpful. • Provide information on services, programs, and events in different formats such as different languages, AUSLAN, audio loop, large print, braille, and closed captions.	Retained focus on accessible communications.
1.3 External agencies/communities to consider Access and Inclusion in the planning of events and services in the City of Melville.	A) Ensure the Accessible Events checklist information sent out as part of the Events Package is reviewed each year for any relevant updates.	Support external groups to incorporate access and inclusion into services and events.	Support external groups to be more inclusive through partnerships and information sharing.	
	B) Provide all recipients of the Community Partnership Funding with a list of ways to improve access and inclusion including how to hold an accessible event as an ongoing action. Ensure that this process is continuously reviewed.			

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	C) Ensure all recipients of Community Partnership Funding complete a questionnaire regarding how they are consistent with the City of Melville's Disability Access and Inclusion Plan (DAIP). Ensure that this process is continuously reviewed.			
	D) A comprehensive list of special needs groups within the community is included with the City's emergency contact information and Local Emergency Management Arrangements. This will be reviewed for any relevant updates each year.			
1.4 Ensure up to date information and clear communication of services and events.	A) Update the City's Access and Inclusion Directory yearly and advertise and promote that it is available in alternate formats.			Broadly captured under retained focus on accessible communications.
	B) Maintain accurate information on the City's website and on the City's Melville Talks community website that helps residents connect online that includes information on Access and			

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	Inclusion such as the State Government Access Guidelines.			
	C) Continue to promote and maintain database of subscribers to the Accessible Inclusive Melville e-news. Complete an evaluation of effectiveness each year.			
1.5 Community members are aware of interpreting supports and national relay service options when communicating with Customer Service or staff	A) Staff in a Customer Service role are trained and supported in promoting and using interpreters and the National Relay Service (NRS) when providing services to the community both face-to-face and over the telephone.		Strengthen online service delivery and respond to the digital divide. • Customer Service staff are trained and supported in promoting and using interpreters and the National Relay Service.	Retained focus on promoting use and staff competency with specialist communication services.

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DAIP Outcome 2 - People with disability have the same opportunities to access the buildings and other facilities of the City of Melville.

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
2.1 Infrastructure Planning and refurbishment of Buildings and Facilities to incorporate access and inclusion requirements	A) The Emergency Evacuation Plan developed by the City includes safeguards and management of people with disabilities on all levels of the Civic Centre building. This forms the basis of internal training and will be reviewed yearly for any updates.	Continue to upgrade City buildings, reserves, playground, and associated facilities for increased accessibility.	Eliminate barriers to using City of Melville facilities and accessing events. • Involve people with lived experience in the design process. • Continue to deliver and annually review a Building Asset Management Plan which includes a dedicated budget for the Access and Inclusion Program to ensure compliance with the Disability Access and Inclusion Plan.	Retained focus on learning from the experience of people living with disability, and budget allocation for building upgrades.
	B) Accessible upgrades to toilets at public parks, reserves and buildings to be undertaken each year in accordance with business planning schedules and any identified community feedback. This includes actively looking for grants or other project supports to facilitate additional accessible infrastructure such as 'changing places' or other upgrades.			

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	C) A Disability Access Consultant is engaged for significant infrastructure planning and refurbishment of buildings. The Access Advisory Panel is utilised and promoted to staff to obtain feedback.		Ensure changing facility infrastructure is accessible to diverse user need. • Develop and implement a staged funding plan for changing facility infrastructure including unisex, gender neutral and accessible facilities • Use symbols in signage for greater inclusivity.	Targeted focus on changing facility infrastructure due to findings and opportunities via Active Reserve Infrastructure Strategy. Use of symbols rather than text was highlighted in engagement findings.
	G) Annual Budget allocation of $30 000 will be applied each year for access upgrades through the DAIP.			
2.2 Continuous Improvement of external infrastructure including, pathways, access ways, parking, transport, playgrounds, streetscapes and public open spaces	A) As part of the Capital Works programme accessibility will be considered during development and upgrade of public open space including the infrastructure within those spaces.			
	B) Update the evaluation process to raise the priority of accessibility issues, both direct and indirect, in the new footpath development process and access ways.			
	C) The 'Capital Works Forward' plan will be used to plan upgrades and address any accessibility issues identified in customer requests.			

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	D) Staff in specific service areas to participate, where identified, in specific disability related training that covers current legislation and best practice. Social Justice Advocate to recommend available training courses/resources each year.			
2.3 Updated information is available to residents about the accessibility of buildings, facilities, parks and playgrounds.	A) Ensure that City of Melville Website and Your Welcome Website are updated with access upgrades and developments on an annual basis.			Level of specificity re: information/communication has been removed from proposed plan. Focus is on enhancing accessible communications across the whole organisation.
	B) Access upgrades to be promoted through the Mosaic, media releases and Melville Talks.			
2.4 Recreation Centres to provide activities, programs and equipment that is accessible and inclusive.	A) Sports programs at the Recreation Centres have an element of disability access and cater for a variety of abilities.			Captured more broadly in proposed plan at Outcome Area 1.
	B) Maintain and provide accessible features and equipment e.g. wheelchairs, accessible parking and change facilities.			

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	C) The *Activelink* program is to be coordinated and promoted to eligible residents to encourage greater participation in sport, recreational and other activities. The program is reviewed each year.			
2.5 Libraries and museums equipment and stock include accessible technology and materials e.g. larger font/ captions/ subtitles.	A) Library services to continue to grow its alternative format resources such as Large Print and Talking Book collections and build working relationships with organisations such as *Visability* and the *State Library.*			Actions/Measures of Success included in 2017-2022 version reflect the kind of detail that will be included in an implementation plan.
	B) Libraries to investigate ways of providing current technology and/or programs or services to assist people with disabilities, particularly vision impairments, and train staff to support and promote use.			
	C) New library and museum infrastructure and layout will take community access and inclusion requirements and feedback into account in planning and design.			

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	D) Staff to participate in specific disability related training that covers current legislation and best practice.			
	E) Libraries to investigate ways to further engage and involve 'isolated and housebound' library users.			
	F) Healthcote Cultural Precinct to develop precinct programs and tours each year for people living with dementia in collaboration with *Centre for Attitudinal Healing.*			
	G) Cultural Services to investigate opportunities for events and family activities that are 'autism' friendly for children and families. Programs will be planned and reviewed annually.			
2.6 City of Melville sites/buildings/outdoor spaces will be pro-actively and regularly inspected for access and inclusion issues and for opportunities to improve.	A) City of Melville sites/buildings/outdoor spaces will be inspected in accordance with a planned schedule (or if identified in feedback or complaint) at least every 2 months to proactively check and report on any access issues.		Regularly inspect City of Melville sites/buildings/outdoor spaces for access and inclusion issues and identify opportunities to improve. • Provide and/or advocate for better public transport, cycling and walking infrastructure and responsive traffic management.	Minor changes to nature of detail provided. Intent remains ongoing cycle of monitoring and improvement.

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DAIP Outcome 3 - People with disability receive information from the City of Melville in a format that will enable them easy access.

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
3.1 Information is available in alternative formats.	A) "Available in alternative formats" is included on marketing and other external communications. Social Justice Advocate to develop guidelines for staff use.	Provide up to date information in a variety of formats.	Promote access upgrades and developments through accessible communication channels.	Focus remains on continuing to offer information in relevant and varied formats to meet the needs of diverse stakeholders.
	B) *Melville Talks* is the City's new community engagement website. This website contains a specific section on Accessibility and Inclusion and people can elect to receive information specifically on this topic (with capacity for mail out to people who have indicated an interest in this topic). Content and information to be reviewed and updated bi-annually.		Provide support or information for health and wellbeing in the City that people can access easily. • Utilise relevant and accessible channels to support young people to access information regarding health and wellbeing.	
	C) Produce large font and accessible information for seniors as part of Melville's *Age-Friendly* initiatives and review materials each year for improvement and conversion.			
	D) Investigate alternate technologies and formats and complete one project/publication			

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	conversion each year to raise community awareness and increase staff education on accessible formats (eg. Braille, easy English)			
3.2 Continuous improvement to the accessibility of the City of Melville website and documents.	A) The City uses appropriate certified and tested versions of corporate software applications including Windows and Microsoft Office. Reviews of the website experience occur on a regular basis and updates are included in the annual business planning processes specifically to ensure improvements to accessibility and usability for both staff and customers of the City.		Strengthen online service delivery and improve web accessibility. • Update access improvements on the website, in eNews, on Melville Talks and other accessible communication channels on an annual basis. • Continue to improve web accessibility according to the latest Web Accessibility Guidelines (currently WCAG 2.2).	Actions consistent with the City's Customer First Approach.
	B) A new website is being created and upgrades are in line with appropriate W3C WCAG 2.0 International Standards. A review of the current site's accessibility has been carried out and any further feedback from the community on accessibility will be reviewed each year.			
	C) City of Melville staff will be trained on accessibility and creating accessible online content.			

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3.3 Marketing is consistent with accessibility standards for information.	A) That the City of Melville Style Guide is to be consistent with best practice in accessible information and this guide will be reviewed each year for any relevant updates.			
3.4 Staff are trained in alternative communication strategies.	A) The Customer Service Guide refers specifically to accessibility and inclusion for all customers and the Customer Service Level 2 training for staff covers accessible communication strategies including information on using interpreters and the National Relay Service. This content will be reviewed and updated as relevant annually.	Provide staff training in alternative communication strategies.	Continue to develop and implement strategies to ensure accessible communications methods are utilised. • Continue to develop work instructions, information sheets, internal communications, informing customer service training, style guide review and staff training.	Focus remains on equipping staff with helpful tools to utilise alternative communication methods to enhance accessibility and customer outcomes.
	B) An internal guide is produced to assist staff where a request for alternative formats or communication is made by a customer. The guide will be reviewed each year for relevant updates and made available on the staff intranet.			

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OUTCOME 4 - People with disability receive the same level and quality of service from the staff of the City of Melville and have the same opportunities to make complaints (*note outcome areas 4 and 5 from the 2017-2022 Disability Access and Inclusion Plan were combined as both focused on the customer experience).*

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
4.1 Disability Awareness Training is continuously improved.	A) All Staff Disability Awareness Training package to be developed and deployed as part of the Corporate Training Calendar with an emphasis on the DAIP as a whole of the organisation responsibility.	Empower staff with access and inclusion training, information, and resources.	Continuously review, expand and improve Access and inclusion training.	Actions/Measures of Success included in 2017-2022 version reflect the kind of detail that will be included in an implementation plan.
	B) Social Justice Advocate contributes and is a member of Trainers Network Team (TNT) to ensure training outcomes for disability awareness is delivered across the organisation in a coordinated approach.			
4.2 Information and resources are readily available to staff on Access and Inclusion.	A) Update Access & Inclusion resources on the Intranet for staff annually.			
	B) Social Inclusion Officer is available as a resource to staff on access and inclusion issues. One lunch-time information session to be organised and delivered each year to staff to highlight a topic/issue on access and inclusion.			

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	C) Information on DAIP outcomes and achievements will be provided in the organisation's team brief bi-annually.			
4.3 Staff Induction and Orientation includes Access and Inclusion.	A) The DAIP and the Access and Inclusion is incorporated into the Orientation and Induction process and the content reviewed each year for any updates.			
4.4 Feedback received through complaints and compliments forms continuous Improvement.	A) Review any feedback received through complaints and compliments regarding access and inclusion bi-annually as a mechanism for reporting on DAIP outcomes and also to improve on any internal processes/services.	Provide accessible opportunities for all community members to provide feedback on City services, products and processes.	Review and improve the handling of feedback received through complaints and compliments. • Progress the City toward a Child Safe accreditation through the National Principles for Child Safe Organisations.	One of the National Principles for Child Safe Organisations relates to having child-friendly complaints mechanisms in place to improve our ability to obtain and handle feedback and complaints from diverse stakeholders, including children with disability.
5.1 Complaint mechanisms and feedback systems are regularly reviewed and maintained to ensure people with disabilities have equal	A) A complaint to the City of Melville may be lodged in writing, in person, online using e- pathway or by email, by telephone (national TTY/Speech Relay/translation services are		Investigate and implement accessible technology options to improve feedback from people experiencing barriers. • User testing with groups requiring reasonable	

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rights to make complaints	available). The City also has social media as a communications tool where feedback / information may be provided including on the process to make complaints. The City also engages with the community through the new *Melville Talks* website. These processes will be reviewed each year.		adjustment to processes for accessibility. • Establish a Customer Relationship Management System (CRM) with one view of the customer.	
5.2 Staff are provided training and support when responding to complaints and feedback on access and inclusion.	A) All staff to be trained in Customer Service Level Three training which incorporates how to receive and respond to a complaint. The Social Justice Advocate role provides internal ad-hoc support and guidance to staff if there are any specific or more complex matters raised. A register will be maintained of issues raised for annual disability awareness training (as case studies and training/learning opportunities)			

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Outcome 5 - People with disability have the same opportunities to participate in any public consultation by the City of Melville (this was Outcome area 7 in 2017-2022 Disability Access and Inclusion plan due to two outcome areas being combined in proposed plan (as per advice included above).*

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
6.1 Consultation is sought on strategic issues regarding disability access and inclusion.	A) Seek feedback from community members regarding access upgrades to buildings, new or redeveloped facilities, equipment or programs through online engagement tools such as social media and the new *Melville Talks website*. The City has social media as a communications tool where feedback / information may be provided including on the process to make complaints. The *Melville Talks* website meets WCAG 2.0 W3C accessibility guidelines. Online content is aimed to be accessible and age-friendly through responsive design, the ability to tab through content on the site and colour contrast for good visibility and captioned online videos.			These actions/measures of success are captured in the proposed plan under the Accessible Communications Outcome Area.
	B) Continue to facilitate and run the City's *Access Advisory Panel* (membership by community members and	Engage with local expertise and people with lived experience to gain feedback	Continue and enhance opportunities for people to be meaningfully involved in City planning and decision making.	Retained focus on engaging directly with people with lived experience of

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	advocates who provide recommendations and feedback on a range of projects before they are finalised). Meetings are held every 3 months.	on access and inclusion matters.	• Provide opportunities for young people with lived experience of disability to contribute to the design and implementation of youth projects, events, and facilities. • Continue to seek feedback from community members regarding access upgrades to buildings, new or redeveloped facilities, equipment or programs using a variety of methods.	disability, acknowledging model may change over time to suit future community needs and aspirations.
6.2. A range of Consultation techniques are employed where appropriate.	A) Consultation documents are available on the website in accessible formats and in alternative formats on request, Review and consultation with Social Justice Advocate each year.	Expand methods and techniques for engaging with people experiencing a diverse range of disabilities.	Increase co-design approaches that engage stakeholders in upfront designs and support issue resolution activities. • Ensure consultation documents available on the City website are in accessible formats and reviewed annually, making these available in alternative formats on request.	Ongoing action regarding consultation documents availability is a directly translated from 2017-2022 plan. Updated action acknowledges that communicating opportunities appropriately enables the possibility of co-design approaches.
	B) Where undertaking a Stakeholder Engagement Strategy, a variety of methods of consultation such as online, by telephone, in person is required to be planned – in templates and other supporting planning documentation. Social Justice Advocate to develop guidelines for staff.			

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Outcome 6 - People with disability have the same opportunities to obtain and maintain employment within the City of Melville (this was Outcome area 7 in 2017-2022 Disability Access and Inclusion plan due to two outcome areas being combined in proposed plan (as per advice included above).*

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
7.1 Recruitment Practices ensure equal opportunity of employment.	A) The City of Melville values diversity and promotes equal opportunity. In line with this and the commitment to the Disability Inclusion and Access Plan, the City recognises that people with disability bring a unique perspective and range of skills to the workplace. Employee Services will review employment practices to ensure they are transparent and support diversity each year.	Maintain City of Melville workforce diversity to reflect community representation.	Ensure relevant adjustment provisions are made to enable all staff to work effectively. • Provide a safe and inclusive workplace for all members of the community.	Updated strategy sets target, with actions and examples focusing around enabling factors for the organisation to achieve its target.
	B) Employment practices and relevant training for managers are reviewed yearly and information on recruitment is marketed and promoted to all including people with disability such as through the development of a new brochure "Inclusive Careers Melville". Brochure to continue to be marketed and promoted to the disability community.			

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7.2 Opportunity for work experience and employment of people with disability is actively promoted and supported.	A) All job vacancies are promoted via supported employment network. Any additional contacts by the Social Justice Advocate will be communicated to Employee Services regularly.	Advocate for local business and organisations to diversify their workforce in the community to include people with disability.	Enhance opportunities for people to build skills and create networks that lead to improved employment prospects.	Action consistent with engagement findings and Local Government's role as Facilitator, Partner and Advocator.
	B) Provide opportunities and traineeships for local students with disabilities where possible.			
	C) Explore the work opportunities that may be possible for people with disability within different departments in the City.			
	D) Continue to establish, maintain and create a database of contacts and links with disability employment services and utilise knowledge, expertise and feedback regarding employment of people with disabilities. Any additional contacts by the Social Justice Advocate will be communicated to Employee Services regularly.			

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DAIP Outcome 7 - The community are informed and educated by the City of Melville about access and inclusion, social justice and equal opportunity especially for people with disability (this was Outcome area 8 in 2017-2022 Disability Access and Inclusion plan due to two outcome areas being combined in proposed plan (as per advice included above).*

2017 – 2022 Strategies	2017 – 2022 Actions / Measures of Success	2024 – 2029 Strategies	2024 – 2029 Actions / Example actions	Notes
8.1 Promote positive community attitudes towards disability.	A) Establish and promote the *Melville Age- Friendly Accessible Business Network* project (in partnership with Garden City Shopping Centre) to encourage local businesses to join a network committed to making the City a more accessible, inclusive and age-friendly for people living with dementia.	Encourage community groups, businesses and clubs to contribute to our community being more accessible.	Promote examples of good practice by businesses, clubs, schools, and community groups. • Share good news stories via City run channels and publications.	Retained focus on Local Government's role in partnering with community and sharing good news stories throughout.
	B) Promote examples of good practice by businesses, clubs and community groups through media and *Accessible Inclusive Melville* and *Business Matters* e-news each year for *Disability Awareness Week*.			
8.2 Raise community awareness of disability access and inclusion which encourages inclusive communities.	A) Refer access issues that are not the responsibility of the City to relevant parties, such as shopping centre managers, State departments and local businesses. Develop a process with guidelines.	Partner with advocacy groups to increase awareness and education about disability access and inclusion.	Develop initiatives and facilitate opportunities that build understanding, awareness, capacity and tolerance to improve people's sense of belonging. • Identify and promote	Retained focus on Local Government roles of partner and advocator. Retained focus on the importance of

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	B) Seek opportunities to promote equal opportunity, social justice and disability access and inclusion to businesses, clubs, schools and community groups. Promote opportunity via Social Justice marketing and communications plan reviewed annually but in particular at Harmony Day and Disability Awareness Week each year.	Raise awareness of access and inclusion including invisible disabilities.	significant disability access and inclusion awareness days and campaigns such as the International Day of People with Disability. Advocate for greater provision of good quality, appropriate and accessible community support and health services. Advocate for accessible, innovative, and integrated transportation options to meet a wide range of community needs. • Advocate for accessible, innovative, and integrated transportation options to meet a wide range of community needs.	highlighting invisible disabilities (which extends beyond mental health).
8.3 Encourage people to improve positive mental health and wellbeing.	A) Continue to partner with Mentally Healthy WA to facilitate the Act, Belong, Commit program to encourage people to take action to improve their mental health and wellbeing in collaboration with Healthy Melville Coordinator.			
	B) Actively promote mental health as a type of 'invisible' disability and develop resources, projects and information to encourage greater understanding and awareness of this form of disability.			

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DISABILITY ACCESS AND INCLUSION POLICY

Policy Type: Council Policy **Policy Owner: Manager Customer and Community Participation**	**Policy No. CP - 084** **Last Review Date: May 2024**

CONFIRMED

POLICY OBJECTIVES

To ensure compliance with the *Disability Services Act (1993)* and to promote, outline and specify the Council's commitment to ensure people with disabilities have equal opportunities of access and community inclusion to Council services, products, facilities and information and are consulted in appropriate and meaningful ways to facilitate participation in decision-making that affects their lives.

POLICY SCOPE

This policy relates to all staff and Elected Members and contractors providing services on behalf of the city, and all city buildings and facilities.

POLICY STATEMENT

The City of Melville (the city) is committed to promoting and facilitating equal opportunity, inclusion and access to all members of its community and to ensuring access and social inclusion for people with disabilities, their families and carers. The city recognizes that people with a disability have equal rights to quality facilities and services that enable them to live and fully participate in their communities.

The city believes that a community that recognizes and promotes diversity and equity supports the participation and inclusion of all its members which makes for a richer community life and contributes to positive social justice outcomes.

The city will work with reference to its values of excellence, participation, integrity and caring to create an accessible and inclusive community in which all functions, facilities, information and services (both in-house and contracted) are open, available and accessible to people with disabilities, providing them with the same opportunities, rights and responsibilities enjoyed by all ~~other~~ people in the community, as far as is practicable.

The city ~~of Melville~~ recognizes that people with disabilities are valued members of the community who make a variety of contributions to local social, economic and cultural life. The city ~~of Melville~~ believes that people with disabilities, their families and carers should be supported to remain in the community of their choice.

The city ~~of Melville~~ is committed to consulting with people with disabilities, their families and carers and where required, disability organisations and other advocates to ensure that barriers to access and inclusion are addressed appropriately.

The city ~~of Melville~~ is committed to working in partnership with local community groups and businesses to facilitate the inclusion of people with disabilities through improved access to facilities and services in the community.

The city ~~of Melville~~ is committed to achieving the desired outcomes of its Disability Access and Inclusion Plan (DAIP) by taking all practical measures to ensure the implementation of the DAIP by its officers, employees, agents and contractors.

Other References that may be applicable to this Policy

Legislative Requirements:

Disability Services Act 1993;
Disability Services Regulations 2004;
Disability Discrimination Act 1992 (Cth);
Local Government Act 1995;
Equal Opportunity Act 1984.
Commonwealth Disability Discrimination Act (1992)

Delegated Authority:

Disability Access and Inclusion Plan ~~2017-2022~~ 2024 – 2029

Procedure:

Work Instructions:

Forms / Supporting Documents (internal):

Supporting Documents (external):

ORIGIN/AUTHORITY		**ITEM NO.**
Ordinary Meeting of Council	21/08/2007	C07/8013
Ordinary Meeting of Council	18/09/2012	CD12/8048
Ordinary Meeting of Council	16/06/2015	CD15/8072
Ordinary Meeting of Council	12/12/2017	CD17/8103
Ordinary Meeting of Council	10/12/2019	CD19/8122

CONFIRMED

City of Melville
Stretch Reconciliation Action Plan
Makuru 2024 – Makuru 2027

The City of Melville acknowledges the Bibbulmun people as the Traditional Owners of the land on which the City stands today and pays its respects to the Whadjuk people, and Elders both past and present.

City of Melville nagolik Bibbulmen Nyungar ally-maga milgebar gardukung naga boordjar-il narnga allidja yugow yeye wer ali kaanya Whadjack Nyungar wer netingar quadja wer burdik.

Our vision for reconciliation
Our vision for reconciliation is a country that values the living cultures of Aboriginal and Torres Strait Islander people, embraces truthful reflection of the history and experiences of First Nations peoples, and is dedicated to equity, opportunity and respect for Aboriginal and Torres Strait Islander communities.

Our vision for reconciliation begins with understandings of Country that have always underpinned Whadjuk ways of knowing and being. Reconciliation extends beyond lines on a map – it weaves its way across Country, connecting all of us. We seek to reach out our hands, to work alongside our neighbours to make reconciliation possible for all Australians.

Our actions for reconciliation are grounded in strong, rich and meaningful relationships. We seek to walk together on a journey of reconciliation that is grounded in First Nations ways of knowing, being and understanding, and celebrate the knowledge, resilience and generosity of Aboriginal and Torres Strait Islander peoples.

Our call for reconciliation is loud and strong. It extends beyond the present moment, stretching behind us to the past and forward to the future, telling the true histories and stories of this place, and reaching towards a better future. We seek to connect, to listen, to understand and, most of all, to act and to make change.

We know that racism impacts the daily lives of Aboriginal and Torres Strait Islander peoples. We are ever thankful for our First Nations communities for their generosity in sharing this journey with us, but we know that the work of reconciliation is the work of non-Aboriginal peoples. We know there is work to be done and we humbly commit to the labor of reconciliation.

We want our young people to grow up feeling their lives, identities, stories and culture matter, for their living cultures to be valued and celebrated. We commit to working with Aboriginal and Torres Strait Islander peoples for equity, to change systems that do not work and striving to understand the deep and rich culture that flows through this place and its people. These voices need to be heard – our ears are open.

Paving the Way
In 2022, the City commissioned Artist Iesha Wyatt, a local resident, to create an artwork for the Stretch Reconciliation Action Plan to acknowledge key Indigenous sites and to connect communities.

Iesha Wyatt is an emerging Yued Noongar artist working in both painting and digital

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch RAP**

mediums, with a background in fine art and graphic design.

Iesha started with a map, marking points of significance, roads and the river, but it was only when she removed the hard borders of the map that the piece came to life. She found that the work began to grow around the idea that the roads currently showing on our maps actually follow traditional paths, laid out for thousands of years. These paths not only connect important places but they pull together the past with the present and form a link that will continue long into the future.

The name of the artwork *Paving The Way* honours those who go ahead, making it easy for others to follow and references the tracks of the Wagyl as it forms the bends of the river. Most importantly, it explicitly acknowledges that bitumen and asphalt have been laid upon paths made by human feet.

Iesha often chooses to work with digital tools to make her art. She finds the nature of the technology, which allows her to constantly update and change her images, colours and layers, mimics the way maps are always changing and being brought into the present. While a digital image can be constantly changed and manipulated, the evolutionary process that created it remains forever in the process recording data which documents every decision made. giving the work great depth and meaning.

Our business
The City of Melville did not exist in ancient times.

The City of Melville sits on the traditional lands of the Bibbulmun peoples, whose bidi (pathways) travel across this Country. Their connection to this Country is continuous and unbroken.

As in ancient times, the bilya (river) is the life of this Country. Over 18 kilometres of foreshore runs through this place and the land between these rivers include sites of enormous significance to the Bibbulmun peoples: Yagan Mia (Wireless Hill), Goolugatup (Heathcote) and Dyoondalup (Point Walter) among them.

Our role is to work alongside First Peoples as the caretakers of this place. As a local government authority, the City of Melville delivers services to residents and businesses located within our boundaries. Aboriginal and/or Torres Strait Islander people make up almost one per cent of the City of Melville's total residents (almost 920 of 103,523). By comparison, 3.2 per cent of Australia's population identify as of Aboriginal and / or Torres Strait Islander origin in the 2021 census.

The City of Melville provides services including cultural and community development, health and well-being, safety and security, environmental health, waste and recycling, planning and building. The City is responsible for providing and maintaining facilities and infrastructure, including roads, footpaths, parks and reserves, and community facilities. In the delivery of all of these services, we have much to learn from Aboriginal and Torres Strait Islander ways of knowing and being.

In November 2023, the City employed 749 staff, which includes 13 who choose to identify as Aboriginal and / or Torres Strait Islander. This is 1.8 per cent of the total number of employees.

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Our Reconciliation Action Plan

The City of Melville's vision is: Engaging with our diverse community to achieve an inclusive, vibrant and sustainable future.

To achieve this vision, the City of Melville has a long history of working to embed reconciliation across our organization and within our community. Understanding of, support for, and investment in reconciliation at the City has grown over this period, reflecting leadership, engagement and commitment by First Nations peoples, community, staff and Elected Members.

The City's first Reconciliation Action Plan was launched in 2013 at the Innovate level. This document formalized the work of reconciliation that was already happening the community and made the City accountable to its own reconciliation journey.

This new Reconciliation Action Plan has been developed with input from Executive, RAP champions, employees across various departments of the organization, and a Working Group of Aboriginal and Torres Strait Islander community members, Elders and Traditional Owners.

The External Working Group has been intrinsic in the development of this RAP and, more broadly, in driving outcomes for Aboriginal and Torres Strait Islander communities in the City of Melville. The External Working Group is made up of eleven Aboriginal and / or Torres Strait Islander community members. The generosity of this group in sharing their vision for reconciliation and change in the City of Melville cannot be underestimated.

Alongside this group, reconciliation is further supported by an Internal Working Group of staff tasked with progressing reconciliation within their own work area. Alongside the CEO, this group is made up of diverse members of staff including:

Director Environment and Infrastructure
Director Community Development
Manager Cultural Services (RAP Champion)
First Nations Engagement Coordinator
First Nations Engagement Lead
Team Leader Willagee Library
Strategic Initiatives Lead

This group included two Aboriginal and / or Torres Strait Islander members of staff.

Achievements
Since development of our first RAP, the City has done significant work in the reconciliation space. There is still so much to do, but the following are some key projects that exemplify the City's reconciliation journey.

Place Names Melville: Place Names Melville demonstrates the City's commitment to reconciliation, agreement making and truth-telling, working alongside Elders and the community to de-code, express and celebrate the ancient Noongar place names in the City of Melville. It builds on the work the City has undertaken with local Elders since 1997 to research significant Indigenous sites and to understand their history. The project is being

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undertaken in partnership with Community Arts Network (CAN) as creative producers, Moodjar Consultancy and the Noongar Community. Drawing on the collective knowledge and guidance of Professor Len Collard and Geri Hayden, Cultural Advisor and Facilitator, the project is a community-led, creative model for decoding and revealing the ancient meanings embedded in Noongar place names.

Goolugatup Lowerlands: **A First Nations lead project in collaboration with the Whadjuk community, Traditional Owners, community and stakeholders, this ambitious plan to realise the potential of Goolugatup (formerly Heathcote) Lowerlands will upgrade the existing parklands without losing its current character and history. This project aims to explore meaningful pathways to reconciliation and increased community association with the Goolugatup Lowerlands. As a significant cultural and heritage place, the project will not only rejuvenate the natural environment and create a recreational passive space for people to enjoy, but also opportunities for cultural activity. It represents place-based reconciliation in action, including an opportunity to advance the City's Reconciliation Action Plan goals.**

Willagee Youth Drop-in: **Willagee Library and Community Centre have run a youth drop-in for First Nations young people for a number of years. This group of young people, and their communities, have long-standing relationships with the library through programs including after-school homework help and youth drop-in programs run at the Willagee Library and Willagee Community Centre. As part of youth drop-in, Youth Engagement Officers support participants to engage with diverse activities, often centring around creative practice. A key concept that underpins these programs is to highlight career pathways, providing these young people with the role models "like them" – because you can't be what you can't see.**

Connection to Country: **This project engages at-risk young people and builds their cultural knowledge, connection to Country and artistic practice. Elders will work with participants at culturally important places around the City of Melville, developing their knowledge of each place. Mentor artists will support participants to create arts-focussed outcomes that reflect this learning. These outcomes will be showcased at the conclusion of the project in a celebration that brings together community and stakeholders.**

NRW Working Group: **In 2022, the City of Melville changed the way we delivered NRW. From the responsibility of the First Nations Engagement team, NRW became a shared responsibility across a panel of non-Aboriginal staff, who programmed NRW in consultations with First Nations team members. The load was always on non-Aboriginal members of the panel. They looked to First Nations advisors for guidance and wisdom, but did not expect them to do the work of Reconciliation. This shift was truly meaningful for the First Nations Engagement Team – they felt heard, seen and acknowledged. It also made space for non-Aboriginal staff to learn and listen. This was truly Reconciliation in action.**

Koolangka Waangkiny: **Koolangka Waangkiny is a weekly storytime program that introduces Noongar language, stories and culture to children aged under five and their families, friends and carers. The sessions are facilitated by Rickeeta Walley and engage children's imaginations through the use of traditional storytelling and creative play. The aims of the program are:**

- **to introduce simple Noongar language to parents so that they can replicate it and continue learning at home**
- **Celebrate Noongar stories, storytelling and culture in an accessible setting**

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- **Engage children and families in creative activities that connect with Noongar stories, storytelling and culture**

Key learnings from our reconciliation journey

1. **The heavy lifting of reconciliation is the work of non-Aboriginal people and we need to embed ways in which they can do this labor.**
2. **Not all questions about First Nations history, culture, Country and / or programming are the responsibility of the First Nations Team.**
3. **There needs to be space for community to have a voice and influence on decision making. The community is strong and this needs to be valued and respected. We need to listen to and be accountable to what they have to say.**
4. **There is still a lot of learning that needs to be done across the organization and the community about First Nations**
5. **We need to support the employment, retention and career development aspirations of Aboriginal and Torres Strait Islander staff, which includes creating identified roles.**
6. **The work of reconciliation requires investment. We need to be realistic about what we can do and ensure that the whole organisation is behind it.**
7. **It is important for our organisation to create a culturally safe space in the workplace and for our communities.**
8. **Relationships take time.**

Serenity - By Dr Gerrard Shaw, Nyoongar Yued Whadjuk Elder

The world we find ourselves in today is full of

darkness, chaos, and human destruction in

the form of wars and unresolved issues.

My Ancestors came to me in a dream and told

me I would find peace of mind from contact

with mother earth (boodya) by walking on the

ground my Ancestors walked.

I did as I was told and immediately felt the

the warmth of the healing rays of the Sun.

I remembered my people are the River people

(Beeloo Noongars) as I looked upon the

rippling and shimmering white water. I threw a

a handful of mud into the water and said my

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name so Ancestors knew I came In peace.

Then I put my body into the water allowing it

to wash away all my worries.

All this together with the trees and bushes all

around providing protection for the many

sweet-sounding birds.

Suddenly, I knew Serenity.

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Relationships			
The heart of reconciliation is strong, respectful and meaningful relationships with Aboriginal and Torres Strait Islander peoples. The City of Melville is committed to building connections with Aboriginal and Torres Strait Islander communities, to continue to learn from them, hear their voices and be guided by their expertise. **The underpinning of these relationships must be trust. But trust doesn't come without listening and without action. The City of Melville is committed to ensuring Aboriginal and Torres Strait Islander peoples have a seat at the table, that our ears are open to them, and to ensuring our actions demonstrate that we have heard what they have to say.**			
Action	**Deliverable**	**Timeline**	**Responsibility**
Establish and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations. .	**Review the City's existing Aboriginal Engagement Plan and develop an Aboriginal Engagement Policy to guide the way the City consults with Traditional Owners, Elders and Aboriginal and Torres Strait Islander community members.**	**Commence review in July 2024** **Commence policy development in July 2025** **Review progress annually**	**First Nations Engagement Coordinator (Lead)**
	Meet with local Aboriginal and Torres Strait Islander stakeholders and organisations to continuously improve guiding principles for engagement.	**July, annually**	**First Nations Engagement Coordinator (Lead)** **Manager Cultural Services (Support)**
	Establish and maintain four formal two-way partnerships with Aboriginal and Torres Strait Islander communities or organisations, including: • **Whadjuk Aboriginal Corporation** • **Moodjar Consultancy** • **SWALSC** • **Aboriginal Engagement Network (WALGA)**	**July, annually**	**First Nations Engagement Coordinator** **Manager Cultural Services (Support)**

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Build relationships through celebrating National Reconciliation Week (NRW).	**Develop and deliver a meaningful, rich and engaging program of events for National Reconciliation Week including:** • **At least one public-facing event that invites the community to come together for reconciliation.** • **Up to five learning opportunities for City of Melville staff.** • **Screenings of Reconciliation WA's virtual breakfast program.**	**May, annually**	**National Reconciliation Week Working Group Chair**
	Establish a working group of non-Aboriginal members of staff to manage and deliver programming for National Reconciliation Week in consultation with the First Nations Engagement Team.	**July 2024**	**National Reconciliation Week Working Group Chair**
	Develop guidelines for the operation of the National Reconciliation Week working group.	**July 2024**	**National Reconciliation Week Working Group Chair**
	Encourage Elected Members and staff to engage with NRW by: • **Supporting staff to attend NRW events within work time.** • **Promoting key events happening within the City of Melville.** • **Promoting Reconciliation WA and Reconciliation Australia's program of events for NRW.**	**May, annually**	**National Reconciliation Week Working Group Chair (Lead)** **Senior Communications Officer (Support)**
	Invite RAP External and Internal Working Group members to participate in National Reconciliation Week events, including by arranging transport where appropriate.	**May, annually**	**National Reconciliation Week Working Group Chair**
	Promote opportunities for City of Melville staff to participate in the National Reconciliation Week Working Group.	**April and May, annually**	**National Reconciliation Week Working Group Chair (Lead)** **Lead – Human Resources (Support)**
	Promote National Reconciliation Week events hosted by City of Melville, Reconciliation WA and Reconciliation Australia through all City of Melville communications channels.	**May, annually**	**Senior Communications Officer (Lead)**

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			National Reconciliation Week Working Group Chair (Support)
	Register all City of Melville events on Reconciliation Australia and Reconciliation WA's National Reconciliation Week website.	**April and May, annually**	**National Reconciliation Week Working Group Chair**
	Circulate Reconciliation Australia's NRW resources and reconciliation materials to all staff.	**April and May, annually**	**National Reconciliation Week Working Group Chair**
Promote reconciliation through our sphere of influence.	**Collaborate with other organisations to implement innovative approaches to advance reconciliation and drive reconciliation outcomes across the region using a place-based approach, including:** • **City of Cockburn** • **City of Fremantle** • **WALGA**	**July 2024, annually**	**First Nations Engagement Coordinator**
	Implement strategies to positively influence our external stakeholders to drive reconciliation outcomes.	**August 2024, annually**	**Cultural Services Manager (Lead)** **Manager Customer and Community Participation (Lead)** **First Nations Engagement Coordinator (Support)**
	Develop and implement a staff engagement strategy to raise awareness of reconciliation across our workforce.	**August 2024, annually**	**Lead – Human Resources**
	Publicly communicate our commitment to reconciliation and celebrate projects with reconciliation outcomes through communication channels including: • **Corporate website** • **Social media** • **E-news**	**July 2024, annually**	**Senior Communications Officer (Lead)** **Events and Programming (Support)**

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	Provide information on reconciliation initiatives – including National Reconciliation Week, the Reconciliation in Conversation talks series, and NAIDOC Week - in our public spaces including libraries, community centres and recreation centres.	**July 2024, annually**	**Coordinator Library Services Manager Healthy Melville**
Promote positive race relations through anti-discrimination strategies.	**Develop, implement, and communicate an Anti-Discrimination Policy for the City of Melville.**	**January 2025**	**Lead – Human Resources**
	Revise and implement the Employee Assistance Program to ensure adequate supports are in place for First Nations employees.	**January 2025**	**Lead – Human Resources (Lead) First Nations Engagement Coordinator (Support)**
	Integrate Cultural Awareness and Anti-Discrimination training for all City of Melville Elected Members and staff.	**July 2025**	**Lead – Human Resources (Lead) Head of Governance (Support)**
	Share available resources with local business, schools and organisations to drive anti-discrimination outcomes in our community.	**December 2025**	**Strategic Initiatives Lead (Lead) First Nations Engagement Coordinator (Support)**
	Continuously improve HR policies and procedures concerned with anti-discrimination.	**July 2024, annually**	**Lead – Human Resources**
	Engage with Aboriginal and Torres Strait Islander staff and/or Aboriginal and Torres Strait Islander advisors to continuously improve our anti-discrimination policy.	**July 2024, annually**	**Lead – Human Resources**
	Senior leaders to publicly support anti-discrimination campaigns, initiatives, and stances against racism.		

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Respect			
Respect is about honouring the First Peoples of this land and their Country. This cannot happen without acknowledging that their sovereignty was never ceded and the ongoing impact of colonisation on the lived experiences of Aboriginal and Torres Strait Islander peoples. As we move forward on this path of reconciliation, the City of Melville commits to respecting Aboriginal and Torres Strait Islander people's strong connection to family, land, language, and culture and acknowledging that this forms the foundation for social, economic, and individual wellbeing.			
Action	**Deliverable**	**Timeline**	**Responsibility**
Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights through cultural learning.	**Consult local Traditional Owners and/or Aboriginal and Torres Strait Islander advisors on the implementation and communication of the City's cultural learning strategy including through :** • **An annual program of public cultural learning workshops that explore cultural practices.** • **Embedding cultural learning into onboarding processes for all new staff.**	**September 2024, annually**	**Lead – Human Resources (Lead)** **First Nations Engagement Coordinator (Support)** **Events and Programming (Support)**
	In accordance with the Cultural Learning Strategy, all staff undertake formal and structured cultural learning including: • **Mandatory online learning module/s for all staff.** • **10% of staff per annum engage in face-to-face cultural learning programs.**	**September 2024, annually**	**Lead – Human Resources**
	Work with Whadjuk Noongar Language speakers to deliver voluntary Whadjuk Noongar Language classes to staff and community, engaging up to 45 participants per year.	**Commence July 2024, annually**	**Lead – Human Resources**
	Celebrate Aboriginal and Torres Strait Islander creative practice and culture by displaying Aboriginal and Torres Strait Islander artwork in City of Melville's high-profile public spaces, meeting rooms and offices.	**November 2024, annually**	**Art Collection C urator**
	Investigate culturally appropriate Whadjuk Noongar names for City of Melville spaces/places in line with the Landgate Aboriginal place naming guidelines and the Geographic Names Committee recommendations.	**July 2024, annually**	**Head of Governance; Manager Strategic Urban Planning**

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	Conduct a review of cultural learning needs within our organisation.	**December 2024, annually**	**First Nations Engagement Coordinator**
Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.	**Revise and communicate an Aboriginal Cultural Protocols Policy, which includes a clear payment structure and processes to ensure Aboriginal and Torres Strait Islander peoples are appropriately paid for their work, including sharing their cultural knowledge, Acknowledgement of Country and Welcome to Country.**	**December 2024, annually**	**Strategic Initiatives Lead (Lead)** **First Nations Engagement Lead (Support)**
	Welcome all new Elected Members as part of the induction/ceremony with a smoking ceremony and / or Welcome to Country from Traditional Owners.	**December 2024, annually**	**Head of Governance**
	Invite performers visiting from outside Noongar Country to attend a formal Welcome to Country from Traditional Owners.	**December 2024, annually**	**Creative Producer**
	Develop and circulate list of Whadjuk Traditional Owners who have authority to deliver Welcome to Country and / or other cultural business.	**December 2024, annually**	**First Nations Engagement Coordinator**
	Review and update the City of Melville's Acknowledgement of Country in consultation with Traditional Owners and Whadjuk Noongar language experts.	**December 2024**	**Strategic Initiatives Lead**
	Ensure Acknowledgement of Country and Traditional Owners plaques and signage displayed in all City of Melville offices and buildings.	**December 2025**	**Director Environment and Infrastructure**
	Develop and implement an Interpretation Strategy for significant sites in the City of Melville to better acknowledge and build understanding of stories, histories and cultural protocols at identified places.	**By December 2025**	**Manager Natural Areas and Parks (Lead)** **First Nations Engagement**

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			Coordinator (Support) Strategic Initiatives Lead (Support)
	Increase understanding of cultural protocols internally by: • **Educating staff on the meaning and importance of Acknowledgement of Country and Welcome to Country through at least one annual lunch and learn sessions.** • **Developing and promoting resources that support staff to create personalised Acknowledgments of Country that are reflective and responsive to place.**	**July 2025, annually**	**Strategic Initiatives Lead**
	Invite Traditional Owner representatives to conduct a Welcome to Country and other appropriate cultural ceremonies at public events each year including but not limited to: • **Key Events** • **Major exhibition openings and performances** • **Opening or unveiling of new projects and / or redevelopments** • **Citizenship ceremonies**	**Ongoing**	**Creative Producer Head of Governance**
	Where a Welcome to Country is not possible, Elected Members and / or staff will provide an Acknowledgement of Country and Traditional Owners at all significant City of Melville events and / or meetings.	**Ongoing**	**Head of Governance**
Engage with Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.	**In consultation with Aboriginal and Torres Strait Islander stakeholders support a meaningful, rich and engaging program of events for NAIDOC Week including one external event for community to come together, engaging at least 100 people.**	**July 2024, annually**	**First Nations Engagement Coordinator (Lead) Strategic Initiatives Lead (Support) Events and Programming (Support)**

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	Review HR policies and procedures to remove barriers to staff participating in NAIDOC Week.	**July 2024, annually**	**Lead- Human Resources**
	Invite Reconciliation Action Plan Internal and External Working Group members to participate in at least one NAIDOC event, including by arranging transport where appropriate.	**July 2024, annually**	**First Nations Engagement Coordinator (Lead) Strategic Initiatives Lead (Support) Events and Programming (Support)**
	Encourage Elected Members and staff to engage with at least one NAIDOC Week event by: • **Supporting staff to attend at least one NAIDOC Week event within work time.** • **Promoting key events happening within the City of Melville.**	**July 2024, annually**	**First Nations Engagement Coordinator (Lead) Head of Governance (Support) Strategic Initiatives Lead (Support)**
Educate the broader community about local Aboriginal heritage and culture.	**Pilot at least two projects that integrate stories and histories of local Aboriginal and Torres Strait Islander community members into places through artwork, storytelling or other means.**	**December 2026**	**Manager Natural Areas and Parks (Lead) First Nations Engagement Coordinator (Support)**
	Ensure urban and landscape designs include references to Aboriginal cultures in accordance with Aboriginal Indigenous Cultural and Intellectual Property rights.	**December 2026**	**Manager Natural Areas and Parks (Lead)**

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			First Nations Engagement Coordinator (Support)
Protect, recognise and promote local Aboriginal culture, heritage and place.	**Review and update the City of Melville's Naming of Roads, Parks, Buildings and Infrastructure Policy to ensure its in accordance with Landgate Aboriginal place names guidelines.**	**December 2025**	**Head of Governance and Strategic Urban Planning Manager (Lead) First Nations Engagement Coordinator (Support)**
	Identify significant Aboriginal sites with dual named signage for official registration through Landgate for dual naming and / or renaming in the City of Melville and launch at least one dual / renaming project per annum.	**December 2025**	**Manager Natural Areas and Parks (Lead) First Nations Engagement Coordinator (Support)**
	Deliver Place Names Melville in partnership with Lotterywest, Community Arts Network, Moodjar Consultancy and Noongar community members by: • **Researching significant Noongar sites in the City of Melville.** • **De-coding, expressing and celebrating 18 ancient Noongar place names in the City of Melville.** • **Cultural mapping to explore the creative expression of place**	**December 2023, ongoing**	**Place Names Melville Project Coordinator**
	Publicly exhibit creative outcomes of Place Names Melville.	**December 2026**	**Place Names Melville Project Coordinator**

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	Deliver an artist in residence program in conjunction with Place Names Melville to support three Noongar artists to further respond to the themes of the project.	**December 2026**	**Place Names Melville Project Coordinator**
	Create and share a short documentary that celebrates the processes and outcomes of Place Names Melville.	**December 2026**	**Place Names Melville Project Coordinator**
	Embed the outcomes of the Place Names Melville through existing programming, events, naming, public art outcomes, signage and or / interpretation in situ.	**December 2026**	**Director Environment and Infrastructure Place Names Melville Project Coordinator**
	Use a First Nations led approach in the redevelopment of Goolugatup Lowerlands and pilot First Nations led management of this place in the delivery of identified outcomes including employment, cultural tourism and land management.	**December 2024, ongoing**	**Strategic Initiatives Lead**
Improve cultural safety at the City of Melville for staff and community.	**In consultation with First Nations staff, conduct an audit of City of Melville spaces to evaluate how cultural safety can be improved across all sites.**	**June 2025**	**Manager Cultural Services**
	Develop a plan to improve cultural safety across all work sites in the City of Melville.	**June 2026**	**Manager Cultural Services**

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Opportunities			
Aboriginal and Torres Strait Islander members of the community continue to face a significant gap in life outcomes in comparison to non-Aboriginal Australians. These communities face significant barriers to participation in education and employment and continue to face institutionalised racism at all levels. The City of Melville is committed to working with Aboriginal and Torres Strait Islander peoples, to provide opportunities for a genuine say in the design and delivery of policies, programs and services that affect them, and to support improved outcomes for Aboriginal and Torres Strait Islander peoples.			
Action	**Deliverable**	**Timeline**	**Responsibility**
Provide opportunities which support cultural, social, educational and economic development for Aboriginal and Torres Strait Islander community members.	**Investigate the feasibility of Willagee Community Centre facilitating greater Youth and Cultural outcomes integrating youth drop-in, social support and outreach programming with a focus on Aboriginal and Torres Strait Islander young people.**	**December 2025**	**Manager Cultural Services Manager Customer and Community Participation**
	Through our libraries develop and deliver early learning programs for Aboriginal and Torres Strait Islander children aged 2-5 and their families and / or carers.	**December 2025**	**Creative Learning Producer**
	Share resources in a "welcome pack" to communicate funding and / or support pathways for families as they begin school in Melville.	**December 2025**	**First Nations Community and Youth Officer**
	Consult with Aboriginal and Torres Strait Islander community on how Blue Gum Community Centre can better meet community need.	**December 2026**	**First Nations Engagement Coordinator**
	Develop partnerships with Aboriginal and Torres Strait Islander community support organisations / service providers to better support the needs of community, including: • **Outcare** • **Social investment WA** • **Child and Adolescent Mental Health Service**	**December 2024, annually**	**First Nations Engagement Coordinator**
	Provide Aboriginal community members and / or organisations with in-kind access to Council bookable spaces within libraries and community centres.	**December 2024, annually**	**Neighbourhoods Coordinator**

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	Deliver the grant funded Connection to Country program for Aboriginal young people to build their cultural knowledge, connection to Country and artistic practice in partnership with Traditional Owners, knowledge holders and Elders.	**December 2024**	**First Nations Community and Youth Officer**
Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention and professional development.	**Increase number of Aboriginal and Torres Strait Islander employees at the City of Melville by 0.5 per cent per annum.**	**December 2025**	**Lead – Human Resources**
	Develop and implement an Aboriginal and Torres Strait Islander recruitment, retention, and professional development strategy for the City of Melville.	**December 2026**	**Lead – Human Resources**
	Consult with Aboriginal and Torres Strait Islander staff on the effectiveness of our recruitment, retention, and professional development strategy and remove barriers to Aboriginal and Torres Strait Islander participation in our workplace.	**December 2026**	**Lead – Human Resources**
	Develop and deliver mandatory training for all City of Melville staff on recruitment of Aboriginal and Torres Strait Islander peoples.	**December 2026**	**Lead – Human Resources**
	Review onboarding processes to ensure they are accessible for Aboriginal and Torres Strait Islander employees.	**December 2026**	**Lead – Human Resources**
	Develop and pilot a program that offers support to Aboriginal and Torres Strait Islander staff who face significant barriers to equitable participation in work (eg. financial barriers to purchase equipment).	**December 2026**	**Lead – Human Resources**
	Consult with work areas across the City of Melville to identify opportunities for training and mentorship for Aboriginal and Torres Strait Islander employees.	**December 2026**	**Lead – Human Resources**
	Support at least one Aboriginal and Torres Strait Islander employee to participate in the City of Melville's leadership development program per annum.	**Ongoing**	**Lead – Human Resources**
	Develop and deliver an ongoing Aboriginal Rangers program		**Strategic Initiatives Lead**
Increase Aboriginal and Torres Strait Islander supplier diversity to	**Develop and implement an Aboriginal and Torres Strait Islander procurement strategy that incentivises procurement from First Nations suppliers.**	**December 2024**	**Procurement & Contracts Coordinator**

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support improved economic and social outcomes.	**Develop and deliver an education program for City of Melville staff that provides information about procurement from Aboriginal and Torres Strait Islander businesses relevant to diverse work areas, including information about Supply Nation.**	**December 2024**	**Strategic Initiatives Lead (Lead) Procurement & Contracts Coordinator (Support)**
	Increase dollar value of goods and / or services procured from Aboriginal and / or Torres Strait Islanders businesses to $250,000 in 2023/24 and then an additional $50,000 per annum thereafter.	**July 2025, annually**	**Procurement & Contracts Coordinator**
	Procure from at least 50 Aboriginal and / or Torres Strait Islander suppliers, businesses, organisations and / or contractors in 2023/24, and then increase this by an additional 5 per annum thereafter.	**July 2025, annually**	**Procurement & Contracts Coordinator**
	Investigate Supply Nation membership.	**July 2024, annually**	**Procurement & Contracts Coordinator**
	Increase Aboriginal and Torres Strait Islander supplier awareness of Supply Nation.	**July 2025, annually**	**Procurement & Contracts Coordinator**
	Train all relevant staff in contracting Aboriginal and Torres Strait Islander businesses through Supply Nation or an equivalent organisation.	**July 2025, annually**	**Procurement & Contracts Coordinator**
	Review and update procurement practices to remove barriers to procuring goods and services from Aboriginal and Torres Strait Islander businesses.	**July 2025, annually**	**Procurement & Contracts Coordinator**
Build employment opportunities and professional pathways for Aboriginal and Torres Strait Islander young people.	**Consult with Aboriginal and Torres Strait Islander young people on employment pathways they would like to see in our community.**	**July 2025**	**First Nations Community and Youth Officer**
	Promote existing education and training programs available to Aboriginal and Torres Strait Islander young people in our community.	**July 2025, annually**	**First Nations Community and Youth Officer**
	Develop internal mentorship, training and employment programs for Aboriginal and Torres Strait Islander young people.	**July 2026**	**First Nations Youth Project Officer**

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			Team Leader Youth Engagement Officers
	Work with local schools and universities to facilitate and promote professional pathways for Aboriginal and Torres Strait Islander young people.	**July 2027**	**First Nations Engagement Coordinator**
Improve outcomes for Aboriginal and Torres Strait Islander young people in the City of Melville.	**Building collaborative relationships and communication channels with local schools to better support students' needs.**	**July 2025, annually**	**First Nations Engagement Coordinator Team Leader Willagee Library**
	Investigate ways we can work together with other organisations that support Aboriginal and Torres Strait Islander young people.	**July 2025, annually**	**First Nations Engagement Coordinator**

DRAFTED

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch RAP**

Governance			
The City of Melville acknowledges that we are operating within systems imposed on this Country and its people. We seek to understand First Nations ways of knowing, being and understanding, to build a relational way of working that acknowledges Aboriginal and Torres Strait Islander peoples. We seek to find new ways to integrate the voices, perspectives and stories of Aboriginal and Torres Strait Islander peoples across our work practices, acknowledging that good governance is fundamental to inclusive, safe, resilient and sustainable communities.			
Action	**Deliverable**	**Timeline**	**Responsibility**
Establish and maintain effective consultation processes to advise on issues, policies and practices and structures relevant to Aboriginal and Torres Strait Islander communities.	**Establish an advisory group Aboriginal and Torres Strait Islander community members (including young people) to advise on issues, policies and practices relevant to Aboriginal and Torres Strait Islander communities.**	**January 2025**	**Manager Cultural Services**
Establish and maintain an effective RAP Working Group (RWG) to drive governance of the RAP.	**Maintain Aboriginal and Torres Strait Islander representation on the RAP External Working Group.**	**July 2023, annually**	**First Nations Engagement Coordinator**
	Ensure the Group meet at least four times per year to drive and monitor RAP implementation.	**July 2023, annually**	**First Nations Engagement Coordinator**
	Ensure members are supported to attend meetings when needed, including by providing transport.	**July 2023, annually**	**First Nations Engagement Coordinator**
	In consultation with members, develop and adopt Terms of Reference for the Reconciliation Action Plan External Working Group.	**July 2024**	**RAP External Working Group Chair (Lead) First Nations Engagement Coordinator (Support)**
Provide appropriate support for effective implementation of RAP commitments.	**Embed resource needs (staffing and financial) for Reconciliation Action Plan implementation.**	**July 2024, annually**	**Manager Cultural Services**
	Allocate funding against National Reconciliation Week.	**May 2024, annually**	**Manager Cultural Services (Lead)**

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch RAP**

CONFIRMED

	Engage staff in the delivery of RAP commitments though organisational plans.	**July 2024, annually**	**CEO**
	Define and embed appropriate systems and capability to track, measure, and report on RAP commitments.	**July 2024, annually**	**Strategic Initiatives Lead**
	Deliver education sessions for staff to build knowledge of the RAP and how it applies to across diverse work areas.	**July 2024, annually**	**Strategic Initiatives Lead**
	Embed key RAP actions in performance expectations of senior management and relevant staff.	**July 2024, annually**	**CEO**
	Maintain an internal RAP Champion from senior management.	**July 2024, annually**	**Manager Cultural Services**
	Include the RAP as a standing agenda item at all Management Leadership Team and Executive Leadership Team meetings.	**July 2024, annually**	**Management Leadership Team and Executive Leadership Team**
Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.	**Complete and submit the annual RAP Impact Survey to Reconciliation Australia.**	**September 2024, annually**	**First Nations Engagement Coordinator**
	Meet quarterly with Reconciliation Australia to support Reconciliation Action Plan Partner expectations and to promote alignment between our reconciliation agendas.	**June 2024, annually**	**First Nations Engagement Coordinator**
	Publicly report against our RAP commitments annually, outlining achievements, challenges and learnings.	**July 2024, annually**	**Senior Communications Officer**
	Participate in Reconciliation Australia's Workplace RAP Barometer every two years.	**March 2024, 2026**	**Lead – Human Resources**
	Submit a traffic light report to Reconciliation Australia at the conclusion of this RAP.	**July 2027**	**First Nations Engagement Coordinator**

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch RAP**

CONFIRMED

	Report RAP progress to all staff and senior leaders quarterly.	**July, October 2024 and March, June 2025, then annually**	**First Nations Engagement Coordinator**
Continue our reconciliation journey by developing our next RAP.	**Register via Reconciliation Australia's website to begin developing our next RAP.**	**December 2026**	**First Nations Engagement Coordinator**

Contact details [Include contact details (job title, phone and email) for public enquiries about your RAP]
Name: Aimee Ryan
Position: First Nations Coordinator
Phone: 9364 0137
Email: aimee.ryan@melville.wa.gov.au

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch Reconciliation Action Plan**

DRAFT CONFIRMED

***Note: Items in blue are a requirement of Reconciliation Australia for a Stretch RAP**

13 THE ESPLANADE PARK

CONCEPT DESIGN









* INSPIRATIONAL IMAGES

13 THE ESPLANADE PARK

CONCEPT - FOR INDICATIVE USE ONLY

PLANT PALETTE

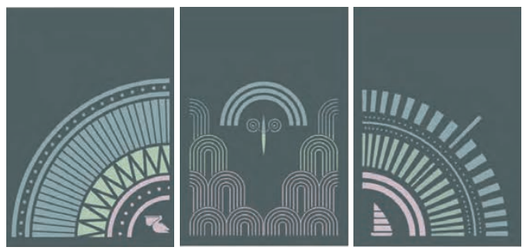


CANNING BRIDGE PRECINCT DETAILS





CONCRETE SEATING AND PLANTERS



DECORATIVE PANELS



SEATING INSPIRATION

CONFIDENTIAL



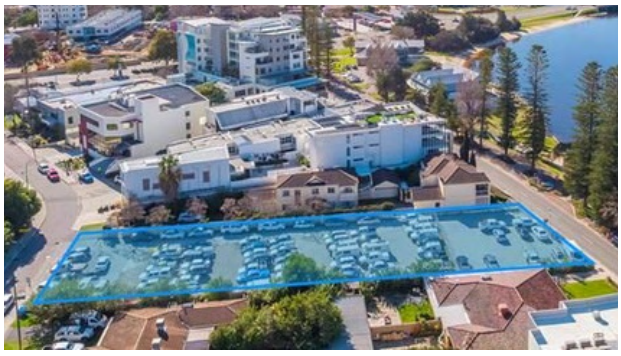
City of Melville

13 The Esplanade Public Open Space

ENGAGEMENT SNAPSHOT

At the April 2023 Ordinary Meeting of Council, Council resolved to progress converting the site at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant into new public open space. This has provided an opportunity to create a new public open space for the local area.

To understand how our community will use the site for years to come and to seek feedback on design elements, we asked community members to view the draft concept design and provide feedback between 16 August and 6 September 2023.



ENGAGEMENT REACH

- **1.8k** Melville Talks unique visits
- **289** Link clicks Melville Talks eNews
- **570** Link clicks Corporate eNews
- Onsite signage and posters
- **512** emails sent
- **1.4k** Letters sent

PARTICIPATION

- **218** Survey submissions received
- **50** people attended a drop in session
- **62%** live in Mount Pleasant and Applecross

FINDINGS

- 71.74% supported the look of the draft design
- 72.28% supported the inspirational images
- 67.93% supported the location of zones
- Most frequently use of the park was as a walk through, a place to relax and for active recreation
- To walk the dog and a place to have lunch was not identified as an important need
- Key themes identified included parking, green space, playground, seating/shade and amenities.
- 28.98% inform us they have children in the area



Overall look of the draft design | Inspiration images | Location of zone

OVERALL FEEDBACK

The community shared a wide range of opinions and suggestions. The top five themes from community comments are listed below with examples of the feedback shared.

These themes are based on the frequency with which they were mentioned in the feedback, as well as the intensity of the feedback. For example, the parking issue was mentioned by many people and there was a lot of strong feedback about it. It is important to note that the top five themes are not mutually exclusive. For example, some people may be concerned about the loss of parking spaces, but they may still support the idea of a park in the area.

Parking: Many people are concerned about the loss of parking spaces. Some people suggest keeping some of the existing parking spaces, while others suggest adding new parking spaces at the ends of the park.

"I'm currently working on Kishorn Road, Mt Pleasant. At the moment we are experiencing a shortage of parking bays available with the apartment visitors, The Rowing Pavillion, patisserie, plus plus."

"I fully support the use of part of the area as a park but I think there needs to be some area for parking. The Pav cafe on the foreshore takes so much of the foreshore parking means access to the rowing sheds is extremely difficult. So to maintain at least as much parking as is present now would be very beneficial."

"It may create an issue with parking, as there is already a big shortage of parking in this area"

HOW FREQUENTLY WOULD YOU USE THE PARK FOR...



Playground: Many respondents discussed the design of the playground. Some indicated the inspiration images of playgrounds were uninspiring and too small, and expressed a preference for larger playgrounds or specific types of play equipment.

"Please can we have a playground with younger children in mind too"

"The playground is small and uninspiring"

"The play area needs shade and needs to be gated since this lovely space opens to two busy streets and parents and caters need to relax while the kids have fun"

Seating and shade: Many respondents mentioned the importance of comfortable seating throughout the park. They also emphasised the need for shade especially in hot weather.

"Seating that is comfortable and in shade"

"For the seating: maybe less geometric shapes with harsh edges and more organic shapes so they're more comfortable to sit on?"

"The art and play area should have seating close enough for monitoring of children."

"Seating needs to be as comfortable as possible, while durable, and in the shade of trees."



More amenities: Some respondents expressed a desire for additional amenities such as kiosks, water fountains, and barbecue facilities. They saw these amenities as enhancing the park experience.

"No point having outdoor exercise equipment as most of the apartment blocks have gyms. This will then allow a greater open grass space for group fitness."

"BBQ facilities would be good. Please provide a water fountain also."

Green space: Numerous respondents emphasised the importance of green spaces, diverse trees and native plants within the park. Some people wanted more green space providing suggestions.

"We need as much green in this relatively small space as possible (minimal cement paths etc - just enough to allow good disabled access)'

" I strongly support using native plants that will offer a food source for local birds and a height staged canopy - tall trees, small trees, shrubs and ground covers."

"planting designed for children to play in would be great"

MOUNT PLEASANT FEEDBACK

Majority Mount Pleasant residents support the idea of a park in the area and have similar feedback to the broader community.

Key differences:

- **More concerned about parking:** Many Mount Pleasant residents expressed concerns about the potential loss of parking spaces due to the proposed park. They emphasized the existing parking challenges in the area, something the wider community did not.
- **Dog-friendly area:** Several Mount Pleasant residents specifically mentioned the desire for a dog-friendly area within the park and highlighted the need for a space where residents with small dogs can let their pets off-leash.
- **Opposition to artwork:** Some Mount Pleasant residents voiced opposition to certain design elements, such as public artwork, and advocated for a focus on natural beauty and local aesthetics. This was not specifically mentioned by the wider community.

City of Melville

ALTERNATIVE MOTION

Submitted in accordance with clause 11.5 of the
City of Melville Local Government (Meeting Procedures) Local Law 2022

Presented to	Ordinary Meeting of Council to be held on 20 February 2024
Related to Item	E24/29 Public Open Space – The Esplanade Mt Pleasant
Submitted by	Cr Clive Ross
Attachments	Google Map of Public Open Space

OFFICER RECOMMENDATION That the Council:

1. **Support the concept design for the Public Open Space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant; and**
2. **Adopts the establishment of a project budget in 2023-2024 financial year of $100,000 with the remaining balance of $1,600,000 to form part of the 2024-2025 financial year budget. Both to be funded by the Public Open Space and Urban Forest Reserve; and**
3. **Adopts the establishment of operational budgets and asset renewal budgets of $40,000 in the 2024-2025 financial year and $80,000 per annum in future financial years.**

ALTERNATIVE MOTION
Amend the Officer Recommendation as follows: "That the Council:

Amend Paragraph 1 as follows:

1. Support the concept design for the Public Open Space at 13 The Esplanade and 64 Kishorn Road, Mt Pleasant **(Add) with the exception of the proposed right angle parking on the verge area adjacent to the Public Open Space at 64 Kishorn Road**; and

Insert new paragraph 2. As follows:

2. **Directs the CEO to prepare a report to Council on making the parking arrangements in Kishorn Road, Mt Pleasant between Canning Highway and Helm Street consistent with the proposed Ogilvie Road Streetscape upgrade; and**

Re-number paragraphs 2 and 3 to 3 and 4.

3. Adopts the establishment of a project budget in 2023-2024 financial year of $100,000 with the remaining balance of $1,600,000 to form part of the 2024-2025 financial year budget. Both to be funded by the Public Open Space and Urban Forest Reserve; and
4. Adopts the establishment of operational budgets and asset renewal budgets of $40,000 in the 2024-2025 financial year and $80,000 per annum in future financial years.

CONFIRMED

Objective, Benefit and Potential Risks to be considered

The objective is to ensure that development of this public open space will include the provision of safe walkable access for all members of the community

The benefit of making this alteration is that the public open space will not contain any hazards that may compromise the amenity of the area or contain any risks to users of the area.

City of Melville

ALTERNATIVE MOTION

Submitted in accordance with clause 11.5 of the
City of Melville Local Government (Meeting Procedures) Local Law 2022

The risks of providing right angle parking and having the car parking area located between the footpath (such as it is) and the public open space is that visitors have to cross over the carpark area to access the public open space and pass behind parked vehicles when using the footpath. The risk of conflict between the parked vehicles and pedestrians are considered to be very high.

Reasons for the Alternative Motion

1. The Streetscape Upgrade and recommendations by Consultants Hatch Roberts Day for Ogilvie Road Mt Pleasant which is one street away from Kishorn Road has identified right angle parking as undesirable as it "removes people space and alfresco opportunities."
   Refer to below link to HRD Video : https://youtu.be/U-Awo5ZJ6Hw

2. The proposed right angle parking adjacent to the Public Open Space (POS) prevents the construction of a footpath on the eastern side of Kishorn Road for the entire width of the POS creating a safety hazard for pedestrians, children, disabled persons, parents with children and strollers and dog walkers. (refer attached Google Map showing current footpath arrangement - highlighted).

3. The POS will attract a greater number of the community and providing right angle parking between the current notional footpath which is really a driveway for vehicles to park, and the POS is a clearly identifiable safety hazard.

4. Vehicles especially smaller vehicles parked between larger SUVs and Utility vehicles will have very restricted visibility reversing out of these parking spaces and the likelihood of a collision is higher than with parallel parking where the pedestrian footpath is located alongside the POS and vehicles do not have to pass over the footpath to access the roadway.

5. The use of the verge area for parking is also contrary to the Community and City's goals to locate more trees on verges and attempt to recoup some of the lost 84 hectares of green cover.

6. It is in the best interests of orderly and proper planning, and the community in the long term, for the City to use this opportunity to change the unsafe conditions that currently exist at this location. The City must ensure that the parking provisions in Kishorn Rd are considered and implemented as an overall whole of street upgrade and must maintain consistency with other proposed upgrades in the CBACP.

CONFIRMED

☐ I have discussed this matter with Officers

☐ I would like to discuss this matter with Officers

Office Use Only

ECM Number Date Received
Distributed
Officer Comment / Notes

City of Melville

ALTERNATIVE MOTION

Submitted in accordance with clause 11.5 of the
City of Melville Local Government (Meeting Procedures) Local Law 2022

Attachment - Google Map of Public Open Space

GOOGLE MAPS Overview of the parking on Kishorn Road adjacent to the proposed Park.

NOTE: The pedestrian pavement on the eastern side of Kishorn Road stops alongside the northernmost parallel parking bay and then only re-commences outside the Bradford Legal building. That is, almost the entire width of the proposed park plus the driveway to La Riviera on the northern side of the park does not have a pedestrian path and pedestrians, disabled persons, parents with children etc have to walk the distance between the properties on a sloping bitumen surface designed to allow the vehicles access to the verge parking.
The danger is increased when vehicles are reversing into or out of the bays especially when alongside or in between larger SUVs and Utility vehicles.



City of Melville

OFFICER ADVICE NOTE
Submitted in accordance with the
Local Government (Administration) Regulations 1996

Presented to	Ordinary Meeting of Council – 20 February 2024
Related to Item	E24/29 Public Open Space – The Esplanade Mt Pleasant
Submitted by	Director Environment and Infrastructure
Attachments	Nil

This Advice Note has been prepared in response to a proposed Alternative Motion put forward by Cr Ross and to address issues around parking and construction/maintenance costs raised at the Agenda Briefing Forum on 13 February 2024.

Alternative Motion

The Alternative Motion seeks to remove the right-angle parking (9 bays) indicated in the concept plan on the Kishorn Road reserve abutting 13 The Esplanade Public Open Space (POS) and consider parallel parking via an additional motion being:

> *2. Directs the CEO to prepare a report to Council on making the parking arrangements in Kishorn Road, Mt Pleasant between Canning Highway and Helm Street consistent with the proposed Ogilvie Road Streetscape upgrade*

The concept plan prepared by the City for Ogilvie Road to the west shows parallel parking and a significantly increased and landscaped road verge to encourage walkability, activation and to improve amenity.



The concept design to the left is an example of how the parallel parking might look for Kishorn Road reserve adjacent to The Esplanade POS area, noting this design would reduce car parking capacity from nine bays proposed to three bays at this location.

The integrated path included in the parallel parking bay option would improve pedestrian access and create a more visible connection between the POS area and the street. It would also reduce potential vehicle and pedestrian conflicts and therefore be better from a park user and safety perspective.

It is relevant to note that parking is at a premium within this area, with most of the on-street and off-street parking in the Mount Pleasant quarter well utilised.

City of Melville

OFFICER ADVICE NOTE
Submitted in accordance with the
Local Government (Administration) Regulations 1996

Parking and Community Survey

An audit of car parking capacity within a 400m to 600m walking distance from The Esplanade POS area has been completed and indicates the following.

- Approximately 40 bays are located within the Apex Parking Station.
- 14 bays at 13 The Esplanade (old Senior Citizens site) – noting these would be removed following the POS upgrade.
- 38 on-street bays on The Esplanade between Canning Highway and Rookwood Street (approximately 600 metres from Apex Parking Station)
- 35 bays on Kishorn Road.
- 20 bays on Ogilvie Road – noting this will increase another five bays resulting from Cirque Stage 2 development.

There are 10 parking meters within this area and usage statistics from the parking meters over the past six months are shown below.

	Aug 23	Sept 23	Oct 23	Nov 23	Dec 23	Jan 24	TOTALS
Apex Parking Station (40 bays)							
Number of transactions	1,574	1,241	1,546	1,502	1,484	1,577	**8,924**
Minutes per day	7,619	6,850	8,669	8,385	6,903	7,409	**45,835**
Average transactions per bay / per day	1.27	1.04	1.25	1.25	1.20	1.27	**Av: 1.21**
The Esplanade on street (38 bays)							
Number of transactions	1,604	1,474	1,704	1,639	1,811	1,989	**10,221**
Minutes per day	5,233	5,138	5,797	5,763	6,403	6,723	**35,057**
Average transactions per bay / per day	1.36	1.29	1.45	1.44	1.54	1.69	**Av: 1.46**
Kishorn Road (35 bays)							
Number of transactions	3,347	3,264	3,821	3,565	2,954	2,968	**19,919**
Minutes per day	14,125	13,138	15,154	15,569	11,893	12,496	**82,375**
Average transactions per bay / per day	3.08	3.10	3.52	3.40	2.72	2.74	**Av: 3.09**
Ogilvie Road (20 bays)							
Number of transactions	923	919	839	776	787	730	**4,974**
Minutes per day	3,369	3,139	2,600	2,584	2,493	2,316	**16,501**
Average transactions per bay / per day	1.49	1.53	1.35	1.29	1.27	1.18	**Av: 1.35**

CONFIRMED

The data above shows average transactions and number of minutes per day, which suggests that the average time that the car bays were used ranged from 2.0 to 7.4 hours/day. This is a simplistic view of the parking situation, but highlights that they are well used, but may have capacity at certain locations and times of day.

City of Melville

OFFICER ADVICE NOTE
Submitted in accordance with the
Local Government (Administration) Regulations 1996

Parking restrictions in the area are first hour free and paid parking thereafter ranging from $2.20/hour (Kishorn Road) and $3.00/hour (Ogilvie Road).

The community consultation survey gathered during the consultation period for the Esplanade POS in August/September 2023 did not include a specific question related to parking, however around 90% of the comments by the respondents made reference to parking constraints at the site and in the area. A copy of the survey summary is available via the Elected Member portal.



To assist in decision making, the City has prepared a revised right-angle parking concept sketch showing the footpath in front of the parking area and connected to the existing path network.

This curved path connection results in the loss of three car parking bays (from 9 to 6) compared to the previous concept design, however would provide improved safety and connectivity.

City of Melville

OFFICER ADVICE NOTE
Submitted in accordance with the
Local Government (Administration) Regulations 1996

Construction and Maintenance Costs

The estimated construction costs for The Esplanade were based on the City managing a range of contractors to undertake components of the construction rather than a total construction project arrangement through a principal contractor. This method was considered more cost effective and can be effectively managed internally by the landscape team.

A breakdown of estimated construction costs is provided below.

THE ESPLANADE POS	COST ESTIMATE	
Planning and design - TOTAL	$	108,389.31
Prelims - TOTAL	$	59,850.00
Demolition - TOTAL	$	124,300.74
Hard Work - TOTAL	$	676,037.50
Irrigation - TOTAL	$	100,000.00
Soft Work - TOTAL	$	141,528.00
Playground - TOTAL	$	187,310.00
Others - TOTAL	$	57,900.00
SUB TOTAL	$	1,455,315.55
Contingency +20%	**$**	**291,063.11**

In terms of maintenance costs, these have not been broken down to the same extent as construction and the estimate ($80,000 per year) is based on the current maintenance costs of similar sized and quality parks in the City and adjusted to take into account the high-profile location of The Esplanade POS area and likely maintenance regime.

The annual estimate includes an asset renewal allocation based on around $600,000 over the next 15 years to replace hard infrastructure such as paths, irrigation, lighting, seating and the playground. This allocation would be transferred to the POS Reserve to meet future replacement costs based on the information gathered in condition audits.

CONFIRMED

13 The Esplanade Public Open Space Survey

Q1 City of Melville staff name

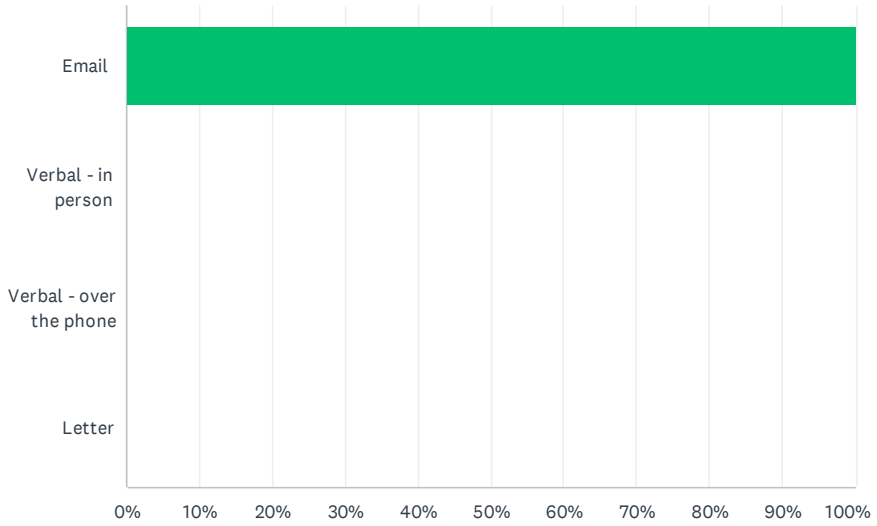
Answered: 2 Skipped: 184

#	RESPONSES	DATE
1	Hayley Boyd	9/13/2023 2:37 PM
2	Hayley Boyd	9/13/2023 2:35 PM

13 The Esplanade Public Open Space Survey

Q2 Source of submission form

Answered: 2 Skipped: 184

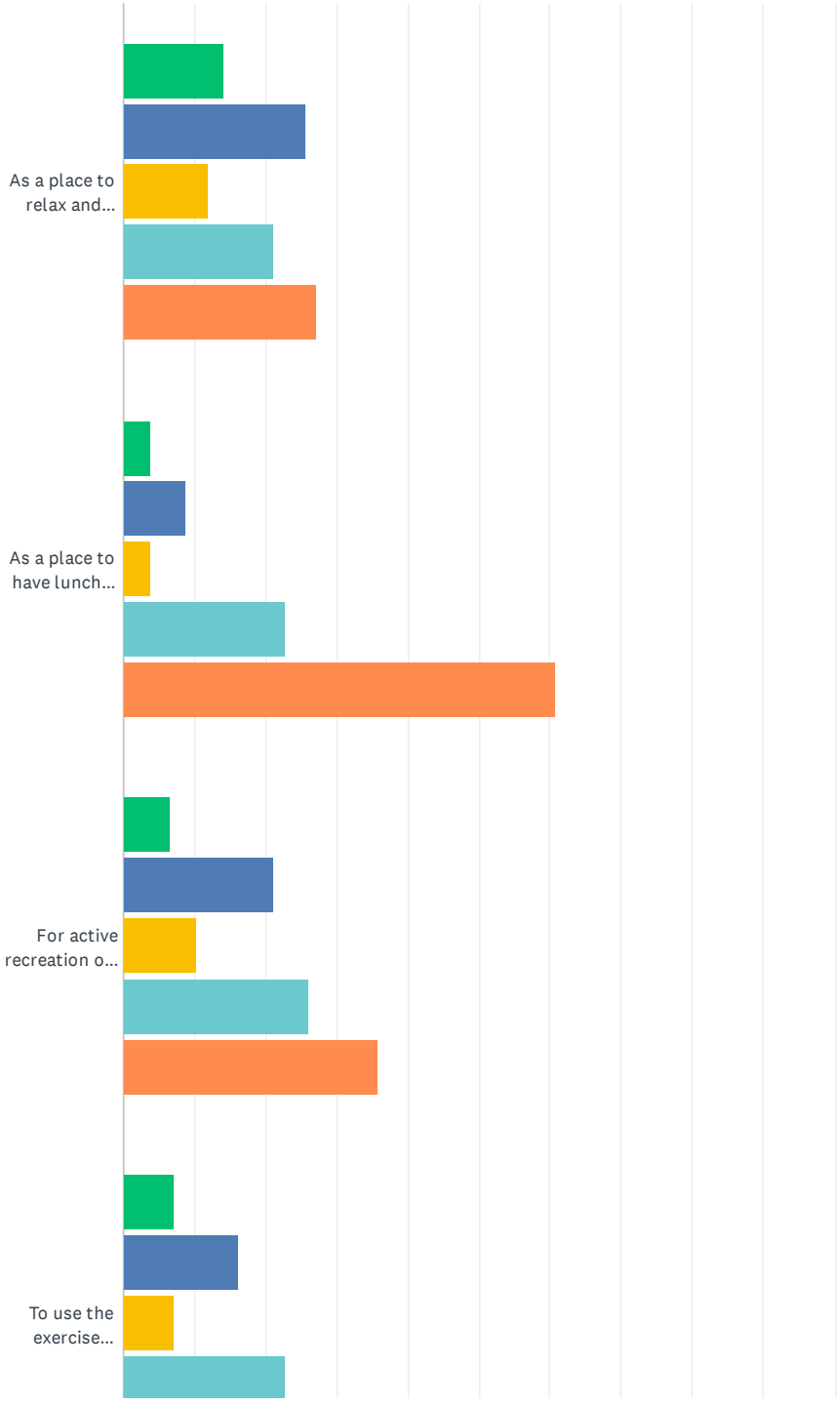


ANSWER CHOICES	RESPONSES	
Email	100.00%	2
Verbal - in person	0.00%	0
Verbal - over the phone	0.00%	0
Letter	0.00%	0
TOTAL		2

13 The Esplanade Public Open Space Survey

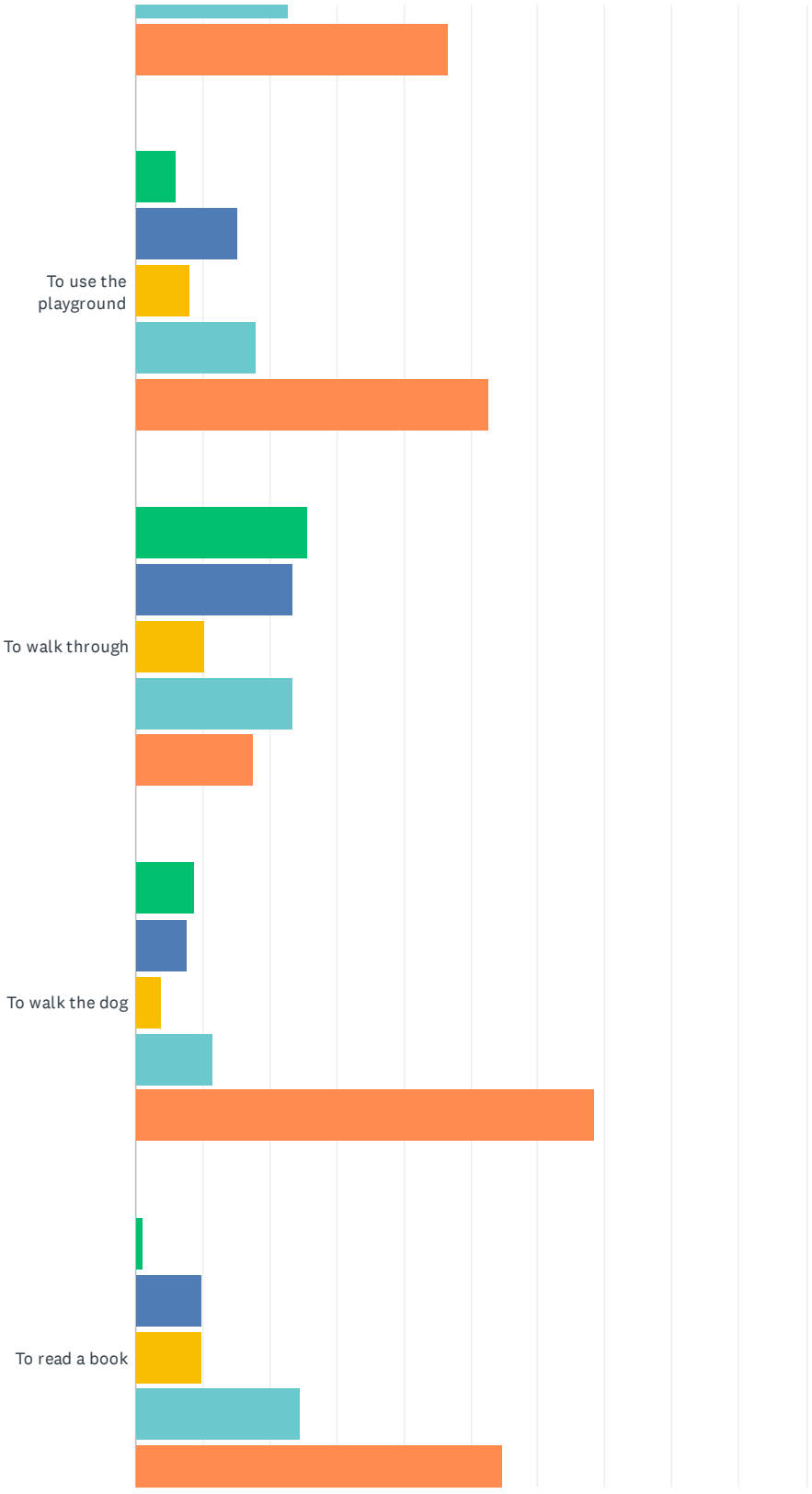
Q3 How frequently would you use the park...

Answered: 184 Skipped: 2

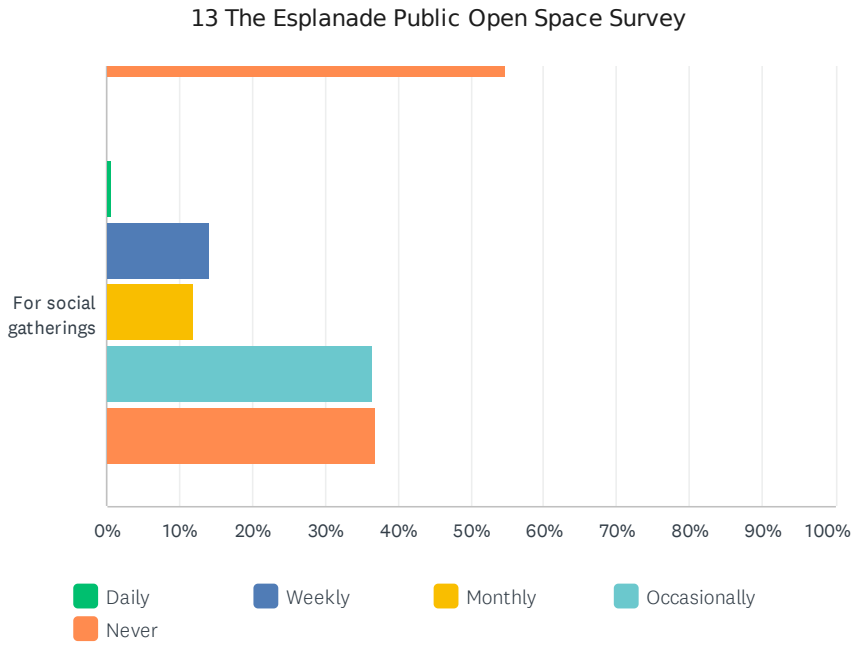


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13 The Esplanade Public Open Space Survey



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	DAILY	WEEKLY	MONTHLY	OCCASIONALLY	NEVER	TOTAL
As a place to relax and contemplate the river view	14.13% 26	25.54% 47	11.96% 22	21.20% 39	27.17% 50	184
As a place to have lunch during work hours	3.80% 7	8.70% 16	3.80% 7	22.83% 42	60.87% 112	184
For active recreation on the open grass area	6.52% 12	21.20% 39	10.33% 19	26.09% 48	35.87% 66	184
To use the exercise equipment	7.07% 13	16.30% 30	7.07% 13	22.83% 42	46.74% 86	184
To use the playground	5.98% 11	15.22% 28	8.15% 15	17.93% 33	52.72% 97	184
To walk through	25.54% 47	23.37% 43	10.33% 19	23.37% 43	17.39% 32	184
To walk the dog	8.70% 16	7.61% 14	3.80% 7	11.41% 21	68.48% 126	184
To read a book	1.09% 2	9.78% 18	9.78% 18	24.46% 45	54.89% 101	184
For social gatherings	0.54% 1	14.13% 26	11.96% 22	36.41% 67	36.96% 68	184

#	OTHER (PLEASE SPECIFY)	DATE
1	A small skareboard pump track / snake run is popular and would bring recreation to the park.	9/4/2023 7:40 AM
2	Outdoor boot camp, yoga or other group fitness class	9/3/2023 12:11 PM
3	I would like to park my car in this space for when I attend the nearby rowing club	8/31/2023 9:17 PM
4	this is a nice IDEA BUT except for the fact parking on this road is horrendous, i would only agree to this if both sides of the park are to have parking. The parking is already over subscribes and there is nowhere for clients to park. Businesses pay significant rates and bring in more revenue that people walking the dog ande need MORE public parking rather than a	8/30/2023 7:53 PM

13 The Esplanade Public Open Space Survey

	park 50M from the river!! what are you guys thinking??? NO common sense or respect for the largest rate payers	
5	I feel this space would be better used as a car park as parking for both the Pavilion and 4 rowing clubs and at times Clanceys and Raffles is already insufficient	8/30/2023 3:41 PM
6	There is a strong need to incorporate parking into each side of the design.	8/30/2023 11:57 AM
7	Would use if the carpark was retained.	8/28/2023 10:00 AM
8	To check out local birdlife.	8/27/2023 11:47 AM
9	This is a stupid idea. There is no parking for users of the proposed park. Council should convert it into a carpark to relieve pressure on very limited parking. Also park would cost a lot of money whereas parking area generates income.	8/25/2023 10:53 AM
10	If this park goes ahead there will be even less parking than there currently is for people who wish to utilize to visit local restaurants, the foreshore which is under utilized due to the lack of parking. As a resident I am all for open green spaces however it is impossible to utilize other facilities due to the lack of parking a classic example is the train from Canning Bridge. A multi story car park on at lease one of the blocks would be beneficial.	8/25/2023 10:27 AM
11	Need green space	8/23/2023 6:19 PM
12	I'm a member of a rowing club and currently use the space to park my car.	8/23/2023 4:19 PM
13	Desperately needed Car Park, very busy rowing sene in the mornings. Already a big lack of parking	8/23/2023 9:09 AM
14	This is such a silly idea, espeically when there is limited parking available in this area, now that The Pavillion is open. Why would you reduce the parking spaces. There is grassed areas for dogs, kids and people to use in front of the rowing Clubs with easy access.	8/22/2023 5:03 PM
15	BBQs.	8/22/2023 4:44 PM
16	Please cater for small children with some play equipment	8/22/2023 3:58 PM
17	A space to work on the laptop for an hour or so as a third space from my desk	8/22/2023 3:29 PM
18	Peaceful sitting in nature nice to have asa peaceful place	8/22/2023 3:18 PM
19	To enjoy	8/22/2023 3:02 PM
20	It would have been better to have not destroyed the senior citizens facility that used to be on this site. It is apparent that city of Melville are now scratching around for a use for this open space. As there is ample space along the river for recreation it might be better to sell it to a developer and invest the proceeds in a facility elsewhere in the city.	8/22/2023 7:25 AM
21	Will there be adequate shade?	8/21/2023 3:35 PM
22	I reside in Ogilvie Road and we have an used park already in place	8/21/2023 3:25 PM
23	As a place to go to relax outdoors.	8/20/2023 9:21 PM
24	This space would be much more engaging with a water feature/water play.	8/19/2023 9:04 AM
25	Setting asside an area for a community garden would be welcomed.	8/19/2023 8:58 AM
26	Dadirri - a place of deep listening in nature near dolphins who gather and .play by the bridge. A place of contemplation surrounded by flowers, birds and green leafy trees. Sustains mental health.	8/18/2023 4:06 PM
27	With the river located close by and a great walking path along here with intermittent seating i would rarely use this space.	8/18/2023 10:47 AM
28	Sunbath, paint, bring my pet (not a dog so must keep dogs separated somehow!)	8/18/2023 10:01 AM
29	The improved visual and environmental impact is of great benefit	8/18/2023 8:26 AM
30	Pop up coffee shop or catering space	8/17/2023 7:58 PM
31	potentially community workshops	8/17/2023 1:08 PM

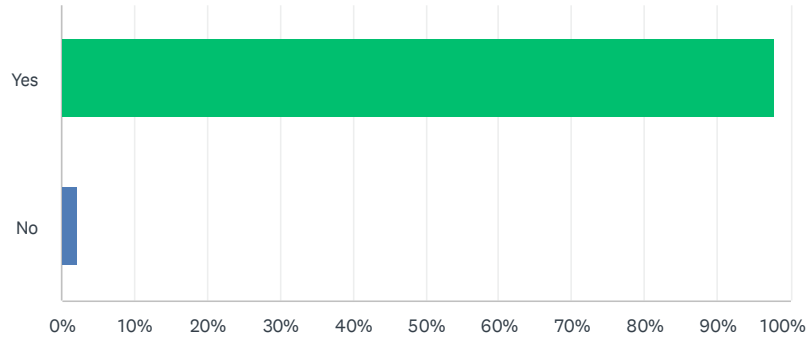
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32	Swing to relax on	8/17/2023 9:10 AM
33	Picnics	8/16/2023 8:58 PM

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Q4 Have you viewed the draft concept design?

Answered: 185 Skipped: 1

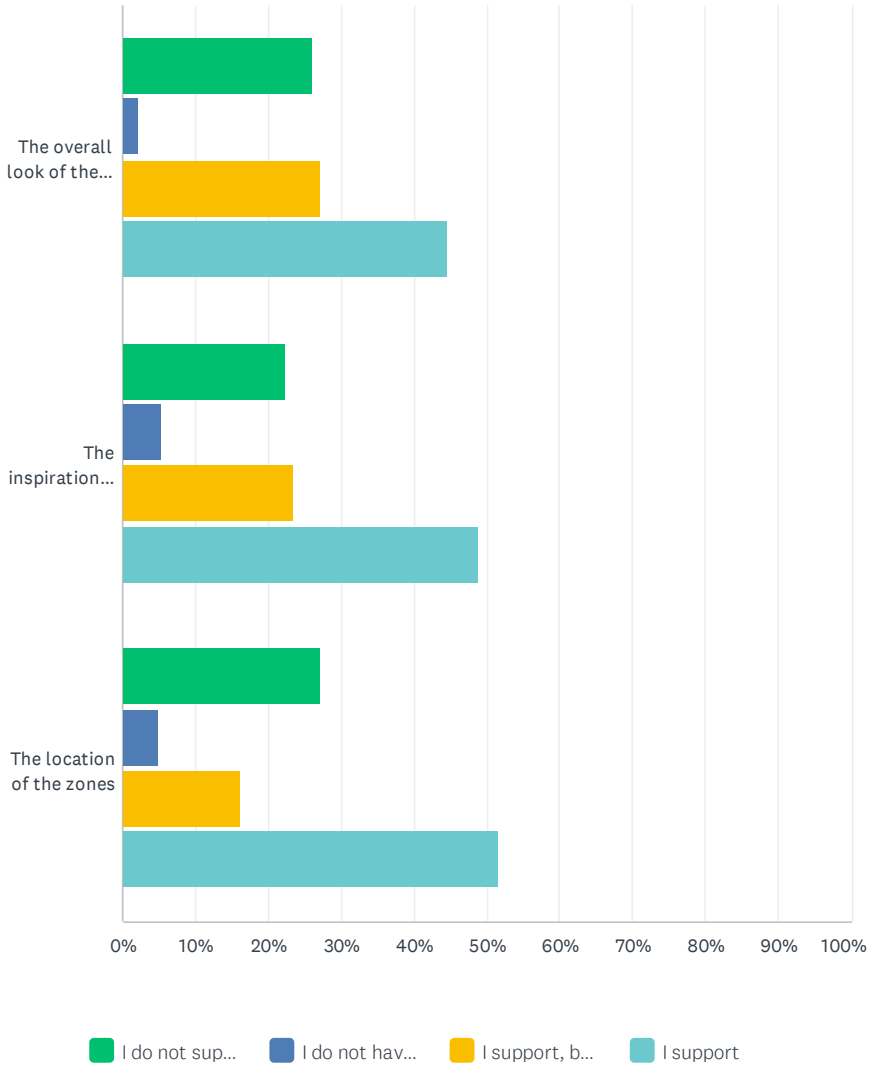


ANSWER CHOICES	RESPONSES	
Yes	97.84%	181
No	2.16%	4
TOTAL		185

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Q5 What is your level of support for the draft concept design?

Answered: 184 Skipped: 2



	I DO NOT SUPPORT	I DO NOT HAVE A LEVEL OF SUPPORT	I SUPPORT, BUT HAVE SOME CONCERNS	I SUPPORT	TOTAL
The overall look of the draft design?	26.09% 48	2.17% 4	27.17% 50	44.57% 82	184
The inspiration images attached to the draft design	22.28% 41	5.43% 10	23.37% 43	48.91% 90	184
The location of the zones	27.17% 50	4.89% 9	16.30% 30	51.63% 95	184

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Q6 Please provide any additional feedback that you would like to share on the draft concept design?

Answered: 149 Skipped: 37

#	RESPONSES	DATE
1	Hi, It's great that council have decided to make this a park. We would like to see the design include a fenced off-leash dog area, even a small one aimed at small dogs. Many people in the nearby apartment buildings nearby will have a small dog. Also you have recently put up signposts at the beaches adjacent to the Swan river rowing club and south of deep water point reserve, clarifying that off-leash is not allowed there. So in the canning bridge precinct we have zero off-leash areas, at least that we can walk to. We have to travel to waylen bay, Shirley Strickland or piney lakes off-leash area – out of walking distance for most small dogs in the apartment building precinct. If there really isn't space at 13 the esplanade, could a dog run be incorporated in the lower Heathcote redesign? Thanks for your consideration!	9/13/2023 2:37 PM
2	Great initiative. Should be more of this sort of thing for community use. How about a kiosk for coffee/snacks whilst sitting there. Make it a focal point for people to meet. I appreciate that local cafes may take objection, but so what, it's not about their profit its about the ratepayers. Moreover, many are not open in the afternoon and if they are then extremely crowded. ie Dome and the Rowing Pavilion. For your consideration.	9/13/2023 2:35 PM
3	My parents live in the area and babysit on a regular basis. My children (and a lot of others) love the slide that CoM has put in at Carawatha Park in Willagee. The concrete slide (that can fit 2 children at once) is fantastic as the rocks surrounding it create a challenge for the little ones to get up. I think if you had just a slide like that one including the surrounding rocks and the round swing that's in the concept drawings that would suffice. Would also like to see a basketball ring (for the older can) in place of the outdoor exercise equipment. Some parking along the street (not cutting into the park) would also be a bonus as when visiting my parents it is hard to find a bay nearby esp on weekends.	9/6/2023 4:08 PM
4	Concern that there may be too much concrete and that the fitness equipment/play equipment may take too much space. please use diverse and shady trees and native plants to provide much needed habitat; so much has been lost with the redevelopments and high rises.	9/5/2023 4:28 PM
5	Stuck between high rise buildings and on the "wrong" side of the road from the river, does not seem like a good position for a POS. In addition, sorry to say, but parking in the area is already under stress, and made more so by the Rowing Pavilion. The removal of the parking that currently occupies the space will result in further congestion and/or impact on local businesses when people can't find parking nearby and simply go elsewhere.	9/4/2023 4:32 PM
6	Hi, I'm currently working on Kishorn Road, Mt Pleasant. at the moment we are experiencing a shortage of parking bays available with the Apartment Visitors, The Rowing Pavillion, Patisserie, plus plus. It would be great to hear how you plan to solve this problem. Many Thanks.	9/4/2023 3:59 PM
7	I believe some parking on both the Esplanade and Kishorn side may be required	9/4/2023 7:40 AM
8	I fully support the use of part of the area as a park but I think there needs to be some area for parking. The Pav cafe on the foreshore takes so much of the foreshore parking means access to the rowing sheds is extremely difficult. So to maintain at least as much parking as is present now would be very beneficial.	9/4/2023 7:19 AM
9	The conversion of the carpark into a park is a poor use of the space considering the lack of parking already existing in the area. With the opening of the Pavilion restaurant, car parking is in short supply for both recreational users and those wishing to use 'park and ride' facilities for public transport. There is already plenty of green space along the waterfront and alongside the rowing sheds.	9/3/2023 3:45 PM
10	No point having outdoor exercise equipment as most of the apartment blocks have gyms. This will then allow a greater open grass space for group fitness. If the area was fenced off it will also allows dogs to get some exercise.	9/3/2023 12:11 PM

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11	Would like to see some 'road parking' on Kishorn Rd as due to apartments and cafe, parking is difficult to find. Suggestion for kid's playground - a slide like the one COM have implemented at Carawatha park in Willagee. It's very popular with children and has rock's around it to climb up to concrete slide. Also like the round swing in the concept design. Instead of outdoor exercise equipment which I can't see being used, would like to see something for older children like a basketball ring if possible. Everything else looks great.	9/3/2023 11:17 AM
12	A small soccer goal and rebound wall for tennis or soccer for kids would be a great addition to the open grass play space	9/3/2023 9:40 AM
13	The seating only needs to be functional. Children's play equipment, if installed, should be practical and relatively safe unlike the equipment at Deepwater Point for example. Needs enough grassed area for children to kick a football ie about 30m.	9/2/2023 6:36 PM
14	I'm in favour of more public spaces a long the river in Mount Pleasant and Applecross, given the increase in population density there is a big demand for this.	9/2/2023 10:44 AM
15	definetely keep as CAR PARKING for the surrounding sporting clubs and restaurants DONT turn this space into a public park - it is too important for the local residents, sporting/competitive rowing clubs, cafe venues	8/31/2023 9:36 PM
16	I currently use the area for parking when I row on the river (3 x week). I also park in this space when I visit the Rowing Pavilion Cafe. The parking for both these activities is already very limited and usually insufficient so I think additional and upgraded parking would be a much better use of the land. It would also be easier to maintain and provide a small income (parking fees). If more recreational or "green" space is required in this local area, then I would like to request consideration for a split between garden and parking.	8/31/2023 9:17 PM
17	I would like to see car parking added to the design. There is already a considerable shortage of parking spaces in the area, so replacing the spaces to be removed and adding new spaces on the other end, would be sensible.	8/31/2023 2:09 PM
18	Whilst only a small park - there needs to be provision for parking. This is one of the last City owned assets in area and last opportunity to provide additional public parking. There is current shortfall and the planned density and uses are great for area, but this cannot be done without providing additional parking in immediate vicinity	8/31/2023 9:08 AM
19	I do have concerns in regards to the amount of limited parking available in and around the river front. I participate in the rowing club. The afternoon and weekends are so busy especially with the rowing pavilion situated on the esplanade. There are enough park and grass area along the river. Not enough parking for local or visitors. Why not have the garden area and parking zone. Design should be more efficient for parking bays. Very awkward for cars to manuvour when the area is full. The park is only to benefit locals living in the area which is not fair to the community sharing the space.	8/30/2023 8:26 PM
20	again, this is a nece idea, but I would only approve if redesigned to add several parks on both sides, one or two less trees and get rid of the kids' playground, I never see kids in this area. i would not support unless parking is addressed as part of the design.	8/30/2023 7:53 PM
21	Playgrounds in the area are mostly aimed for older children. Please can we have a playground with younger children in mind too. A playground without huge fall risks for young children. Sandpit would be great. A shade cloth over the play area would be great since there won't be large trees to provide shade.	8/30/2023 7:32 PM
22	As it is close to the rowing clubs and Pavillion restaurant I believe it would be far more sensible to make it a parking area as there is plenty of public open space along the river	8/30/2023 5:38 PM
23	I think it is fantastic that it is a mostly green space. There are no other parks within walking distance other than the tiny green lawn next to the rowing club. I am also really glad it's not going to be permanent parking. The traffic jams that occur on Kishorn road due to cars parking badly is a nightmare.	8/30/2023 4:40 PM
24	We need more parking, not take away a parking lot we already have	8/30/2023 3:41 PM
25	The concept is great, the more open spaces and parks the better! I assume it will likely be used mainly by local residents and office workers in the area. However, if it does attract people from outside the area (not a bad thing), it may create an issue with parking, as there is already	8/30/2023 1:58 PM

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	a big shortage of parking in this area. I am sure however, that this has been taken into consideration and there is a plan in place for additional parking.	
26	Would be pleased to see this completed as soon as feasible and more similar smalll parks created around the now high rise areas of Melville. I think it would be a good area to install an AED (Automated External Defibrillator) with more people anticipated in using the area.	8/30/2023 12:38 PM
27	I row on the river, use the parkland on the river side and the existing parking area on the Esplanade. Parking is a major issue, especially on weekends and during holiday season. I have no problem with the parkland proposal but would request that the existing parking area is retained at least.	8/30/2023 12:38 PM
28	The amount of people that work and visit this area for apartment visits, cafes and eateries demands more carparking. This has long been an issue and removing carparking from the area will create additional problems.	8/30/2023 11:57 AM
29	Use for parking for rowing. Already busy to park early in morning taking away will cause further congestion.	8/30/2023 10:47 AM
30	I commend the local government for providing park area for local residents and for visitors, however the plan to take away the existing car parking will be a big mistake. There is limited parking around this area for regular visitors to the new restaurant and for rowers. The plan would be excellent if the existing parking spaces are retained. If they were retained it would be good to redesign the layout of the parking bays as the way it is structured at the moment makes parking very hard. The bays should be positioned on the North and South walls so the access is via the middle.	8/30/2023 10:20 AM
31	Does exercise equipment actually get used by the public or is it just a 'feel good' to put it in there?	8/30/2023 8:18 AM
32	I am concerned that there are insufficient paths for easy access by wheelchairs and the seating does appear to be appropriate for the elderly.	8/29/2023 11:09 PM
33	I feel the inspirational designs have too much 'form' & concrete. We need as much green in this relatively small space as possible (minimal cement paths etc - just enough to allow good disabled access). It's a park and should be green space - the art spaces can be in the buildings as can gyms (I attend an indoor gym). This area is a concrete jungle/heat island and needs real trees more than anything else - some really decent canopy. I'd also support native trees like eucalypts - we have enough jacarandas and plane trees already. So for me it is trees, trees, trees please - and as many as you can possibly fit in! There is also a need for places to walk dogs - especially for those in apartments. Dogs love trees.	8/29/2023 10:06 PM
34	I would like to have a gated dog play area	8/28/2023 9:21 PM
35	Wish there could be an indoor badminton court or an outdoor tennis court	8/28/2023 7:15 PM
36	My main concern is the lack of investment proposed in the park. The park would be one of the most strategic parkside development opportunities ever contemplated in Perth, yet the plans show a very basic almost suburban level of park. This is really disappointing, and shows a real lack of awareness to the significant intensity and activity which density and vibrancy is bringing, and the need to support that with a fully accessible, functional and highly utilised parkland space. The lack of meaningful play equipment is a very disappointing element, and the many families who access this part of the river a continually let down by the play experience which is not fulfilling the magic potential of river side location. The plastic parkland furniture adopted along the Melville river is a poor keynote, in comparison to examples like Bibra Lake which set a really clear and compelling story to the play experience. The City of Melville has the chance to restore community faith and sentiment in their delivery of the Canning Bridge Activity Centre Precinct in this park - this needs to start with a park that is of a significant scale, with its linear nature supported by a song line that connects with the Aboriginal myths of the Swan River with the unique offering that a park in this location could provide. The City would benefit from reviewing the approach taken to the Bibra Lake Park, and how its genuine connection to the Aboriginal heritage of the lakes has enabled the park to have meaning that cuts across all generations, cultures and experiences expected. The story once captured would then shape bespoke play, outdoor exercise and reflection opportunities. It should be a park which is prohibited for use by dogs, given the focus on provision for families and the like.	8/28/2023 2:37 PM
37	This would be better situated for public carparking as parking on Kishorn is dangerously	8/28/2023 1:37 PM

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	restricted down to one lane. This is unacceptable when these is an apartment building and busy cafe on the same street.	
38	No car parking is ridiculous and with removal of existing carpark the only parking is street parking across the busy Esplanade with a lot of traffic entering and exiting Canning Highway so dangerous for particular children and elderly.	8/28/2023 10:00 AM
39	As the open space is between two roads, it would help parents (and dog owners) out if there was fencing around the park.	8/28/2023 2:23 AM
40	The area is a rowing precinct which requires sufficient parking for the activity. There is enough public open space along the foreshore, at Deep Water point and Heathcote.	8/27/2023 2:03 PM
41	The area has enough open space, this park would create even more parking issues as not enough parking now. The rowing pavillion and rowing clubs need more parking not less.	8/27/2023 12:30 PM
42	First - THANK YOU for a park where is it so needed. It is critical that this space contain as much 'green' as possible and that cement pathways etc be kept to a minimum because we need to reduce the hear island effect and birdlife needs ground. The green canopy in this area has been decimated and along with it the local birdlife. I strongly support using native plants that will offer a food source for local birds and a height staged canopy - tall trees, small trees, shrubs and ground covers. Please utilise advice from a professional environmental scientist/landscaper such as Josh Byrne or Sabrina Hahn to advise - we need to make the most of this space for the environment. Many locals who live in the apartments near this park will use the park to walk their dogs daily. Dogs should be allowed to walk on the grass and be in the open area. The locals can police the 'pick up after your dog' issue.	8/27/2023 11:47 AM
43	We need parking There is plenty of open space on riverside . Risky and confined park as proposed.	8/26/2023 4:57 PM
44	I believe the land currently parking should stay as parking. The changes to the precinct with multi-storey buildings and the new venue mean parking has become very limited for those trying to access river for recreation be it walking, running. Kyaking, boating or rowing. Reducing parking means that only rich people who can afford to live in the streets near by can access the recreational areas. And if you are from outer melvilke suburbs you can't. It is one thing to use buses, trains or taxis for a night out. But not regulary exercise early morning or evening. And not everyone has door to door public transport as do the people in the precinct. Also, there will be a loss of revenue from the parking and the addition of cost to upkeep lawn instead when there is lawn across the street that people can use.	8/26/2023 3:15 PM
45	I believe the land currently parking should stay as parking. The changes to the precinct with multi-storey buildings and the new venue mean parking has become very limited for those trying to access river for recreation be it walking, running. Kyaking, boating or rowing. Reducing parking means that only rich people who can afford to live in the streets near by can access the recreational areas. And if you are from outer melvilke suburbs you can't. It is one thing to use buses, trains or taxis for a night out. But not regulary exercise early morning or evening. And not everyone has door to door public transport as do the people in the precinct. Also, there will be a loss of revenue from the parking and the addition of cost to upkeep lawn instead when there is lawn across the street that people can use.	8/26/2023 3:13 PM
46	Be fantastic for walking the dog. Maybe a fenced off lead dog area	8/25/2023 9:23 PM
47	You need to include more parking for that area in mount pleasant in general! If you want to encourage more traffic to support small business around the area you need to add parking. Include EV charging stations as well to encourage EV uptake or encourage more EV traffic. Don’t waste rate payers moneys on beautifying. It’s close enough to the river for them to just walk to the river to enjoy the NATURAL beauty that the river provides.	8/25/2023 12:11 PM
48	As stated above- a very ill conceived idea when this area is desperately short of parking for adjoining Restrauant and rowing club facilities and several office/businesses. It will cost money to establish and maintain when there are existing grassed and recreational areas nearly. A stupid idea.	8/25/2023 10:53 AM
49	Lack of parking in the area means that this park will only cater to local residents who have the ability to walk there. They are more likely to use it as a thoroughfare to get to the river. There is not adequate parking in the area as it is. Given the location close to the river and rowing clubs, parking for people who do not live walking distance needs to be considered.	8/25/2023 9:55 AM

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50	Looks great and we can't wait to use it. The playground should be extended to be bigger. We feel that would have much greater use than, the proposed exercise equipment which, is under utilised in most open space locations. Thank you.	8/24/2023 10:14 PM
51	Plants should be strictly natives with emphasis on plants that will provide food and habitat for fauna. Some of the succulents planned are not native and do not serve the environment.	8/24/2023 10:02 PM
52	It may be useful to encompass provision for some cycle and vehicle parking	8/24/2023 5:38 AM
53	Great idea to have additional green space, especially down by the river.	8/23/2023 8:46 PM
54	Need some shaded areas	8/23/2023 7:24 PM
55	Some exercise equipment would be good.Please provide some shade for Summer time.BBQ facilities would be good.Please provide a water fountain also.	8/23/2023 7:24 PM
56	Green space street to street I support	8/23/2023 6:19 PM
57	Support the design but would like some parking bays on Kishorn Rd.	8/23/2023 5:55 PM
58	I think that public open space is important, however I also think that physical exercise and membership of community-based clubs such as my rowing club is important. There is very little parking available to rowers now and with the removal of the carpark there will be even less. Would it be possible to establish the park on part of the site and retain the carpark?	8/23/2023 4:19 PM
59	I would like to see the current parking bays continue to be made available. Parking is extremely limited in the area and without this parking I will have to walk further to access the rowing sheds for social rowing. The current bays are used by rowers on a daily basis along with the street parking along The Esplanade. Without access to the current parking many people using the rowing shed will have to walk a considerable distance. Ideally the plan would accomodate the current parking bays while also providing the park area. 50/50	8/23/2023 12:37 PM
60	I'm an occasional petsitter so would personally prefer most of the area to be fenced off as an off-leash play area for dogs. This would encourage community interaction between dog owners, and ensure the area gets used more than if it becomes just another small under-utilised playground for children and a venue for an occasional officeworker to eat their lunch. Part of the area closest to the Esplanade could be set aside for those who dislike dogs.	8/23/2023 12:29 PM
61	I find the use of this specific site lacks imagination and seems to be just a strip park for connecting Kishorn and The Esplanade possibly targeting dfog walkers. There is limited active space for kicking a ball or free play. The large pathway seems to be designed for dog walking and acess and is passive with little to atract children/young people and you people. The loss of parking on both Kishorn (given its already limited on street parking and no public parking in Circe) and The Esplanade, I believe that the addition of parking bays at both ends of the park would be beneficial to locals and their visitors including those using the rowing sheds. Overall there is limited active space in this part of Canning Bridge. A small netyball/basketball court would be usefull and broaden users. The art spaces are fine but the limited size of this area means it needs to broaden the users and still meet the some parking space requirements in this area.	8/23/2023 11:19 AM
62	A park would be nice, it part of the space needs to stay parking otherwise it's very hard for people to access the foreshore and rowing clubs	8/23/2023 9:09 AM
63	This area has an important use as a carpark & already is more often full to overflowing. To take away available car spaces will create much more congestion particularly in light of the Pavillion	8/22/2023 6:32 PM
64	This survey is contructed to get positive feedback on the design and not the alternative. Such a poor idea in the first place.	8/22/2023 5:03 PM
65	Extremely concerned the small parking area, which supports access to the WA Rowing Precinct area will be turned into a play park. The WA Rowing Precinct area is a one off venue for elite and community rowing activities and has been at the location since the early 1960s. If anything, the use of the said land should be expanded to better cater for the young rowers who access the training and development programs. By comparison, other sporting venues actually have adequate parking for sports people to come from across Perth. Unlike many suburbs, Applecross, Mount Pleasant, Ardross have very good parks and play facilities. As a member of the Perth Rowing Club it is now an issue to find parking to access the rowing precinct area. I	8/22/2023 4:48 PM

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	implore the City of Melville to reverse its plan in this respect. At the very least retain at least 50% for current and future rowers. Carolyn Fennelle	
66	The furniture displayed looks great but very uncomfortable. Keep the planting local to the area and bird friendly. Interested to know what type of lighting. Movement sensors would disturb any wildlife attracted but need to deter any antisocial behaviours. Maybe include security cameras. What about a bbq for local to come together	8/22/2023 4:44 PM
67	I object to what little parking there is in the area being reduced given that the Rowing Pavilion was opened without adequate parking provided which has already led to illegal parking on the roadway and in our building at 1 The Esplanade. I would much prefer this project being developed along the foreshore instead and leave what little parking we have as is. We are having to spend thousands in securing our own private parking from unwanted visitors using our area for parking.	8/22/2023 4:33 PM
68	This plan takes up parking that is in high demand and is in a location immediately opposite an entire river front of parkland. As a local business worker the lack of parking in the area is an impediment to local businesses	8/22/2023 4:22 PM
69	More green grassed area. Shaded seating structures look interesting but may invite homeless tarpaulins over the top and make a nice tent. Exposed timber finishes will need initial and six monthly re-oiling to ensure they retain their natural design intended colour. That said, natural timber is difficult to protect against graffiti. Anti graffiti coating will be required to the concrete seating. Concrete seating to be off form and not skim coat to ensure longevity of finish. Movement triggered lighting at night required. Stainless vehicle bollards required at each end. Consideration is needed for introduction of additional parking within future high rise developments to offset against lost bays and counter the increased demand from new cafes and bars.	8/22/2023 4:21 PM
70	A carpark	8/22/2023 4:18 PM
71	Would like some parking on at least Kishorn rd. It would provide a barrier for traffic /park	8/22/2023 3:53 PM
72	At KishornRd end car bays would be beneficial to create a barrier for the road and park.	8/22/2023 3:49 PM
73	It currently provides parking which is very important when using the Rowing Pavilion.	8/22/2023 3:37 PM
74	Too many seating areas (there are opportunities for this along the river) Not enough active play spaces for kids. Love that you are considering options for workers during breaks. Essential it remains dog on leash area. All other parks close to us are dog exercise areas and my kids don't like the dogs. My kids (4&7yo)want: see saw for the whole family, running track, slide like at Shirley Strickland but blue with stars, somewhere to play fish and chips shop, climbing frames, bike track circling around the park with curves and bumps and stop signs like a road, sound pipes you talk into, a hall of doors where you go through one door and end up coming out of another door, jelly fish sculpture, nature play spaces. Essential for mature trees to provide sufficient shade, water fountain,	8/22/2023 3:36 PM
75	I support the idea of on-leash only dogs and bins/dog bags dispenser. A dog park is needed in this area but this doesn't feel like the right place. I would love to see the paved path to be wide enough to support food carts on occasion. In the future it would be great to see tech advances too (wifi, smart bins). I strongly support the exercise equipment as there isn't any in the area. Space to read or gather under the trees would be great. Trees to be a mix of natives to support bio diversity (fauna and flora) would be great. Excited to see how this can tie into the Ogilvie concept.	8/22/2023 3:29 PM
76	Please make the path inaccessible to bikes and scooters. They are dangerous on the Esplanade and would be a hazard to children playing here	8/22/2023 3:27 PM
77	I would like to see consideration for the pedestrian traffic coming from and going to the park across the esplanade	8/22/2023 3:26 PM
78	Seating that is comfortable and in shade	8/22/2023 3:21 PM
79	Fragrance garden similar to south Perth and consider Mediterranean herbs- Seating to consider comfort and shade and functional	8/22/2023 3:18 PM
80	Think it will be good for the area.	8/22/2023 3:02 PM
81	Where was the council engagement as to whether the majority of public actually wanted this to	8/22/2023 1:35 PM

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	be a park? I would have to drive there to use this park, and by the look of the design it won't be anything exceptional. I do however drive to that area to go for a walk along the river, go to the rowing pavilion or praline for food. There isn't that much parking along kishorn or the road. Where is the support for small local businesses? This seems to only benefit a small portion of local residents. Why is another park needed there when there is ample riverfront land as well as fantastic open space and playgrounds at heathcote and deep water point? Furthermore our rates keep going up. How is the city expected to keep funding these projects. I think the city needs to take a step back and do an engagement on what the whole of community want for this site before going out to ask us what we want the park to look like. Why has council made this decision without any engagement?	
82	I think a "productive tree" theme would be great. The trees could be labelled so that children (and others) can learn. Having said that, the selection would need to be done carefully as one doesn't want hassles of fighting against fruit fly, too much maintenance, etc. From the list at https://www.rarefruitclub.org.au/Section1.htm my selection would be Olives (perhaps 6 trees) Mulberry (English Black, not the Cape ones) Lemon (couple of different varieties) Curry Leaf Tree (just 1) Avocados (not on their list, but still worth growing - a few different varieties) Bay bush (just 1, pest free except some susceptiblity to pink scale) Pomegranate (just 1) and, finally, but both need to be protected against birds Almonds and, Macadamias (perhaps 2 trees) Riverside locations are often pretty bad for rats, but the fix for the nut trees is to plant them in metal cylinders (say 20litre drums with bottoms and tops cut out). This way rats can't climb up the trunks ... Rats can jump, though. One doesn't want to attract homeless people so shouldn't have too many food crops that one can eat in situ. It is only black cockatoos that get the macadamias and, as they are a bit endangered from clearing in the wheat belt and bauxite mining etc., giving them a feed is perhaps OK. I think it would be good if the almonds were to be grown in the SE corner of the site. Perhaps 10 trees. They are very pretty when in flower. It would fit in with the seating and gathering end there, but requires a structure, which requires a bit of variation from the concept plan. Smaller parrots, 28s etc. as well as cockatoos can damage almond crops. The SE corner should gets lots of winter sun. I suggest that the almonds should be grown under a high pergola with chicken wire over top and 3 sides, the sides being those at E, S and W, with doors for use when nuts are vulnerable to parrots at E and W end. When the nuts need protection (around November to Xmas?) there could be netting rolled down to close the north side. The seating and gathering would work in the pergola. Lots of options, e.g. some clear polycarb roofing over the seating providing shelter from rain. Olives? Easiest is just for people to bottle at home ... However there are lots in people's gardens and one wonders whether, well-publicised, it might serve as a place for Melville ratepayers to bring olives (just one day in the year) to get enough to take to be processed to oil. I've never done it, but have read https://www.rarefruitclub.org.au/OliveOilProcessing.htm And, I know people that get a day out of town at small, less mechanized olive orchards, picking - and getting good olive oil cheaper than supermarkets. The garden, small shrub, areas could also have productive plants. Rosemary is an obvious one. The yellow flowers of Chinese Day Lillies are good in salads. grantkeady@gmail.com	8/22/2023 11:48 AM
83	I feel turning this prime riverside site into a park is a lost opportunity to provide more dwellings for current and future community, if the zoning is similar to the other medium density buildings between the site and Canning Highway. There's already a lovely riverside pedestrian path and areas to recreate all along The Esplanade, including the green space next to the rowing club. Could that provide the same amenity as you're suggesting for 13 The Esplanade.	8/22/2023 11:34 AM
84	Pergolas would be useful. Drink fountains. Rubbish bins.	8/21/2023 10:36 PM
85	When you allowed the Rowing Pavilion Tavern to open without requiring them to provide for extra parking you have effectively finished any chance of rowers or any other public to any longer have access to that carpark. The result is a shambles and often means cars are parked upon the median strip and also in the exact area where you are now proposing this reserve. What are you people thinking ?? Are you seriously going to now reduce further the ability to park in what is already a shambles. I cannot believe you are even considering this stupidity!	8/21/2023 8:37 PM
86	Concerned for noise impact on neighboring properties, but I'm sure mitigation measures could be put in place. Probably still better than having a car park on your boundary.	8/21/2023 3:36 PM
87	Prefer to not have children's playground. Make it a quiet spot please. There are playgrounds at Deep Water Point, Heathcote and Shirley Strickland already.	8/21/2023 3:35 PM
88	Feel this is a waste of funds. If sold the funds could be used to maintain existing parks. It has better use for parking for local business -seeing you will be removing parking from Ogilvie Road	8/21/2023 3:25 PM

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89	would love more play area for small children	8/21/2023 2:54 PM
90	We understand the need for public open space but are somewhat disappointed that the original proposal for a multi-story facility for family and aged citizens was curtailed.	8/21/2023 2:07 PM
91	It would be great if the play area ensured to have options for various ages of children. Too often playgrounds in the Mount Pleasant area and surrounds (like for example Deep Water Point, Heathcote and Shirley Strickland) only cater to older children and young toddlers are unable to use the play equipment safely. Also, while the trendy nature play playgrounds are great, children love the classics (colourful slides, steering wheels, staircases, tubes etc.). There are so many nature style playgrounds in the Mount Pleasant area and surrounds (Deep Water Point, Shirley Strickland, Heathcote) that a more colourful classic playground would be great. It would be great if the open grass area and the outdoor sport equipment could switch so that the open grass is closer to the river.	8/21/2023 1:48 PM
92	This proposed development is in the wrong location. Surrounded by The Esplanade which is a very busy road. The size of the proposed development is small.	8/21/2023 1:02 PM
93	Fantastic idea. Keep the plans representative of the majority (not a vocal minority). Greenery, playground for children, spaces to sit for the elderly and those with accessibility needs. I love this plan.	8/21/2023 12:53 PM
94	TO REMOVE EXISTING CARPARK FACILITIES FROM THE AREA IS WRONG. PARKING IS ALREADY AT A PREMIUM IN THE AREA. ALREADY ON THE RIVER OPPOSITE, IS APEX PARK. PEOPLE ARE HAPPY TO GO THERE AND BE NEAR THE WATER. NO ADDITIONAL PARK IS NEEDED. IN MY OPINION, THE EXISTING CARPARK SHOULD BE KEPT AND EXTENDED THROUGH TO KISHORN ROAD.	8/21/2023 12:04 PM
95	Keeping the playground central is a great idea, if you would consider a small fence around the playground especially if dogs will be allowed in this park. It is an extra layer of safety to keep children safe. Please consider an adult & child combination swing, like at Bob Gordon Reserve. Melville City should create more parks like Bob Gordon. There are no public toilets in the area. Will one be planned for this space? Like the use of natural materials and the flora chosen.	8/21/2023 11:46 AM
96	A tiny "park" with too many small zones. Make it mostly lawn with a few trees and a couple of garden beds, play ground (covered from the sun) and exercise area. A better idea would be to use these funds to counter any further development of the Canning Bridge Activity Center. These ugly, out-scale buildings taking natural light and causing extra traffic problems are not wanted by your rate payers!	8/21/2023 11:45 AM
97	When planning, please, please consider the materials you use in order to avoid the area becoming a heat sink, and to avoid plastics and similar that degrade and pollute land and air and water. Consider what large heat holding, or heat reflecting buildings are likely to be built nearby which will impact on the aesthetic, heat, humidity and plant health and overall personal comfort in the park. Consider noise generation from within the park and its possible impact on people nearby. Consider noise management from nearby roads and the freeway. There should be places where noise can be dampened (reduced). Access to the nearby river should be included in planning: for example, a cross walk and traffic speed controls such as speed bumps.	8/21/2023 10:52 AM
98	Please, reference well designed parks and not just basic green space design like the ones in the proposal. There's no parking in the area so the space will mainly be used only by those who live next to it. Ie, there won't be a need for big facilities like 40 person gazbos. Most parks people ignore the dogs on leash policy, if it's meant as a green space for families put a large fenced playground with big "no dogs" sign on it. Otherwise after 3 months and hundreds of dogs using it and pooping everywhere you won't get families using it. There are a lot of we'll designed parks in strips in Manhattan. Copy and paste the highest rated ones. Have a set of toilets. Place very mature, non-native ever greens like Morton bay figs in the middle. Many many parks suffer from poor planning due to insufficient shade and recognition that Australian parks are generally unusable from November to March without getting burned. Case in point, Elizabeth quay, surrounded by tall buildings like this park will be, horrible paved areas everywhere causing amplification of all light turning it into a horrible heat box in summer that no one uses. Have space along the sides for food trucks to hook in with power for ad-hoc food festivals. Put up shade sails while the trees are growing. Please, no native gardens. Just because we can doesn't mean we should. Model gardens off the Supreme Court gardens if	8/21/2023 10:52 AM

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	possible. Draft concept is very off putting in regards to a family playground of it being a usable space. Because the block is 22m wide and 60m long there is potential for a small 2 Lane running track around the edge. Public toilets are required. Please don't repeat the playground at deepwater point. Where they placed a function centre in front of all the views and blocked out the river. And then put in what has to be one of the worst playground designs possible which is almost completely unusable for kids under 5. Whoever approved that style of playground left a legacy of a play space that kids constantly injure themselves at and no one uses most of the time. Install a spider web tower, place the toilets at the opposite end to the river. There is no need to have a huge walk way in the middle. Fill it with grass and place a run path people can use down the sides. This also has the benefit of keeping trees away from the properties on the side and makes them come to the middle where, once built up, they will still get light. Plus if branches fall, they won't damage building on the sides. Please again, I'm begging. Don't install natives. Use thick leaf evergreens. I would also put in age appropriate playgrounds for 0-5, 5-10 and 10-15. It doesn't have to be heathcote reserve, but it also doesn't have to be another deepwater point. There's a balance you can strike. FYI no one regularly uses public 'exercise' equipment. It's not worth it because 99.9% of people run/cycle. That said, water fountains. And a bike tool service spot. Shirly strickland has a very good climbing tower and activity area. That exact playground would work perfectly. Also, the two things missing from Melville playgrounds which playgrounds/green spaces have that do very very well are flying foxes (two side by side) and in ground mini trampolines. Can't stress those two enough. It can be a great space. Please no horrible zero maintenance lowest cost playgrounds with lots of big non native green trees and green grass. Minimal paths.	
99	Design needs to be integral with the concept that adjoining sites will be redeveloped and have uses directly fronting and accessible to a square or plaza with multiple seating opportunities and sculptures	8/21/2023 9:26 AM
100	Make sure the tree canopy creates shade for hot days to shelter.	8/20/2023 9:21 PM
101	Need to fix traffic and provide more underground or multi level parking	8/20/2023 10:07 AM
102	More green space is good for the community and the environment. Place to meet family and sit and enjoy	8/20/2023 7:35 AM
103	Can we please have some straightforward picnic tables as well as the fancy seating pictured?	8/19/2023 8:30 PM
104	There is plenty of open space along the river. It would be better divided into short term (3 hrs or less) parking and and small area of open grass with trees to sit under.	8/19/2023 2:20 PM
105	Do not provide seating as in first and last images of 5 - these accommodate people 'being slack'. Provide alternative to seating such as exercise areas. Separate art from child play zones or it may be played on.	8/19/2023 11:32 AM
106	I think a water element like a water fountain would be a nice addition, and one piece of artwork reflecting the local area.	8/19/2023 9:58 AM
107	Play equipment for kids with physical disabilities? Gated?	8/19/2023 9:32 AM
108	As a local resident who constantly sees cars park on the median strip outside 1 the esplanade I am totally horrified to hear you are considering removing car parking as part of the proposal. By all means pretty up the vacant block but tidy the existing car park, DO NOT remove it. council has the users of the pavillion totally wrong - Many people drive here. Trucks park illegally on the road when they do deliveries. Ubers stop illegally on the road. Someone (possibly a manager) from the pavillion thinks the triangular bit of concrete that is not a parking bay was there for their benefit - totally rude. The bus from private school parks illegally on the road during the week….. Have I provided enough reasons for you to consider existing ways to improve parking in the area rather than remove bays. If anything pretty up the area but add parking bays that can be accessed from the Esplanade or kishorn. More parking not less is what is required. If a parking review has been implemented maybe it needs redone at different times to capture actual use. Do not rely on parking meter use as many people do not use correctly.	8/19/2023 9:28 AM
109	Currently, the river foreshore provide excellent parkland for residents and visitors. However, there are lack of car parking bays. That location should be use as car park with more bays.	8/19/2023 9:22 AM
110	This is an update of my earlier response. When writing it, I had seen only the plan, not the associated images, which add interest to the proposed space. I still believe, though, that a water play / feature would contribute a lot to the vibrancy of the area.	8/19/2023 9:17 AM

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111	I believe this space does not provide a level of engagement above what is already offered on the walk/cycle path along The Esplanade. The draft design looks dull. I would like to see more lively use, such as that offered by some kind of a water play feature. That would excite more interest, both for the fun it would provide for children and the entertainment provided by watching them enjoy it.	8/19/2023 9:04 AM
112	Please plant appropriate native plants.	8/19/2023 9:01 AM
113	An outdoor swimming pool could have been more beneficial to the community	8/19/2023 8:58 AM
114	Setting asside an area for a community garden would be welcomed.	8/19/2023 8:58 AM
115	It would be great to have local plant species. APACE can help. Please provide a water fountain with bottle refill and dog water bowl. One at each end? Why no public toilet? This is important for small children and over 50s. Please provide dog poo bags and a bin that's away from picnicking areas	8/19/2023 8:21 AM
116	Well done on a great plan for this space, it will be well used by local residents.	8/19/2023 8:18 AM
117	The proposed seating is not user friendly for elders. I like the use of Art Deco but would like to see use of dolphin motives included in design consideration, especially as the pod of dolphins that play by the Canning Bridge are quite well known locally. They are a source of joy for walkers near the Rowing Club. Would like to see more sense of place in design elements. Especially as the Senior Recreation Centre was bulldozed without community consultation or consideration. Would suggest that Special Art students at Applecross High School be invited to submit design ideas too. You might be pleasantly amazed by what they come up with, without it costing a fortune. Also be mindful of the seating in memory of loved ones along the river between the site and Deep Water Point. Please commemorate a sense of place not commerce.	8/18/2023 4:06 PM
118	For the playground: some bushland/planting designed for children to play in would be great. I would love to see an area where kids could interact with nature safely and without being in the wrong space. For the seating: maybe less geometric shapes with harsh edges and more organic shapes so they're more comfortable to sit on?	8/18/2023 3:43 PM
119	This area is (in part) used for parking for rowers at Canning Bridge. Its removal will be a major issue for these clubs. The design needs to be adjusted to accommodate at least as much parking as is currently available at this site.	8/18/2023 11:16 AM
120	There is already issues with parking in this area, with new residences and commercial outlets. Removing the existing parking is a bad idea. I strongly believe that this parking shold be maintained and preferably increased to service the existing needs of the community and a smaller new open space. I would suggest this area should be split into 50% parking and 50% open space.	8/18/2023 10:47 AM
121	I would like to see plenty of seating options but in the sun and in the shade to me it usable regardless of the temperature. I recommend rearranging areas so that the most seating is facing the river view, and make sure there are no obstructions like high bushes on the river edge. Also I would love a section with edible plants (and clear identification) for the community's benefit, esp. low-income people.	8/18/2023 10:01 AM
122	Exercise equipment would be a bonus and I expect well used.	8/18/2023 9:43 AM
123	I would have loved to see the inclusion of a lovely enclosed dog park. There are many dogs who frequent the area and it would be a great asset and promotional space for area for dog owners to unwind while their furry friends enjoy the greenery and socialise in a safe enclosed area.	8/18/2023 8:54 AM
124	1. Why no BBQ/s - even just one? (As far as I am aware there are no public BBQ facilities in this area) 2. Do the seating areas include shade / rain protection?	8/18/2023 8:48 AM
125	Would be good to put in views of the river from the park - have raised seating or are with a view onto the river	8/18/2023 8:46 AM
126	Having busy roads at both ends mean the park should be fenced for safety reasons to stop children and dogs running into the roads	8/18/2023 8:26 AM
127	The park needs to be fenced on both roads for safety for children and animals that might run onto the road - they will run from one end to the other and there is increased traffic in this area.	8/18/2023 8:20 AM

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128	I fully support the idea of changing this area to public open space however we often use this existing car park so have serious concerns about the lack of car parking in this area since the Rowing Pavillion has opened (which we love (being able to enjoy the River) by the way). Possibly a multi storey carpark (to minimise it's foot print) is required in the current car park between the two existing Rowing Clubs	8/18/2023 7:39 AM
129	We live within walking distance and have two young children who would love to have somewhere to play that is more spacious than our backyard - this is the reality of high density living.	8/18/2023 7:28 AM
130	Uninspired design but could easily be redeveloped to respond to new opportunities in future. This area needs better connection with the river foreshore, capitalising on views of the river, activation (e.g. cafes), while providing recreation area and east-west pedestrian connection	8/18/2023 7:14 AM
131	The playground is small and uninspiring	8/18/2023 7:13 AM
132	It's just another park for ppl in the immediate vicinity. Not inspiring. How about a demonstration garden to showcase native plants? I'd have to make an effort to visit, not worth it as it appears at the moment.	8/17/2023 9:36 PM
133	Needs more play ground equipment, no much seating atea	8/17/2023 9:04 PM
134	I love the relaxing pods and native plantings.	8/17/2023 7:58 PM
135	A waste of land with it being right on the river where there is ample open space available to the public already. Add these features along the river from Canning Bridge to Mount Henry Bridge, where space permits.	8/17/2023 7:16 PM
136	Looks amazing and great to see reclaiming areas to make green spaces for people to be able to use. Use of native species would be good to attract native fauna. Highly support.	8/17/2023 7:00 PM
137	I feel that functional exercise equipment would be very beneficial as the majority of other functions can be carried out on the foreshore area and the closest outdoor exercise equipment is at Mount Henry Bridge. I note the concept plan states 'potential'	8/17/2023 3:58 PM
138	look for ways to include community members in the refurbishment e.g.: community planting days, training courses / workshops, public art	8/17/2023 1:08 PM
139	It's great to have more trees in the area, and somewhere nice to chill near Canning Hwy. It will be good for everyone who's just moved into the apartments on Kishorn Rd. I'm in one of the apartments at 62 Kishorn rd (right next door to the block), and I get no sun due to the building next to me, so I'm looking forward to using the park.	8/17/2023 1:07 PM
140	I think this area will be frequented often as there are a large amount of office areas and the population is demonically increase and will be a lovely are to take family.	8/17/2023 12:21 PM
141	The art and play area should have seating close enough for monitoring of children.	8/17/2023 11:46 AM
142	it's a stupid idea - why would anyone sit in this new park when they can sit on the foreshore?	8/17/2023 10:34 AM
143	Please provide adequate lighting to feel safe walking through in the evening and early morning. Wonderful Idea. I have often wondered how this space could be repurposed for public use.	8/17/2023 10:25 AM
144	Would please like a swing set. Keen for the exercise equipment. Otherwise it acts more as a walkway than a park.	8/17/2023 9:10 AM
145	The art and play area (and possibly seating areas) need some form of shade covering. Critical with children using the play area	8/16/2023 9:26 PM
146	Should be more grass and minimal hard surfaces sufficient only for prams and wheelchair access. Seating needs to be as comfortable as possible, while durable, and in the shade of trees.	8/16/2023 8:58 PM
147	I would wish for there to be plenty of shade cover through tree canopy. No artwork as there is plenty of natural beauty of the river and within the new park space to be the focus.	8/16/2023 8:21 PM
148	The size of the paths between areas look quite small, if it were to be busy we would need larger paths to facilitate more people to access the park. I am also unsure how used the exercise equipment would be. As I know it is in a few different parks, and gets rarely used. I wonder if this space could be utilised better, for more garden or more open area.	8/16/2023 7:56 PM

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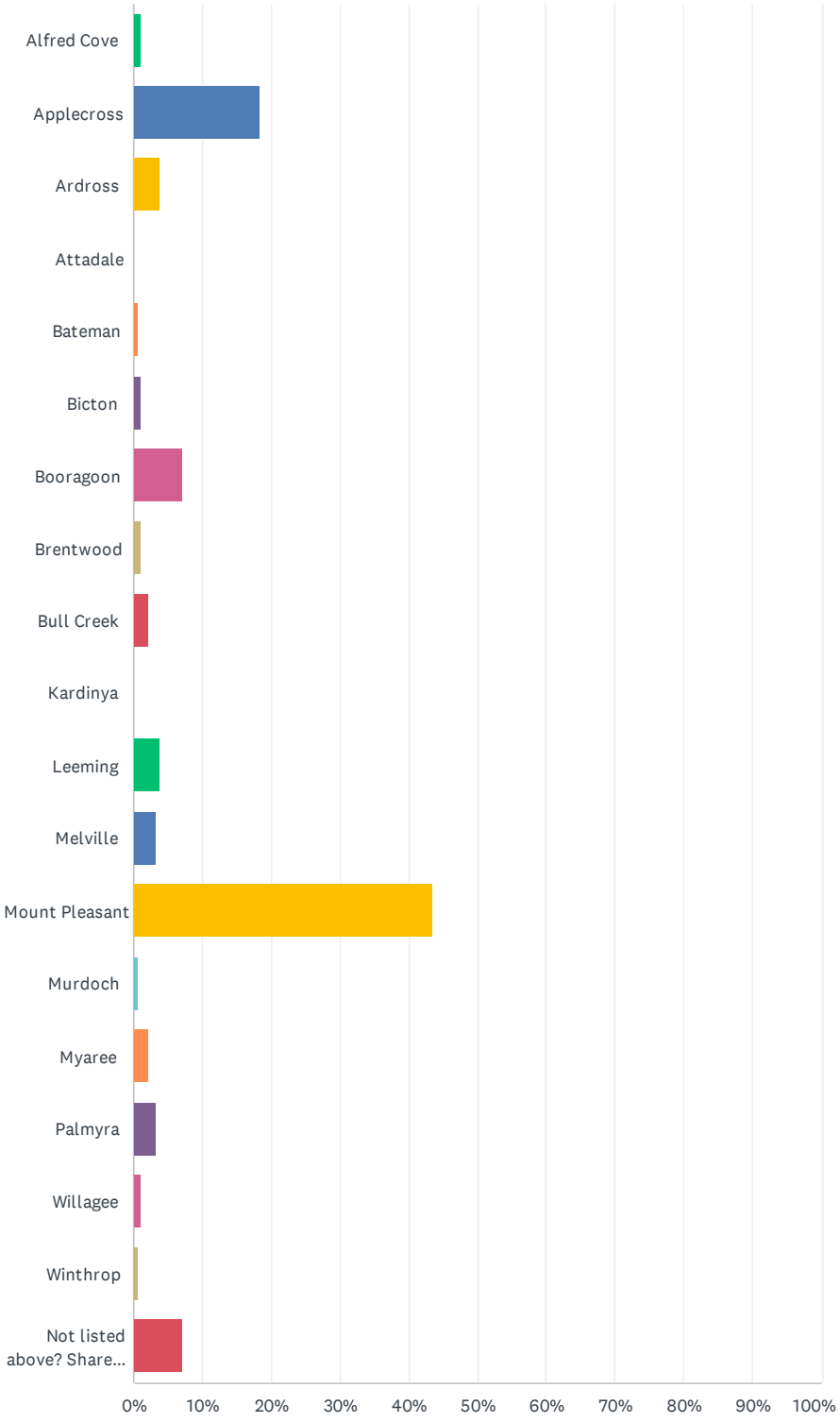
149	I know you say the will not be a public toilet. Where do older people go to find a toilet considering many experience urgency and frequency? At least, reserve a location that can later accommodate a public toilet. Canning Bridge Station has no toilet facilities. Is the City against public toilets?	8/16/2023 4:59 PM

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Q10 What suburb are you from?

Answered: 186 Skipped: 0

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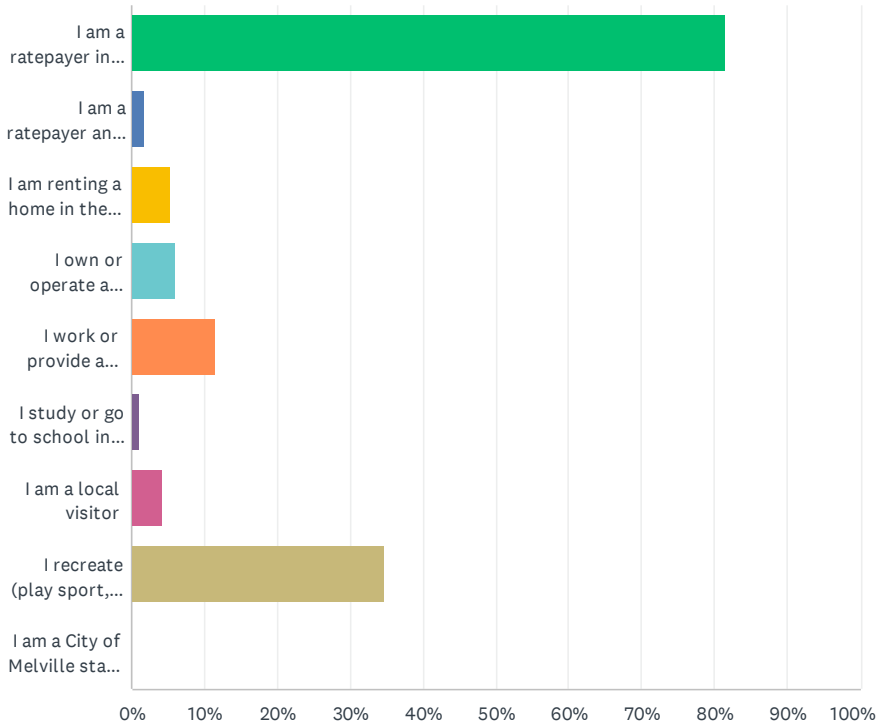
ANSWER CHOICES	RESPONSES	
Alfred Cove	1.08%	2
Applecross	18.28%	34
Ardross	3.76%	7
Attadale	0.00%	0
Bateman	0.54%	1
Bicton	1.08%	2
Booragoon	6.99%	13
Brentwood	1.08%	2
Bull Creek	2.15%	4
Kardinya	0.00%	0
Leeming	3.76%	7
Melville	3.23%	6
Mount Pleasant	43.55%	81
Murdoch	0.54%	1
Myaree	2.15%	4
Palmyra	3.23%	6
Willagee	1.08%	2
Winthrop	0.54%	1
Not listed above? Share your suburb or postcode	6.99%	13
TOTAL		186

#	NOT LISTED ABOVE? SHARE YOUR SUBURB OR POSTCODE	DATE
1	Mosman Park	9/4/2023 4:33 PM
2	Manning	8/30/2023 7:33 PM
3	6152	8/30/2023 5:40 PM
4	Scarborough	8/30/2023 12:39 PM
5	6112	8/27/2023 12:32 PM
6	6152	8/25/2023 10:55 AM
7	West Perth	8/23/2023 4:19 PM
8	6151	8/23/2023 12:39 PM
9	Ferndale	8/22/2023 4:49 PM
10	Inglewood	8/22/2023 4:21 PM
11	6009	8/18/2023 11:17 AM
12	Manning	8/18/2023 10:04 AM
13	East Victoria Park	8/16/2023 7:57 PM

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Q11 What is your relationship to the area? (Select all that apply)

Answered: 184 Skipped: 2

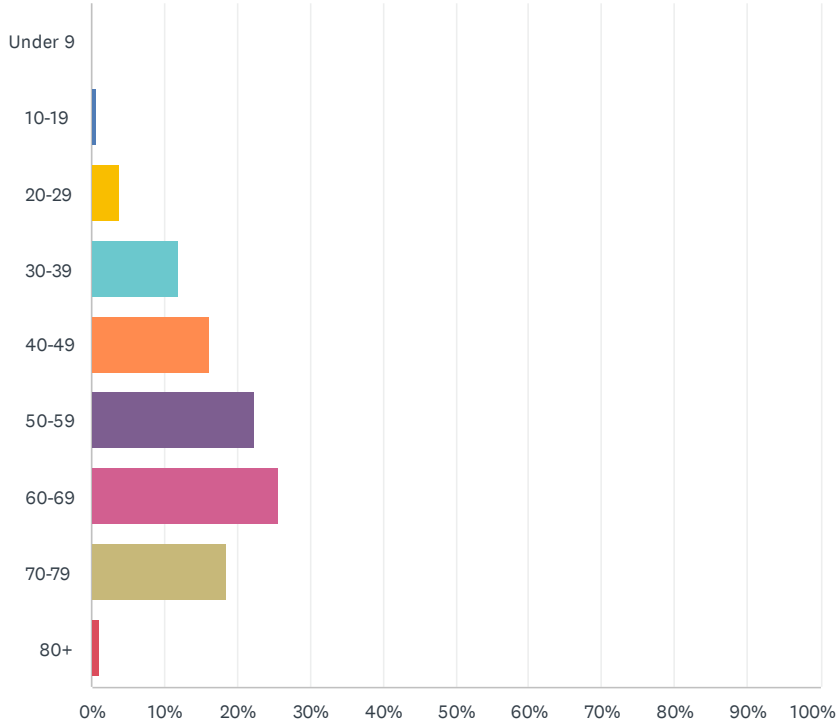


ANSWER CHOICES	RESPONSES	
I am a ratepayer in the City of Melville (owning or paying off a home)	81.52%	150
I am a ratepayer and do not live in the City of Melville	1.63%	3
I am renting a home in the City of Melville	5.43%	10
I own or operate a business in the City of Melville	5.98%	11
I work or provide a service in the City of Melville	11.41%	21
I study or go to school in the City of Melville	1.09%	2
I am a local visitor	4.35%	8
I recreate (play sport, exercise) in the City of Melville	34.78%	64
I am a City of Melville staff member	0.00%	0
Total Respondents: 184		

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Q12 Your age

Answered: 184 Skipped: 2

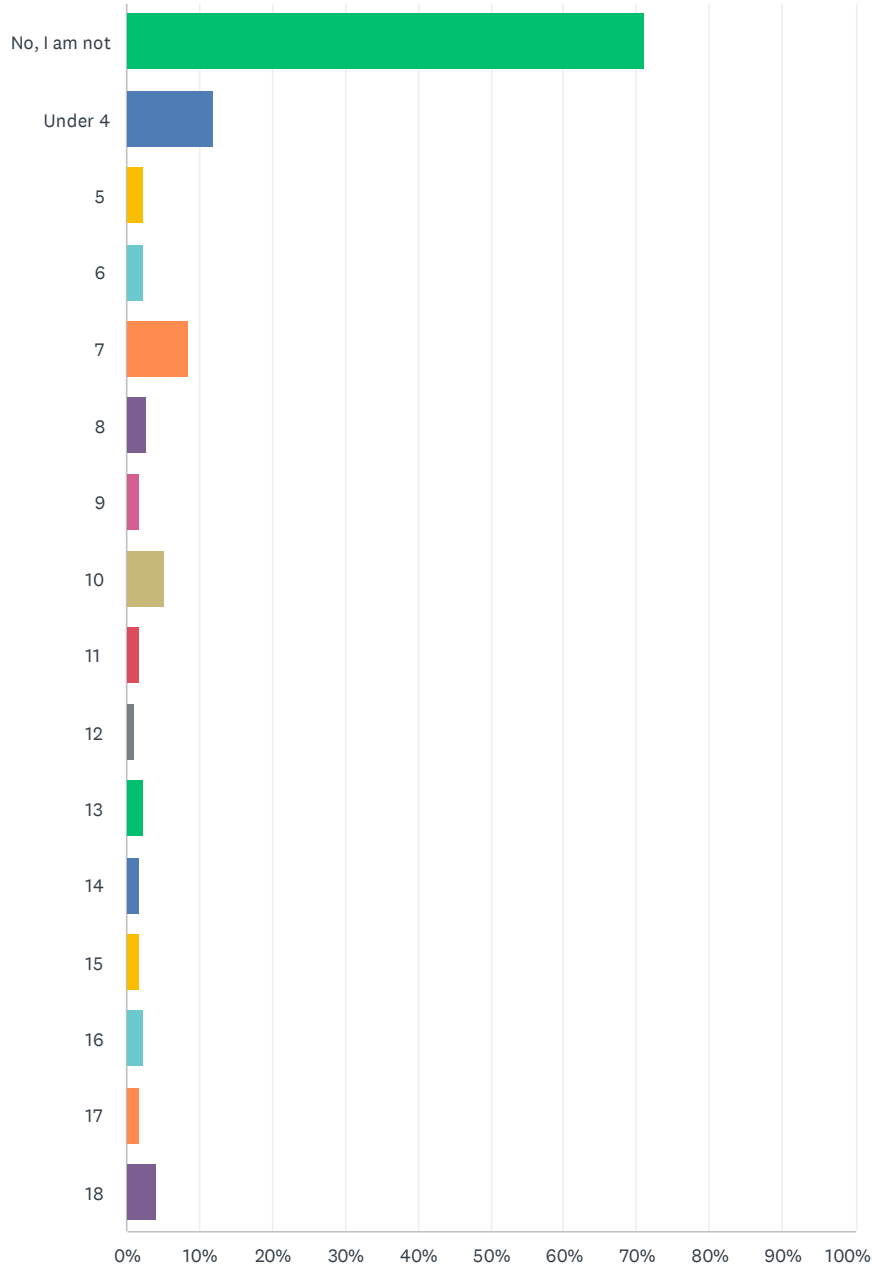


ANSWER CHOICES	RESPONSES	
Under 9	0.00%	0
10-19	0.54%	1
20-29	3.80%	7
30-39	11.96%	22
40-49	16.30%	30
50-59	22.28%	41
60-69	25.54%	47
70-79	18.48%	34
80+	1.09%	2
TOTAL		184

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Q13 Are you completing this survey with a child/children? Select their age/s from the list below.

Answered: 176 Skipped: 10



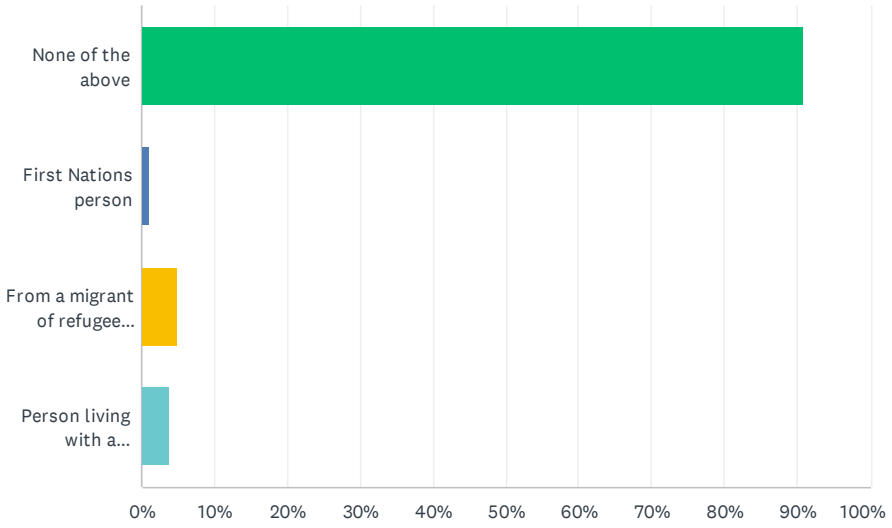
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ANSWER CHOICES	RESPONSES	
No, I am not	71.02%	125
Under 4	11.93%	21
5	2.27%	4
6	2.27%	4
7	8.52%	15
8	2.84%	5
9	1.70%	3
10	5.11%	9
11	1.70%	3
12	1.14%	2
13	2.27%	4
14	1.70%	3
15	1.70%	3
16	2.27%	4
17	1.70%	3
18	3.98%	7
Total Respondents: 176		

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Q14 Do you identify as one of the following? (select all that apply)

Answered: 184 Skipped: 2

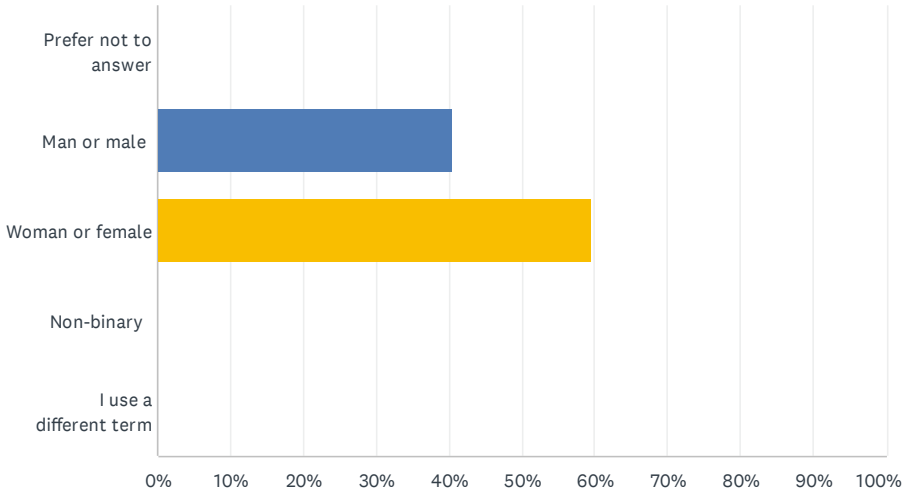


ANSWER CHOICES	RESPONSES	
None of the above	90.76%	167
First Nations person	1.09%	2
From a migrant of refugee background	4.89%	9
Person living with a disability	3.80%	7
Total Respondents: 184		

13 The Esplanade Public Open Space Survey

Q15 How do you describe your gender?

Answered: 185 Skipped: 1



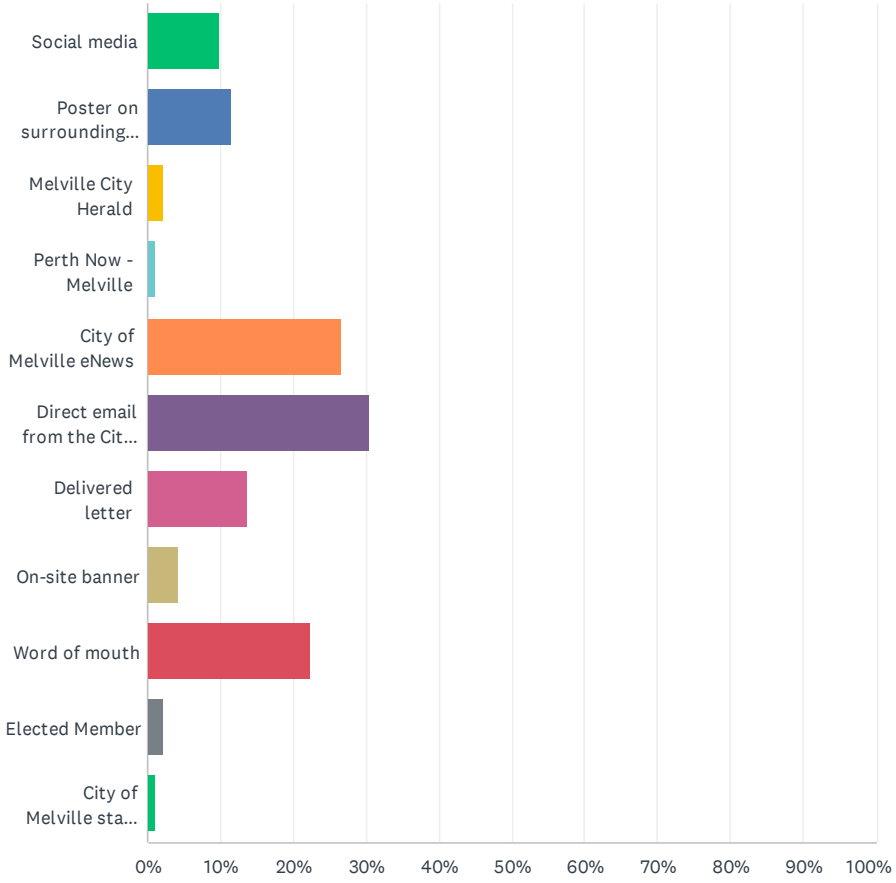
ANSWER CHOICES	RESPONSES	
Prefer not to answer	0.00%	0
Man or male	40.54%	75
Woman or female	59.46%	110
Non-binary	0.00%	0
I use a different term	0.00%	0
TOTAL		185

#	I USE A DIFFERENT TERM	DATE
	There are no responses.	

13 The Esplanade Public Open Space Survey

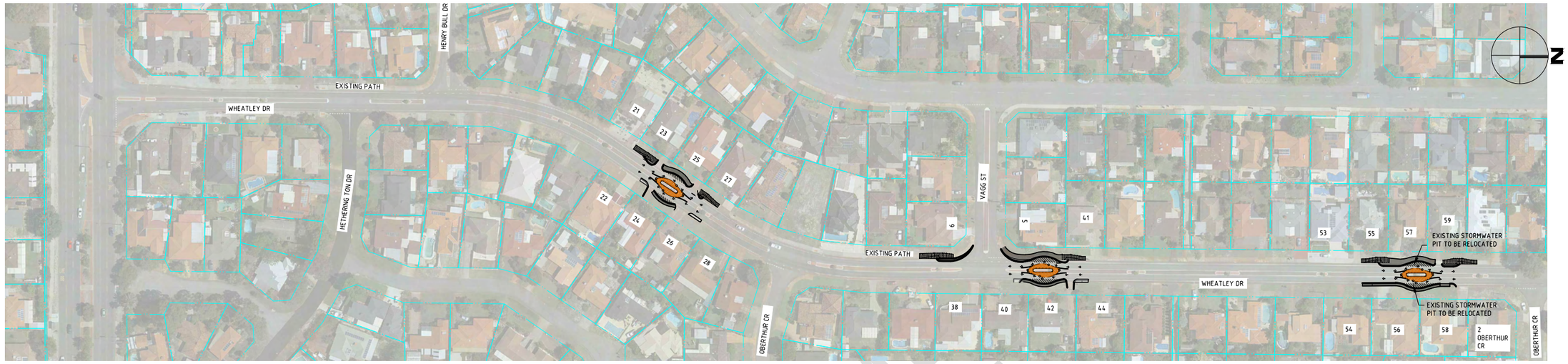
Q16 How did you hear about this project? (select all that applies)

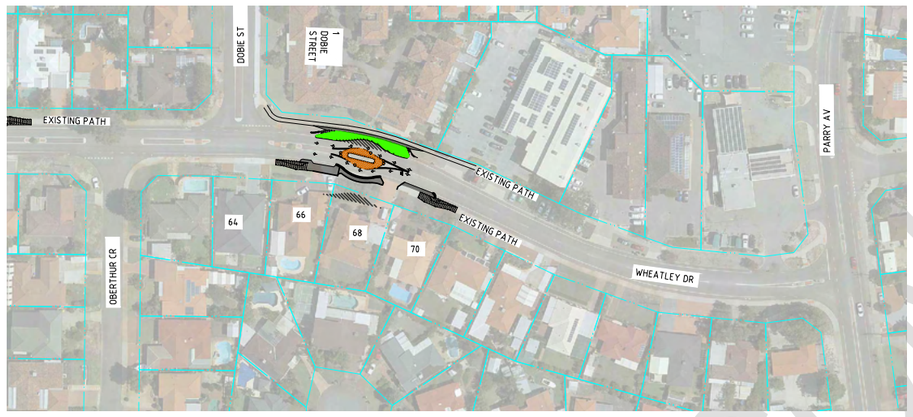
Answered: 184 Skipped: 2



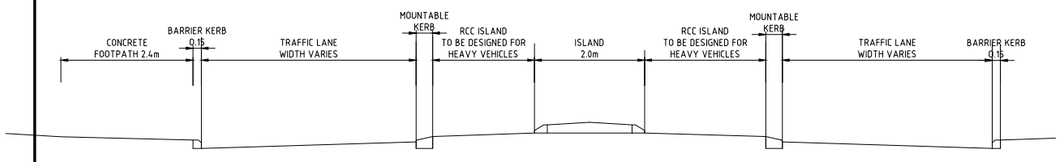
13 The Esplanade Public Open Space Survey

ANSWER CHOICES	RESPONSES	
Social media	9.78%	18
Poster on surrounding buildings	11.41%	21
Melville City Herald	2.17%	4
Perth Now - Melville	1.09%	2
City of Melville eNews	26.63%	49
Direct email from the City of Melville	30.43%	56
Delivered letter	13.59%	25
On-site banner	4.35%	8
Word of mouth	22.28%	41
Elected Member	2.17%	4
City of Melville staff member	1.09%	2
Total Respondents: 184		

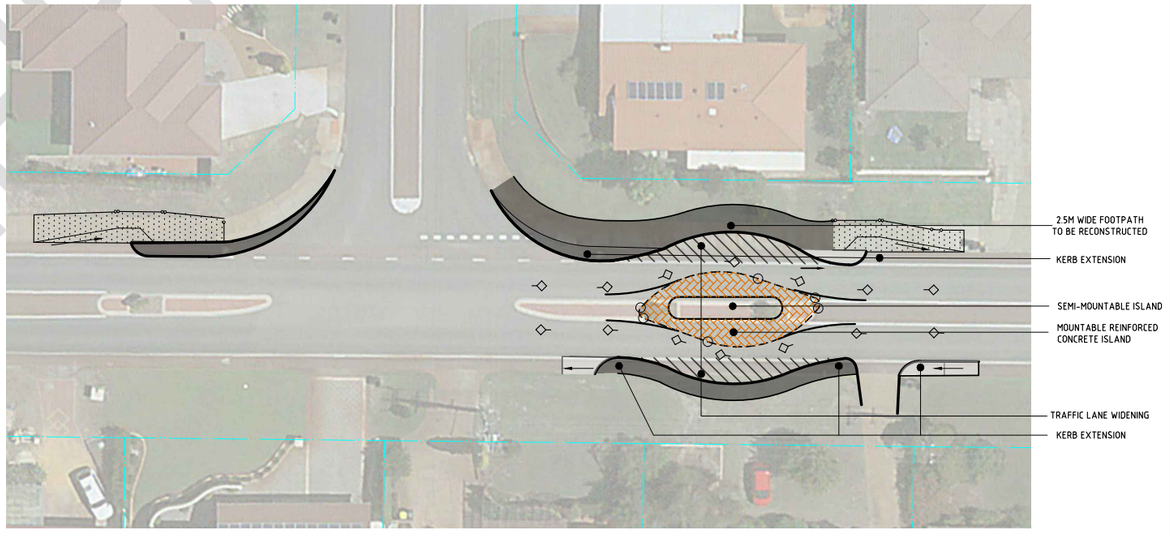




LAYOUT PLAN
SCALE 1 : 1000



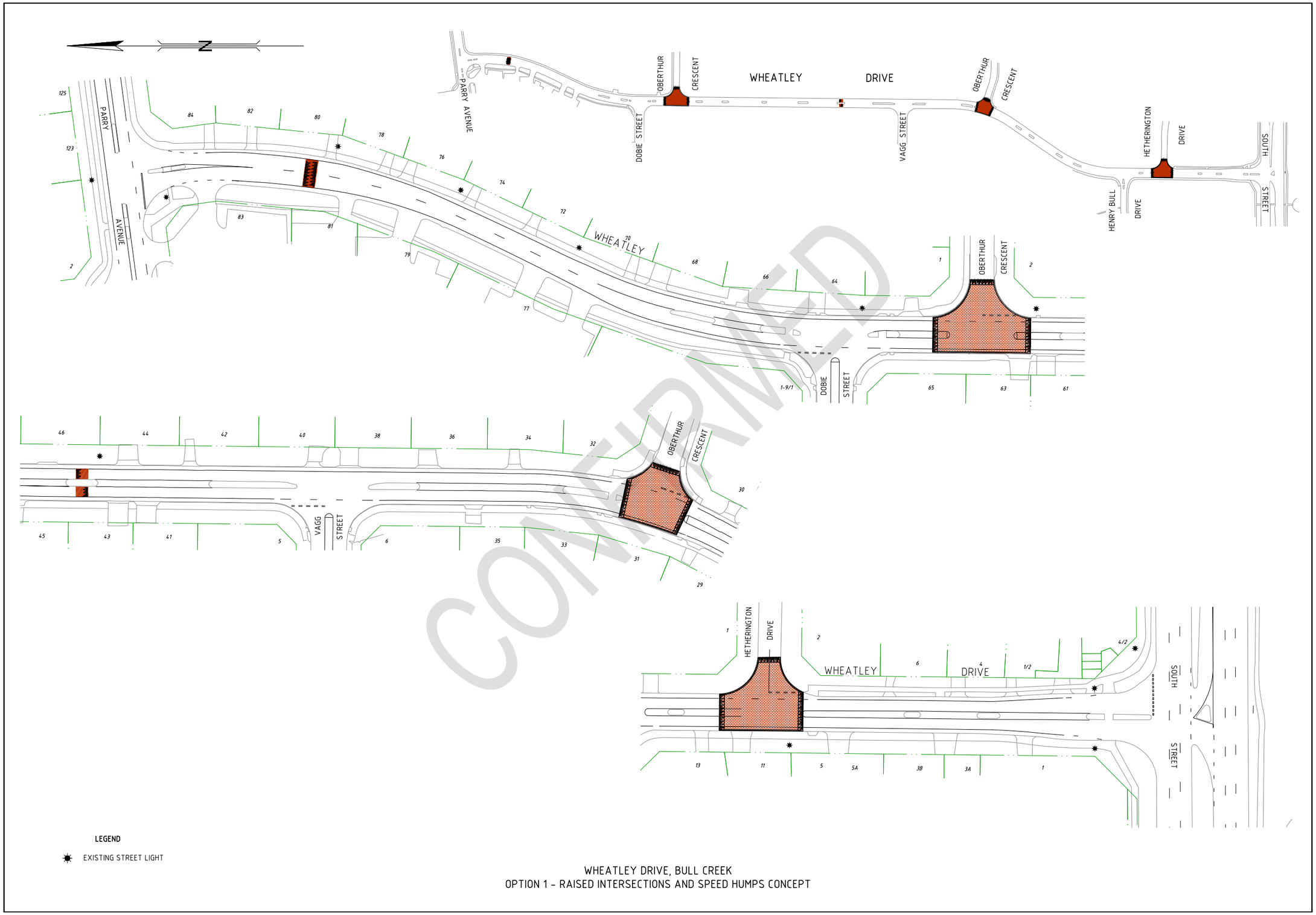
TYPICAL CROSS SECTION
SCALE NTS



TYPICAL BLISTER ISLAND
SCALE NTS

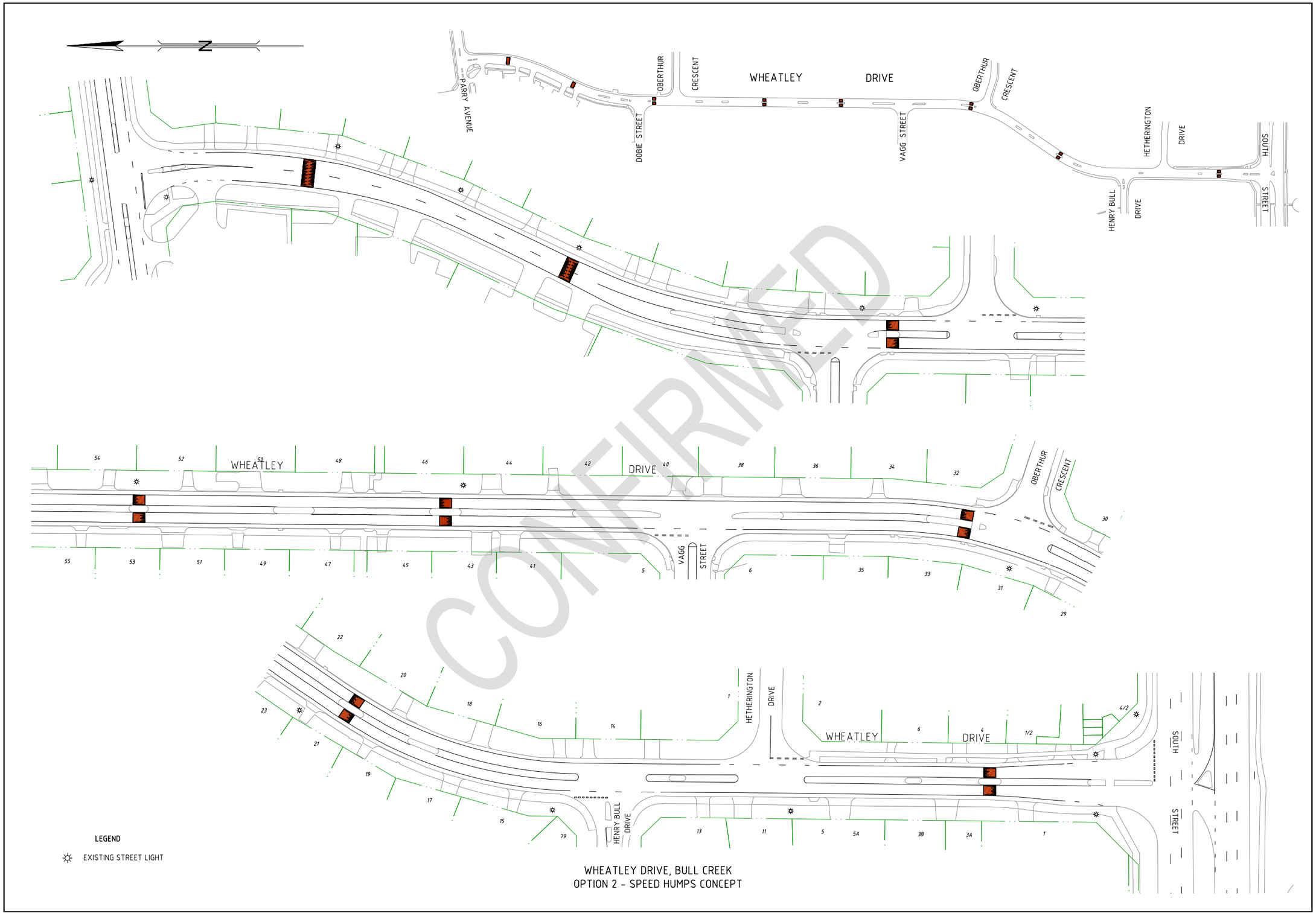
CONFIRMED

[redacted]	SCALE: AS SHOWN @ A1	SURVEYED: TOPO DESIGNED: S HOSSAIN MAR 2019 DRAWN: S HOSSAIN MAR 2019 CHECKED	ADOPTED BY COUNCIL APPROVED	WHEATLEY DRIVE PARRY AV TO SOUTH STREET BULL CREEK TRAFFIC TREATMENT	CAD FILE: 7222A1-19E.dwg DRAWING STATUS: CONCEPT SHEET: 1 of 1 PLAN No.: XXXXXXX AMENDMENT: 0	

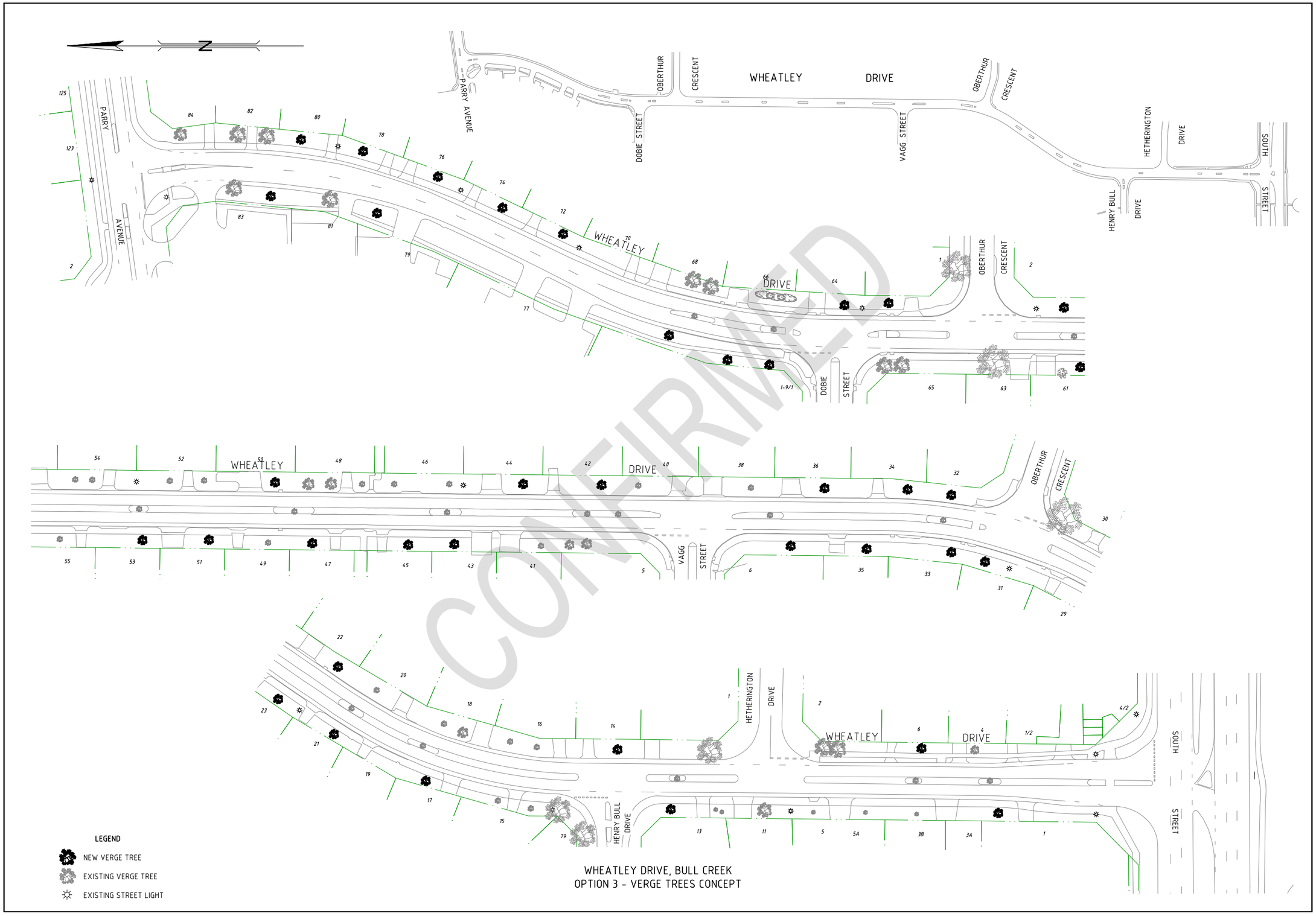


WHEATLEY DRIVE, BULL CREEK
OPTION 1 – RAISED INTERSECTIONS AND SPEED HUMPS CONCEPT

CONFIRMED


N
PARRY AVENUE
DOBIE STREET
OBERTHUR
CRESCENT
WHEATLEY
DRIVE
VAGG STREET
OBERTHUR
CRESCENT
HETHERINGTON
DRIVE
SOUTH
STREET
HENRY BULL
DRIVE
WHEATLEY
DRIVE
VAGG
STREET
OBERTHUR
CRESCENT
HETHERINGTON
DRIVE
WHEATLEY
DRIVE
SOUTH
STREET
HENRY BULL
DRIVE
LEGEND
EXISTING STREET LIGHT
WHEATLEY DRIVE, BULL CREEK
OPTION 2 - SPEED HUMPS CONCEPT

CONFIRMED


N
PARRY AVENUE
DOBIE STREET
OBERTHUR CRESCENT
WHEATLEY DRIVE
VAGG STREET
HETHERINGTON DRIVE
SOUTH STREET
HENRY BULL DRIVE
LEGEND
NEW VERGE TREE
EXISTING VERGE TREE
EXISTING STREET LIGHT
WHEATLEY DRIVE, BULL CREEK
OPTION 3 - VERGE TREES CONCEPT

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City of Melville

OFFICER ADVICE NOTE
Submitted in accordance with the
Local Government (Administration) Regulations 1996

Presented to	Ordinary Meeting of Council to be held on 20 February 2024
Related to Item	E24/30 Response to Petition - Traffic Treatment Options - Wheatley Drive, Bull Creek
Submitted by	Manager Engineering
Attachments	Wheatley Drive Independent Review.

This Advice Note is in response to questions raised by Elected Members at the Agenda Briefing Forum on 13 February 2024 regarding traffic treatments to reduce speed and improve safety on Wheatley Drive.

1. **Data from public consultation, in particular how many letters were sent out and if in person meetings were held.**

A total of 214 letters were sent to residents along Wheatley Drive and surrounding streets on two occasions. The first occasion related to the initial consultation on the blister islands concept and the subsequent consultation was on the traffic calming options. The consultation did not involve meetings with residents as the City did not receive requests for site meetings. The consultation carried out on Wheatley Drive was similar to the public consultation carried out for Matheson Road traffic calming project and the Bateman Road traffic calming project which is consistent with the City's standard consultation process for this type of work.

2. **The cost of Macrae Road traffic treatment, and associated consultation.**

The traffic treatment on Macrae Road was funded under the Federal Blackspot funding program. It was also identified in the City of Melville Bike Plan due to the high number of bike rider crashes and the fact the road was an important route on the Perth Bike Network. The approximate cost of the traffic treatment was $320,000. The traffic treatment on Macrae Road includes the Cul-De-Sac of Macrae Road at Gairloch Street and the installation of a speed platform on Gairloch Street at the intersection with Macrae Road. The options presented initially during the community consultation process were very diverse, including a road closure. Due to the likely impact of a potential road closure, the consultation method for the proposed traffic treatment on Macrae Road required a more involved approach and included letters, workshops and a series of meetings with representatives from the supporting and non-supporting groups.

As noted above, the consultation carried out on Wheatley Drive was similar to the public consultation carried out for Matheson Road traffic calming project and the Bateman Road traffic calming project.

3. **Crash history/accidents on Camm Avenue**

In the past 5 years, there has been one rear-end crash at the intersection involving through traffic colliding with a stationary vehicle. The chicanes on Camm Avenue were installed pre 1995 as a traffic calming measure. Due to the high number of crashes at the northern intersection of Camm Ave and Ewing Ave, one of the chicanes was removed and replaced with a roundabout in about 2003-2004. This was a Black Spot funded project.

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4. **Consult with Main Road of the potential trial changes to ease the traffic on Wheatley Drive through restrictions to right hand turns onto South Street (also look at South Street/Findlay Road).**

Wheatley Drive is classified as a Local Distributor in the Metropolitan Functional Road Hierarchy.

The maximum desirable traffic volume in a Local Distributor is 6,000 vehicles per day. The recorded daily traffic volume on Wheatley Drive is less than 3,000 vehicles per day. The current traffic volume on Wheatley Drive is similar to the traffic volume on a Local Access Road and therefore traffic volumes are not an issue in regard to traffic speed or safety.

The investigation and the proposals for traffic treatment aimed to address the speed and crashes on Wheatley Drive. The closure of right turns from South Street would not reduce the speed or crashes along Wheatley Drive.

It should be noted that the closure of the right turn access to Wheatley Drive and Findlay Road to and from South Street would impact other streets in the vicinity, as traffic would need to be diverted to other roads (including some local access roads) to enter the area.

The City will work with Main Roads WA to review the crashes at the Wheatley Drive/South Street and Findlay Road/South Street intersections and investigate the implications of road closure options as a separate exercise.

5. **The independent report reviewing the traffic calming investigation.**

The City commissioned an independent consultant to undertake a peer review of proposed traffic management treatments and consider the potential of other treatments in this review. The review has been completed and a technical note is attached.

The technical note supports the City's proposed treatments of raised intersection but recommends a combination of raised intersection treatments (as proposed) and blister islands on the straight section of Wheatley Drive between Dobie Street and Oberthur Crescent (south). City officers have further investigated the blister islands option put forward by the independent consultant and determined that only a single blister island could only be installed at one location on Wheatley Drive in the straight section. There is inadequate spacing between driveways to allow for the installation of blister islands in other locations as referred to the independent report as this will adversely impact on access to the existing driveways.

In reviewing the outcomes of the independent report, the City still considers option 1 being the installation of raised intersection treatments and speed platforms (flat top humps) as most suitable traffic calming measure for Wheatley Drive. This position is supported by the lack of community support for the blister islands, the impact on driveways and verges, drainage impacts and potential safety issues associated with existing bike lanes. The table from Austroads included in the independent review notes that "flat top humps reduce speeds, reduce traffic volumes, reduce crash risk and increase bicycle safety". Interestingly reduce crash risk is not ticked for centre blister islands.

Example photos of the proposed treatments for Wheatley Drive as outlined in the officer report are provided below.

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Raised Platform



Raised Intersection



Although recommended for 20km/h speed, both these treatments have a gentle grade and longer section of the raised platform which enables vehicles to traverse safety at 30km/h to 40km/h thereby reducing noise, braking and acceleration.

The City has found these raised asphalt treatments are quieter than a standard speed hump or paved/concrete speed plateau treatment commonly used in the metropolitan area.

The length and width of these treatments allow vehicles to slow down, whilst not experiencing the see-saw effect of going over a traditional speed hump. The ramps are designed to ensure that legal street vehicles do not bottom out when entering or exiting the intersection treatment.

Based on above, the officer recommendation in the report for Option 1 is the best treatment option to address speed and safety issues along Wheatley Drive.

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TECHNICAL NOTE

Project:	Wheatley Drive	**Date Issued:**	15 February 2024
Issued to:	City of Melville	**Job Number:**	24-02-024
Subject:	Peer Review	**Revision:**	R09.24 Rev B

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1.0 Introduction

Porter Consulting Engineers has been commissioned to undertake a peer review of the proposed traffic management treatments prepared by the City of Melville for Wheatley Drive, from Parry Avenue to South Street, Bull Creek. This Technical Note provides a summary of the review undertaken.

It is understood that the City of Melville have received complaints about the traffic speeds along Wheatley Drive. In response to the complaints the City undertook investigations and it was concluded that the installation of traffic calming devices was warranted.

Over a number of years concepts have been presented to the community for comment. The initial concept proposed the installation of blister islands however these did not gain community support.

As a temporary measure, two speed check signs were installed on Wheatley Drive to alert drivers to their speed.

The City prepared further options being:

- Option 1: Raised Intersection Treatments and Speed Hump/Plateaus
- Option 2: Speed Hump/Plateau Concept
- Option 3: Verge Trees
- Option 4: Do nothing

These options were presented to the community with Option 1 indicated to have the most support. Since the preparation of these options the City received a petition for the design of a series of roundabouts and chicanes (not blister islands) including one demarcated raised platform between house number 46/48 and 45/47. Subsequently the City prepared a concept for roundabouts and chicanes.

The various concepts provided by the City are included in **Attachment 1.**

2.0 Road Hierarchy, Infrastructure, Speed Profile

Wheatley Drive is classified as a local distributor by the Main Roads WA Functional Road Hierarchy. By definition these roads carry traffic within an area and link to District Distributors. In this instance the district distributors are Parry Avenue and South Street. Local Distributors carry traffic belonging to or serving the area. In this instance there are 6 intersections (excluding intersections at either end) along its 1km length connecting to local access roads that provide access to residential properties. Bull Creek and Oberthur Primary Schools are also located to the west and east of Wheatley Drive

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respectively within the residential area with Wheatley Drive forming the local intake boundary. Located on the southwest corner of Wheatley Drive and Parry Avenue is a small Neighbourhood Shopping/Commercial centre.

The maximum desirable traffic volume on a local distributor road is 6,000 vehicles per day whilst those of a local access road are up to 3,000 vehicles per day. Wheatley Drive recorded traffic volumes for 2022 ranging from 2,300 -2,900 vehicles per day along its length. (Refer City of Melville data).

Therefore, existing traffic volumes on Wheatley Drive are low for a local distributor road and are only approaching the maximum desirable volume for a local access road.

Wheatley Drive is constructed to a 2 lane standard with a central painted median including on road bicycle lanes. There is 2m path abutting the western kerb line. Above ground power lines are located along the eastern side of the road between Parry Avenue and Vagg Street. South of Vagg Street the power is underground with streetlights typically located along the western kerb line.

The cross-section treatment is typical of that used along a local distributor road.

Wheatley Drive is subject to the default urban speed limit of 50km/h. In this regard the measured 85th percentile speed (or operating speed) is typically used as a measure of compliance to the speed limit. The 85th percentile speed at various locations over time has ranged from 54 -60km/h. (Refer City of Melville data). It is noted that the higher speed (60km/hr) has been measured within the 430m relatively straight section also midway along the 1km road length which would be more conducive to increased speeds.

The operating speed / 85th percentile speed is above the default urban speed limit of 50km/h.

3.0 Crash History

There have been 8 recorded crashes on Wheatley Drive over the last 5 years as follows:

- 2 rear end mid-block crashes south of Parry Avenue (involving vehicles to/from the commercial properties)
- 3 mid-block crashes between Dobie Street and Oberthur Crescent (south), with 2 of these to/from driveway and 1 noted as reversing in traffic hence could also be associated with a driveway
- 1 mid-block single vehicle crash
- 1 right angle intersection crash between a vehicle and cyclist at Oberthur Crescent (south)
- 1 right angle intersection crash at Henry Bull Drive

The crash history is not remarkable with low numbers hence it is difficult to ascertain crash patterns and notable contributing factors. It is generally accepted however that lowering speed does improve a driver's ability to stop and avoid crashes, especially in residential areas. There are numerous properties fronting Wheatley Drive with 5 mid-block crashes involving vehicles from driveways.

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4.0 LATM Devices and Application

Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2020) outlines the various local area traffic management devices and their relative uses based on past research and current Australian and New Zealand practice. Each device has advantages and disadvantages and their application to address specific problems and issues should be considered. **Table 1** summarises these devices and their benefits. The highlighted devices are those that are being considered in various options by the City of Melville.

Table 1: Description and Use of LATM Devices *(Austroads)*

Measure	Reduce Speeds	Reduce Traffic Volumes	Reduce Crash Risk	Increase Pedestrian Safety	Increase Bicycle Safety
Vertical Deflection Device					
Road Humps	✓	✓	✓		
Road Cushions	✓	✓	✓		✓
Flat Top Humps	✓	✓	✓		✓
Wombat Crossings	✓	✓	✓	✓	✓
Raised Pavements	✓	✓	✓		✓
Horizontal Deflection Device					
Narrow Lanes/kerb extensions	✓			✓	
Slow Points	✓	✓			
Centre Blister Islands	✓	✓		✓	
Driveway Links	✓	✓		✓	✓
Mid-block Median Treatments	✓		✓	✓	✓
Roundabouts	✓	✓	✓		
Diversion Devices					
Full Road Closure		✓	✓	✓	✓
Half Road Closure		✓	✓	✓	✓
Diagonal Road Closure		✓	✓	✓	✓
Modified T-intersection	✓	✓	✓	✓	✓
Left in/left out islands		✓	✓	✓	
Signs, Line Markings and Other					
Speed Limit Signs	✓		✓	✓	✓
Prohibitive traffic movements signs		✓	✓		✓
Give Way/Stop Signs	✓	✓	✓	✓	✓
Shared Zones	✓	✓		✓	✓
School Zones	✓		✓	✓	✓
Threshold Treatments	✓	✓	✓		✓
Tactile Surface Treatments	✓				
Bicycle facilities			✓		✓
Bus facilities for high occupancy		✓			

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5.0 Option 1: Raised Intersection Treatments and Speed Humps/Plateaus

Option 1 proposes a combination of 3 raised intersections pavements and 2 speed humps/plateaus understood to be flat top. Traditionally, raised intersection treatments and speed humps are used on local access roads that carry low volumes of traffic. Wheatly Drive is a local distributor however it does carry traffic volumes that approach the desirable maximum volume of the lower category local access road.

Local distributor roads are often designated bus routes and provide on road cycling facilities hence vertical displacement devices such as a raised intersection treatment and flat top humps/plateaus would not be desirable due to potential passenger and cyclist discomfort. Wheatley Drive is not currently a designated public bus route. Regardless, there is the potential to design raised platforms and flat top humps/plateaus to be sympathetic to buses and cyclists. This can potentially reduce the speed reducing potential of the devices. For example, MRWA refer to ramp grades of 1:15 and 1:20 providing a comfortable maximum speed of 30km/h and 40km/h.

Whilst vertical displacement devices are not typically used on local distributor roads it is noted that the City of Melville does have a number of flat top humps/plateaus located on local distributor roads such as Macleod Road, Melville Beach Parade/Dunkley Avenue, Davy Street and Kitchener Street. Although it is noted that these roads are typically only constructed to a 2 lane standard with no painted median or cycle lanes, unlike Wheatley Drive.

There are also examples of raised pavements that have been installed on higher order roads that are subject to a reduced posted speed limits of 40km/h such as Hay Street, 2 lane one way road, in the City of Perth and Walanna Drive, 2 lane road with painted/sold median in the City of South Perth. Main Roads WA also have a detail for raised safety platforms that can be used at signalised intersections which would typically be higher order roads, but these are for the main purpose of having pedestrians crossing at grade at signalised intersections, a factor not applicable to Wheatley Drive.

The spacing of the devices (whatever the option) is important if they are to be used to lower the speed over the whole street. AS1742.13 recommends that device spacing should be in the range of 80-120m whilst other studies suggest a spacing of 145m for flat top humps for an operating speed of 50km/h. If the raised plateaus and speed humps are to have a sympathetic design for cyclists, then it would be likely that grades of 1:15 or 1:20 would be required which equate to a comfortable speed of 30km/h and 40km/h respectively. These negotiation speeds need to be considered when spacing the devices i.e. lower speed devices could be placed further apart than slightly higher speed devices. It is noted that for Option 1 the devices are currently spaced on the concepts between 150-220m.

Advantages of Option 1 are:

- a significant reduction in vehicle speed in the vicinity of the device
- when used in a series with adequate spacing they will regulate speeds over the entire length of the street.
- they can be used as a form of a threshold treatment at intersections lowering speeds, therefore lowering crash severity of right-angle crashes and reducing sight distance requirements.
- they highlight the presence of an intersection
- they have minimal impact to the existing driveways

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- the design can be sympathetic to cyclists
- flat top humps are relatively low cost to install and maintain.

Disadvantages of Option 1 are:

- traffic noise may increase on the approach and departure due to braking, acceleration and the vertical displacement of vehicles
- they are uncomfortable for vehicle passengers
- there is the potential for confusion between vehicle and pedestrian movements, if not designed appropriately

The detailed design of the LATM scheme (Options 1 and 2) will need to consider the following:

- adequate street lighting to ensure devices are visible to drivers.
- appropriate ramp grades and/or link to paths to ensure on road cyclists are accommodated
- location of pedestrian crossing facilities
- clear sight lines to the devices
- adequate number and spacing of devices (potentially install an additional flat top hump/plateau between Vagg Street and Oberthur Crescent (north))
- impact to the driveways at No.63/61
- appropriate signing of the LATM scheme along Wheatley Drive.

6.0 Option 2: Speed Humps Only

Option 2 proposes a series of 8 speed humps assumed to be flat top humps/plateaus. As previously outlined traditionally speed humps are used on local access roads that carry low volumes of traffic and not local distributor roads that can carry up to 6,000 vehicles per day however whilst Wheatley Drive is a local distributor it does carry traffic volumes that approach the desirable maximum volume of the lower category local access road.

Speed hump severity is dependent on their design. Even flat top speed humps (typically less severe) can be more severe than raised pavements. A raised pavement is longer than a flat top hump and therefore it allows a vehicle to bring both sets of wheels up onto the platform at the same time. However, flat top humps allow one set of wheels to come up whilst the other comes down creating a pitching action which creates a slower speed than raised pavements. Although whilst the speed reduction may be less with a raised pavement the zone of influence may extend over a longer street section.

Option 2 does have closer spaced devices compared to Option 1 with spacing ranging from 80m-200m. Whilst the detailed design of the speed humps is not known it is possible that this is likely to be more severe given that they will involve shorter lengths.

Advantages of Option 2 are similar to Option 1:

- a significant reduction in vehicle speed in the vicinity of the device
- when used in a series with adequate spacing they will regulate speeds over the entire length of the street.
- there are minimal impacts to the existing driveways
- the design can be sympathetic to cyclists

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- flat top humps are relatively low cost to install and maintain.

Disadvantages of Option 2 are:

- traffic noise may increase on the approach and departure due to braking, acceleration and the vertical displacement of vehicles
- they are uncomfortable for vehicle passengers
- there is the potential for confusion between vehicle and pedestrian movements if not designed appropriately
- compared to Option 1 doesn't highlight intersections
- compared to Option 1 doesn't have the benefit of significant reduction in vehicle speed in all directions at the intersections due to the reduced zone of influence

7.0 Option 3: Verge Trees

The planting of verge trees does not physically restrict the operating speed of vehicular traffic however it helps to highlight the urban residential nature of Wheatley Drive and therefore the intended speed is to be the default urban speed limit of 50km/h.

Compared to Option 1 and 2 this is likely to have the least immediate impact to the reduction of speed however over time once trees are established it may create a less "open road" environment which can be conducive to higher speeds.

8.0 Roundabouts and Chicanes

Residents have suggested the design of a series of roundabouts and chicanes (not blister islands) including one demarcated raised platform between house number 46/48 and 45/47. The City has subsequently prepared an initial concept for the installation of 2 roundabouts in conjunction with 3 chicanes.

The City does not propose the installation of a raised platform near house numbers 46/48 and 45/47 as this is adjacent to pedestrian laneways. There are safety issues were raised plateaus are provided near high pedestrian activity as it tends to create confusion amongst users as to who has right of way. For example, a plateau can incorrectly be interpreted as a wombat crossing which gives pedestrians right of way across the road. Therefore, it is recommended that raised plateaus not be provided in close proximity to high pedestrian activity. It is supported that the City of Melville not include a plateau at this location in this concept or any concept.

Roundabouts, chicanes and blister islands are known as horizontal deflection devices and are more readily used on local distributor roads with higher traffic volumes.

Roundabouts are most advantageous where there is an existing right angle crash history or where vehicles on the minor road have difficulties finding an acceptable gap in the major road traffic stream in which to enter. As well as safely facilitating traffic movements on all approaches, appropriately designed roundabouts will also result in lowering vehicle speed via horizontal deflection and the need for all traffic to slow to potentially give way to their right.

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The crash history along Wheatley Drive does not indicate dominant right-angle crashes at the various intersections i.e. 2 right angle intersection crashes have occurred at 2 different intersections over 5 years with one of these a vehicle/cyclist collision.

Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2020) states it is inappropriate to use roundabouts where satisfactory geometry cannot be provided due to insufficient space or other constraints. Roundabouts potentially reduce the speed at the device due to the horizontal deflection required to avoid the central island as well as the need to give way to the right and/or circulating vehicles. With inadequate deflection and low turning volumes there is the risk that drivers will slow little to negotiate the roundabout.

Along Wheatley Drive the geometry of roundabouts will require a mountable central island to allow for turning movements of service vehicles. The best locations for roundabouts along Wheatley Drive would most likely be Dobie Street and Oberthur Cresent (south) due to the slight bend in the horizontal road alignment which may assist in creating deflection within the existing road reserve, although this would be subject to further concept design.

Advantages of roundabouts are:

- Increased visibility to the presence of an intersection
- Control of traffic movement and provision of orderly and largely uninterrupted flow of traffic (although given the low traffic volumes this is not typically required at the intersections along Wheatley Drive)
- Reduction of vehicle conflict points and road crashes at the intersection (however there are minimum crashes and low traffic movements at the intersections)
- Some localised speed reduction where the necessary geometry can be provided (this could be limited based on the adopted roundabout geometry)

Disadvantages of roundabouts are:

- They restrict larger service vehicles unless the roundabout is mountable
- Constrained environments can limit the achievable deflection through the roundabout and the subsequent reduction in speed
- They are relatively expensive to construct, more so if land acquisition is required
- Traffic noise may possibly increase due to braking and acceleration
- They can be difficult for cyclists and pedestrians to negotiate, hence will require a connection to off street facilities
- Impact residential driveways requiring driveways to interface directly within the circulating roundabout
- Potential relocation of streetlights and/or power pole depending on the location of the roundabouts.

In conjunction with the proposed roundabouts a number of chicanes or angled slow point are also proposed mid-block along Wheatley Drive. Chicanes are often used in local streets to lower speeds.

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Advantages of chicanes are:

- a reduction in vehicle speed in the vicinity of the device
- when used a series with adequate spacing they will regulate speeds over the entire length of the street.
- a reduction in road crashes
- they impose minimal inconvenience to local residents.

Disadvantages of Chicanes are:

- they may restrict buses and commercial vehicles
- possible increase in traffic noise
- they can be hazardous for cyclists if they are not adequately catered for in the design
- depending on the length and location of the chicane required they can impact driveways and/or streetlights.

An alternative to chicanes would be the use of blister islands. In this instance the use of blister islands would be preferred, although it is noted that these did not initially have community support. Chicanes typically have a narrower median compared to a blister island. Hence there is less margin for error with chicanes should two opposing vehicles pass the device concurrently with one becoming an errant vehicle. Given the volume of traffic is approaching the maximum desirable traffic volumes for a local access road albeit Wheatley Drive is classified as a local distributor, blister islands would be preferred. Blister islands also provide the opportunity to provide a wide safe refuge at a slow point on the carriageway for pedestrians to cross the road.

The additional advantages of blister islands are:

- they can provide a central refuge for pedestrians and cyclists crossing the street
- their flexibility in design allows for buses and commercial vehicles
- can be designed to accommodate on road cyclists
- they may visually enhance the street through landscaping and reduce the “gun barrel’ effect on long straight roads.

9.0 Cost Implications

Option 2 most likely presents the cheapest LATM scheme followed by Option 1 with undoubtedly the resident proposal for roundabouts and chicanes being the most expensive.

10.0 Conclusion and Recommendation

Roundabouts would generally be considered the more typical treatment along local distributor roads however the low crash volumes and lower traffic volumes along Wheatley Drive suggest the implementation would not be applicable or cost effective.

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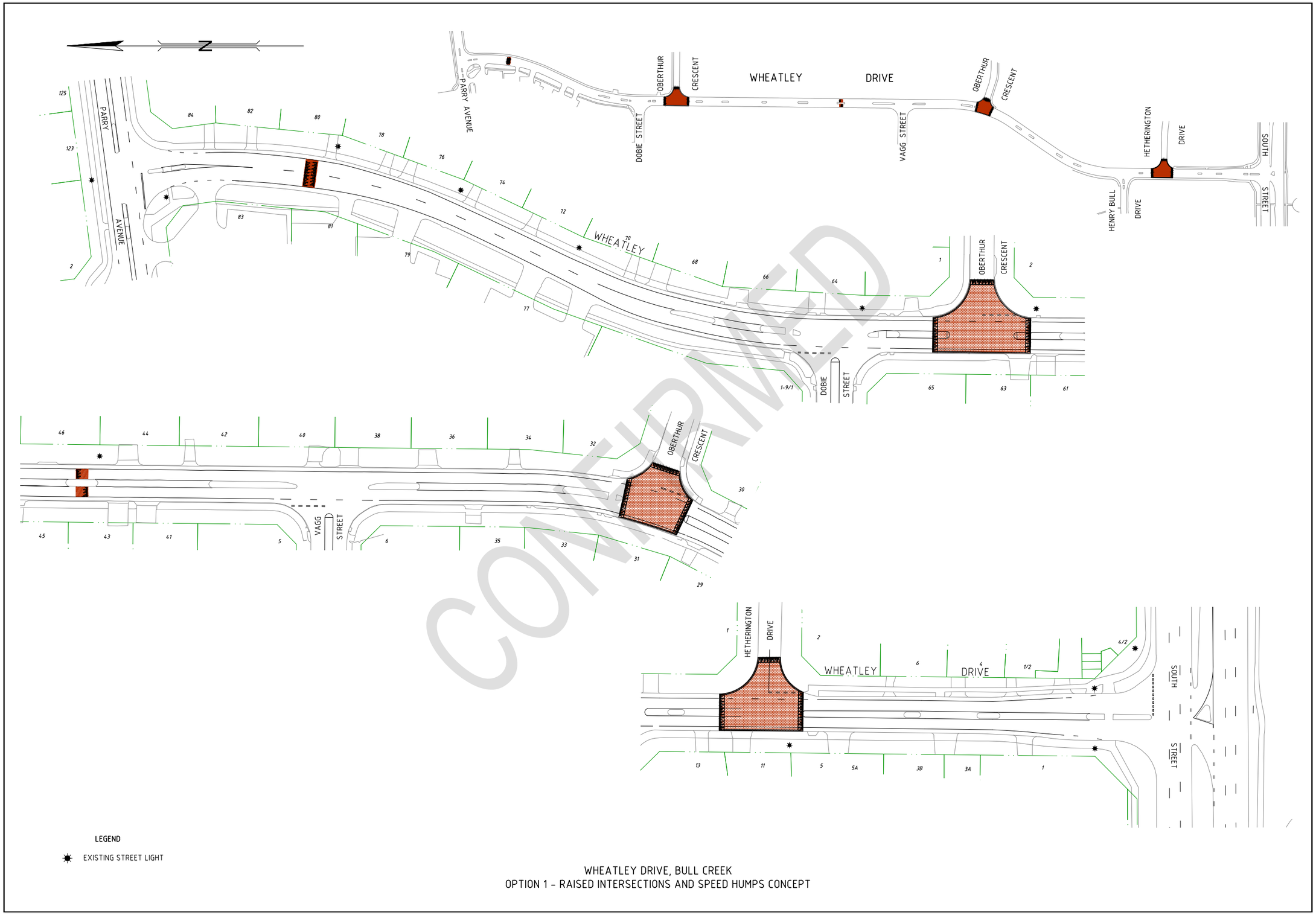
Speeds, whilst higher than the default urban speed limit of 50km/h are not atypical for local distributor roads. Therefore, with lower traffic volumes and low crash rates if traffic management is to be considered then initially low impact and low cost options seem appropriate.

It is recommended that options of midblock blister islands (around existing trees within the median) and raised intersection pavements would be an appropriate LATM scheme combining the benefits of both horizontal and vertical devices for a local distributor road carrying just under 3,000 vehicles per day. An appropriate location for the blister island/s would be within the 430m straight section between Dobie Street and Oberthur Crescent(south) instead of the flat top humps/plateau. A LATM scheme with these devices is likely to be less severe than a series of flat top plateaus given that only a minor reduction in speed is required.

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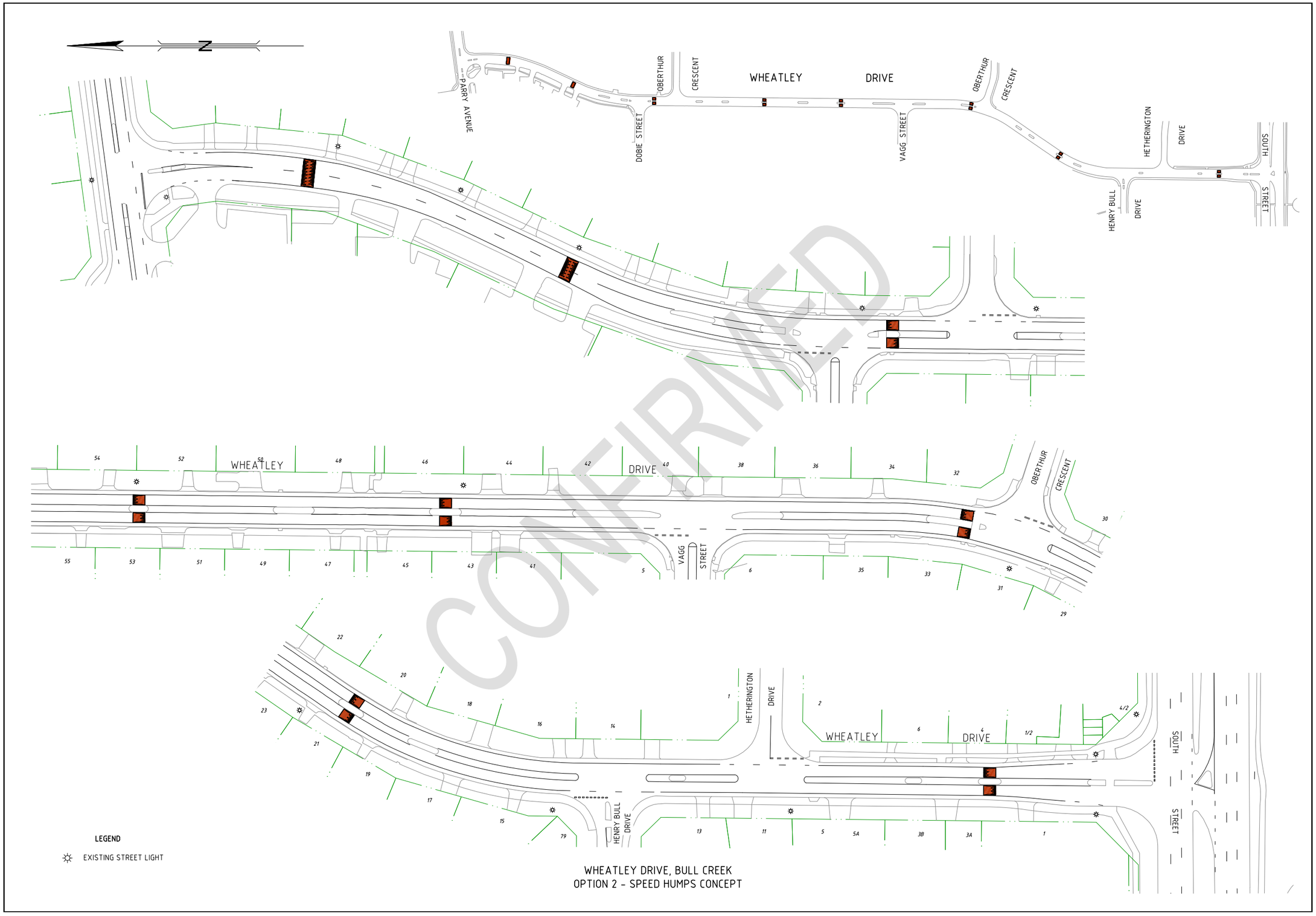
Attachment A – City if Melville Concepts

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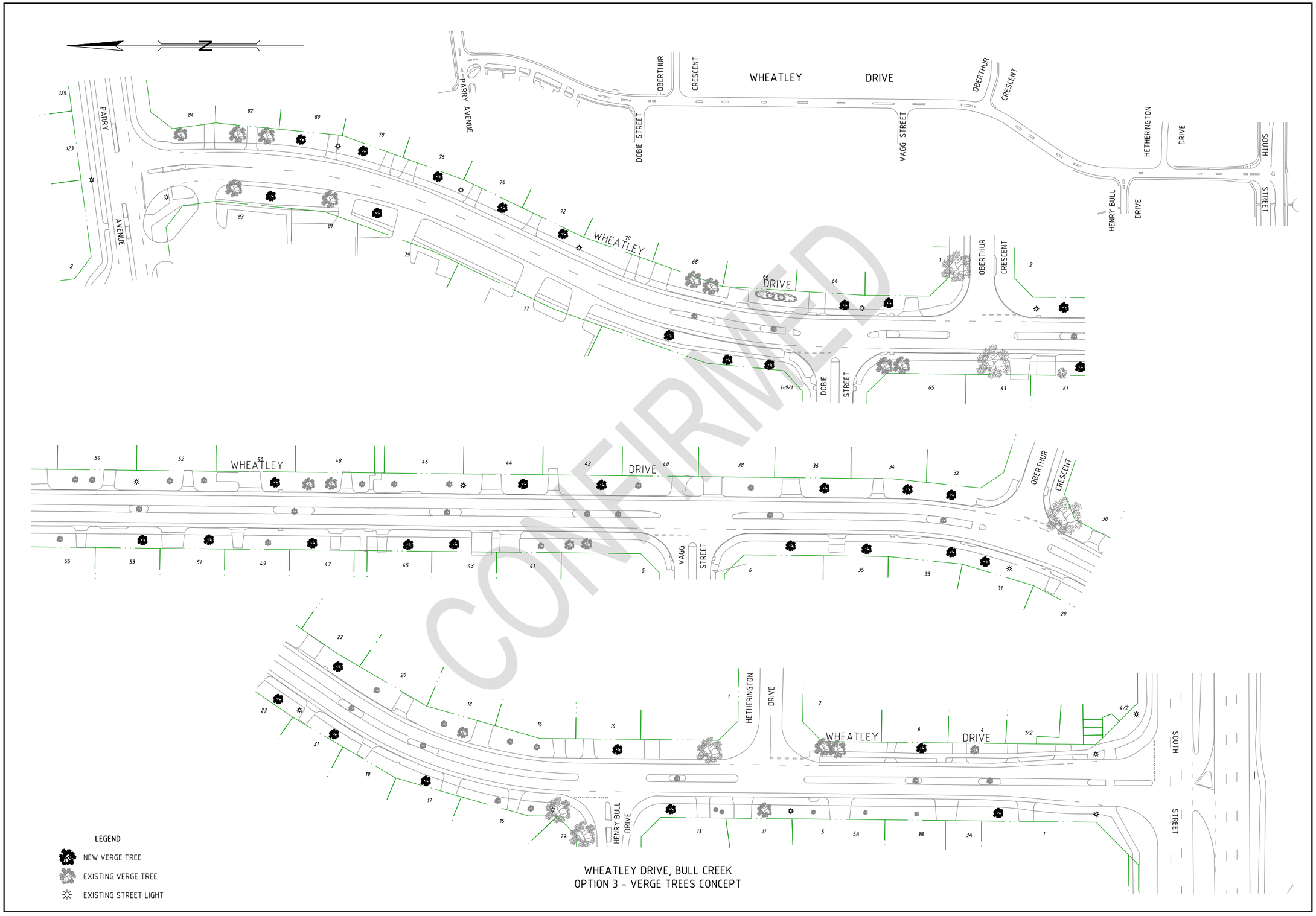


WHEATLEY DRIVE, BULL CREEK
OPTION 1 – RAISED INTERSECTIONS AND SPEED HUMPS CONCEPT

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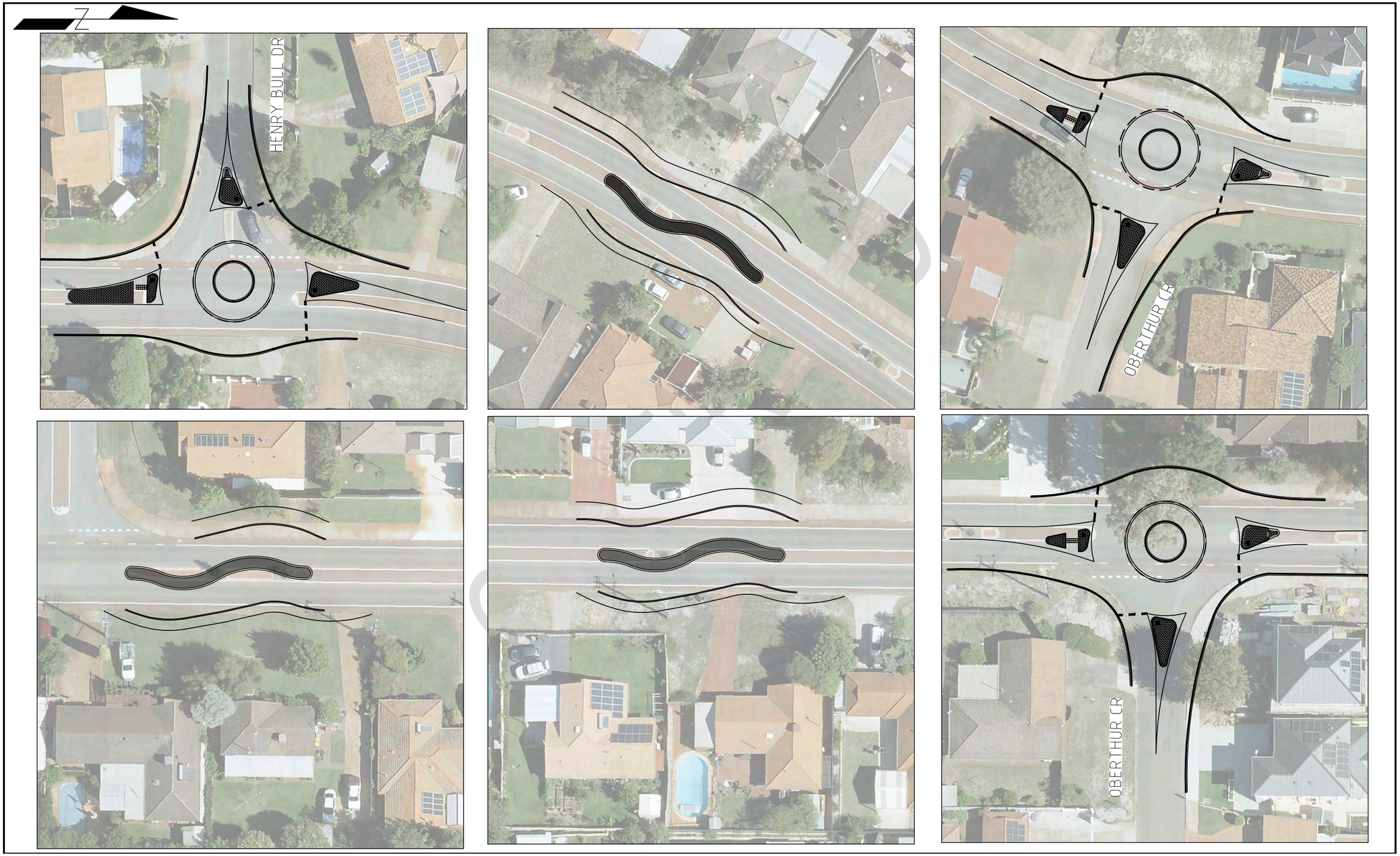

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SOUTH
STREET
HENRY BULL
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HETHERINGTON
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WHEATLEY
DRIVE
SOUTH
STREET
HENRY BULL
DRIVE
LEGEND
EXISTING STREET LIGHT
WHEATLEY DRIVE, BULL CREEK
OPTION 2 - SPEED HUMPS CONCEPT

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PARRY AVENUE
DOBIE STREET
OBERTHUR CRESCENT
WHEATLEY DRIVE
VAGG STREET
HETHERINGTON DRIVE
SOUTH STREET
HENRY BULL DRIVE
LEGEND
NEW VERGE TREE
EXISTING VERGE TREE
EXISTING STREET LIGHT
WHEATLEY DRIVE, BULL CREEK
OPTION 3 - VERGE TREES CONCEPT

CONFIRMED


HENRY BULL DR
VAGG ST
DOBIE ST
WHEATLEY DR
OBERTHUR CR
OBERTHUR CR


HENRY BULL DR
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City of
Melville
Walk & Ride
Melville Plan

Supporting our Community's Aspirations

The Walk and Ride Melville Plan delivers a holistic approach to planning for active transport, recognising that people walking, riding and wheeling often share the same infrastructure, and can compete for the same space in some locations.

While the document mainly refers to people walking and riding, the intention is that the resulting improvements will help people travelling actively, including micro-mobility users and other wheeled modes using the path network. This plan has been built upon the foundations of the 2012 Bike Plan with a focus on diversity of users, through consultation, policy reviews, data analysis, and best practice.

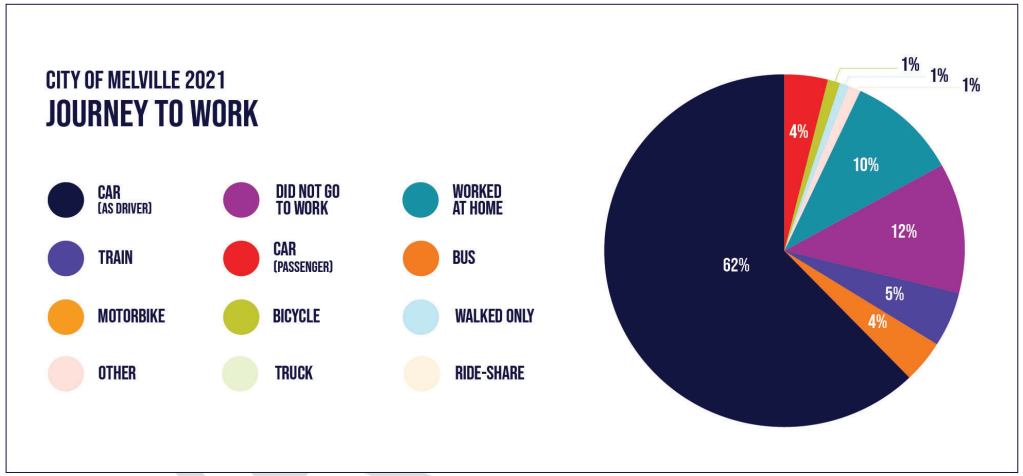


The goal of this Plan has been to evaluate existing facilities, provide a vision for the City, and provide a wide range of implementable actions to improve outcomes for people traveling on foot, by bike, or using other wheeled devices, in line with City's Community Aspirations:

- Nurturing a clean and green environment
- Growth and prosperity for all
- Promoting healthy lifestyles
- Ensuring a safe and secure community
- Cultivate a sense of community
- Maintain a sustainable and connected transport system.

As part of this Plan, different strategies were employed to engage residents and other stakeholders. These initiatives included collaborative workshops with city officers and stakeholders, an online survey and mapping exercise, and a saddle survey. Through these engagements, key issues were identified across ten themes:

- Footpaths
- Cycle infrastructure
- Crossings
- Connectivity
- User conflicts
- Intersections
- Traffic speeds and volumes
- Wayfinding
- Roundabouts
- End of trip facilities



Some of the main gaps and challenges within the existing infrastructure include:

- Lack of footpaths and gaps in the network
- Traffic speeds/volume
- Difficulty in crossing the roads.

In the period between ABS Census surveys, the proportion of people walking and riding to work in the City has declined and now makes up less than two per cent of all trips to work.

The projects identified as part of this study will help to increase the number of trips by bike and on foot safer, connected and more attractive for everyone.



Key Opportunities

Improvement opportunities (and good practice planning principles which sit behind them) were categorised into a number of themes.

Network improvements

Path width optimisation based on location and levels of use; safer pedestrian crossings and cycle infrastructure, improvements to roundabout designs, speed reduction and/or traffic calming, and consideration of additional Safe Active Streets.

Connecting the community

Ensuring continuity of the path network, with high quality and high amenity walking and riding infrastructure within the catchment areas of schools, public transport stops and stations, and other important community facilities.

Behaviour change

Continue to promote walking and riding within the city through implementation of its existing TravelSmart initiatives. Collaborate with the Department of Transport's Your Move program to help facilitate active travel to schools and for the journey to work.

Policy changes

Path guidelines and specifications to be updated as necessary in line with good practice especially with placement of footpaths. The City's Path Policy is to be updated to incorporate a Footpath Evaluation Assessment which will help prioritise footpath construction.

Key performance indicators

The following datasets are recommended depending on the project:

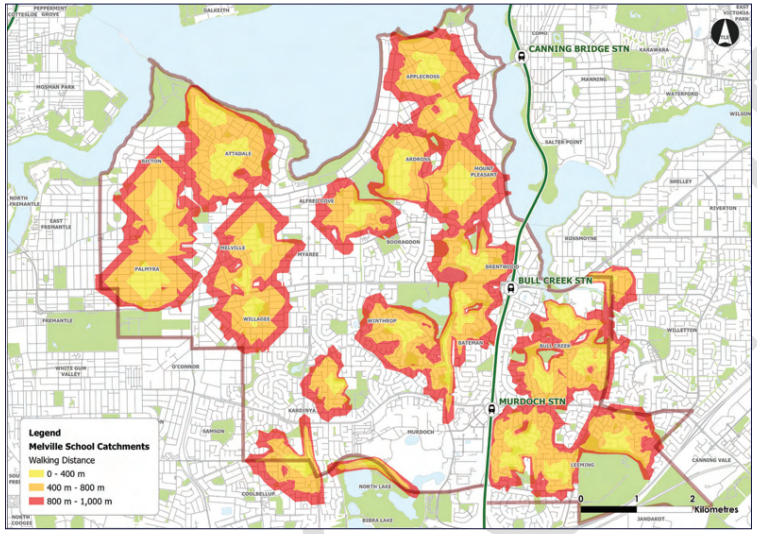
- Number of trips made by bike/people riding
- Mode share (all trips, not just the journey to work)
- Crash data
- Percentage of residents who feel safe and comfortable on bike networks/percentage of resident satisfaction with bike networks
- Cycle traffic by route
- Gender of people riding
- Data relating to reasons for people choosing to ride
- Establish a two-yearly reporting schedule to communicate progress in walking and riding, along with project achievements.

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Footpath Network

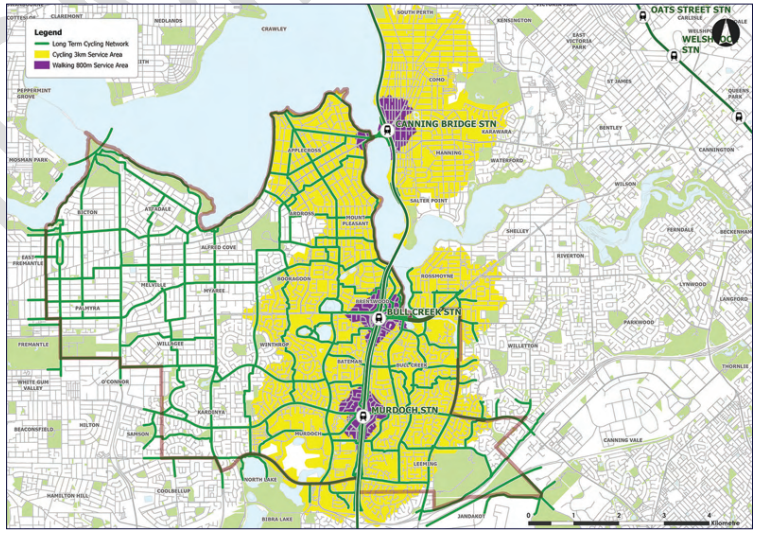
Upgrades to the footpath network will be prioritised in appropriate locations within the catchment areas of schools and public transport stations as shown in the maps below.

Schools catchment areas



A walking catchment to schools is 400m and a riding catchment is 800m.

Public transport stations catchment areas



A walking catchment to train stations is 800m and a riding catchment is 3km.

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Footpath construction relating to school and public transport catchments will be prioritised based on an assessment of several metrics. These metrics relate to need and impact, and include:

- Existing path widths
- Distance between existing paths
- Distance from community facilities
- Whether the route is on the Long-Term Cycle Network
- Crash history of the route
- Community demand (within the previous five years)
- Traffic speeds in the area
- Traffic volume in peak times (within the previous five years)
- Pedestrian volume data at peak times.

The outcome provides low, medium or high priority scores used as an aid to prioritise path implementation.

Ad hoc requests will also be assessed in this way but may form a lower priority than those located within school and public transport catchments.

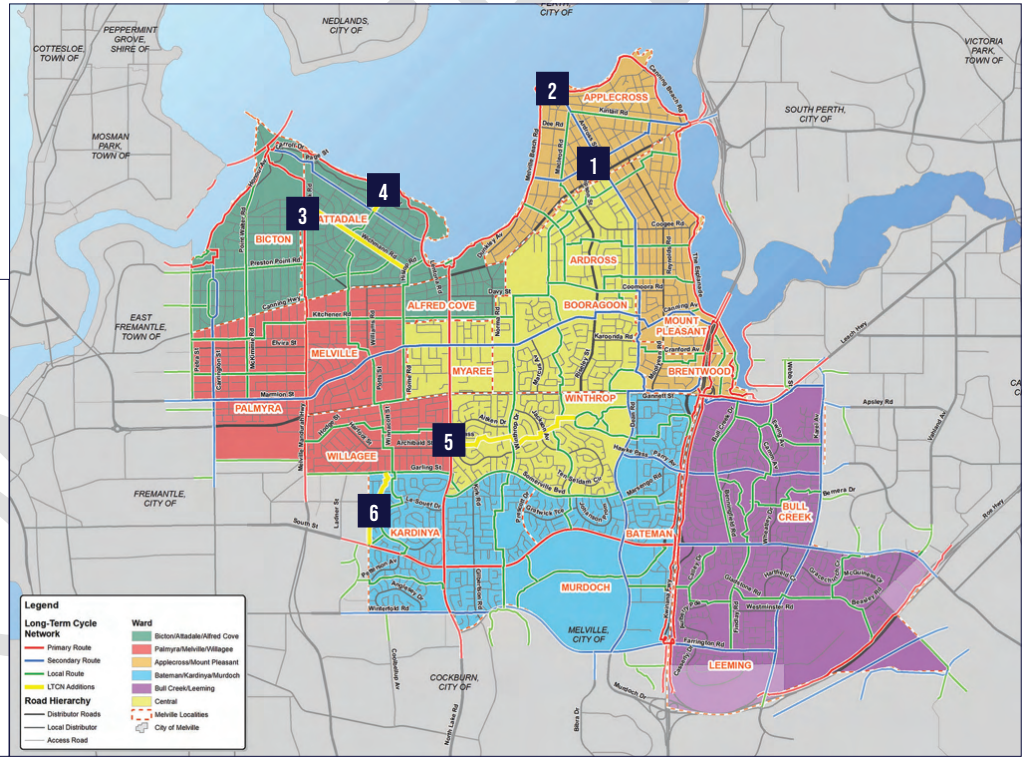


Implementation of the Long-Term Cycle Network

Network Alterations

The community and stakeholders provided feedback regarding the Long-Term Cycle Network (LTCN). This, in combination with the other project investigations identified the opportunity for some alterations to the LTCN for discussion between the City and the Department of Transport, see the map to the right.

1. Upgrade Macrae Road to primary route.
2. Downgrade river foreshore RSP (Ness Road to Canning Bridge) to secondary route.
3. Include local route along Wichmann Road.
4. Local route from Palmer Street through the Attadale Reserve to the river foreshore path.
5. New east west local route from Piney Lakes to North Lake Road.
6. Realignment of local route to take advantage of green space.



18 LTCN PROJECTS

Route Priority

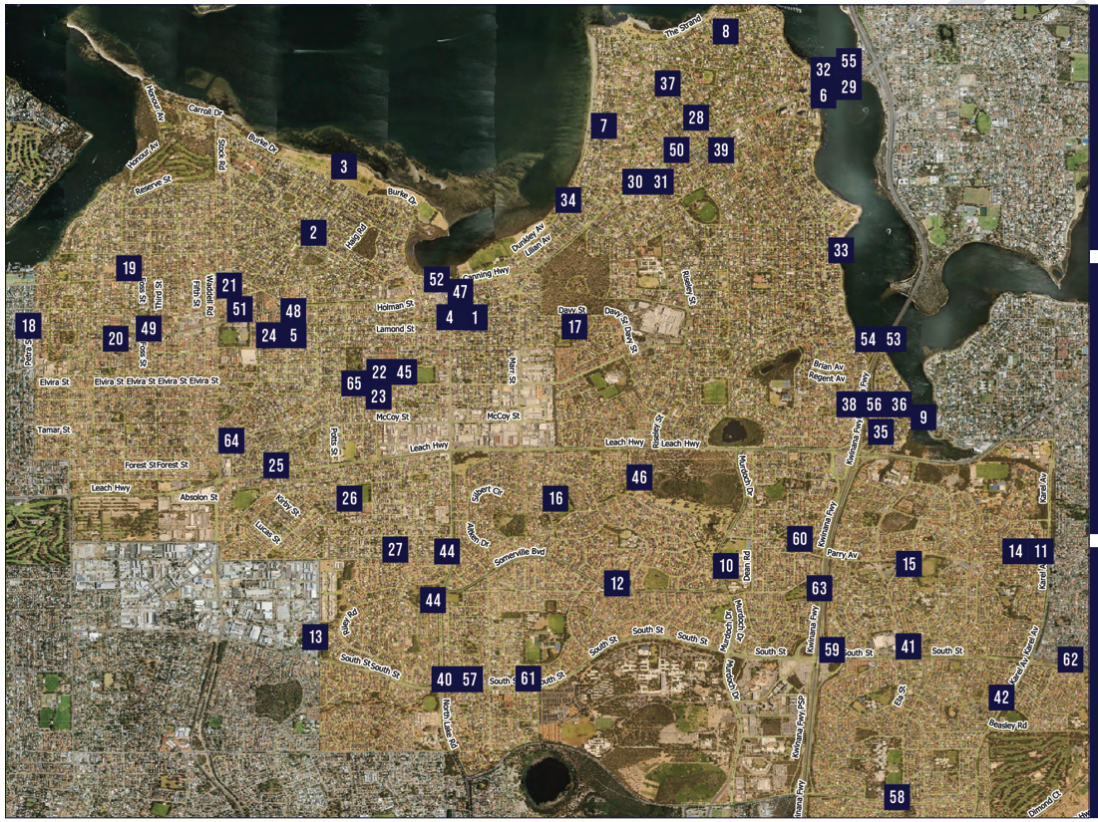
Implementation of the LTCN is long term. Route priority at a network level will be informed by engagement, study investigations, and evaluations of the role of the route's connection to community, important local destinations, and facilities. The following routes are deemed to be of higher priority as a result of evaluation of the study findings, including community and stakeholder engagement.

Route	Location	
	Road	Ward
Primary	MacRae Road	Applecross | Mount Pleasant
	The Esplanade	Applecross | Mount Pleasant
	Stock Street	Bicton | Attadale | Alfred Cove | Palmyra | Melville | Willagee
	South Street	Bateman | Kardinya | Murdoch
	North Lake Road	Ardross | Booragoon | Myaree | Winthrop
Secondary	Marmion Street	Palmyra | Melville | Willagee | Ardross | Booragoon | Myaree | Winthrop
	Ardross Street	Palmyra | Melville | Willagee
	Parry Avenue	Bull Creek | Leeming
	Karel Avenue	Bull Creek | Leeming
Local	Rome Road	Palmyra | Melville | Willagee
	Somerville Boulevard	Bateman | Kardinya | Murdoch
	Wichmann Road	Bicton | Attadale | Alfred Cove
	Kitchener Road	Palmyra | Melville | Willagee
	Winnacott Street	Palmyra | Melville | Willagee
	Benningfield Road	Bull Creek | Leeming
	Piney Lakes to Charlsey Street	Ardross | Booragoon | Myaree | Winthrop
	Winthrop Drive/Clements Road	Ardross | Booragoon | Myaree | Winthrop
	Point Walter Road	Bicton | Attadale | Alfred Cove

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Projects, Further Studies and Advocacy

The Walk and Ride Plan outlines the need for a number of infrastructure projects, further studies and advocacy activities, in addition to the implementation of the LTCN routes, listed in priority order by Ward in the following table.



17
CONSTRUCTION PROJECTS

29
FURTHER STUDIES PROJECTS

19
ADVOCACY PROJECTS

Table Key									
Responsible Authority (RA)				Ward (W)					
●	●	●	●	1	2	3	4	5	6
City of Melville	Other Local Government	Main Roads Western Australia	Department of Transport	Bicton, Attadale, Alfred Cove	Palmyra, Melville, Willagee	Applecross, Mount Pleasant	Bateman, Kardinya, Murdoch	Bull Creek, Leeming	Ardross, Booragoon, Myaree, Winthrop

ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
1	Construction	1	No footpath	Stirk Road	–	Construct footpath in line with the Footpath Evaluation Matrix	●	$60K
2			Services two primary schools but not on the LTCN	Wichmann Road	Local (proposed)	Apply to DoT for inclusion on the LTCN	●●	–
3			No access from the LTCN local route to the river	Palmer Street	Local (proposed)	Apply to DoT for inclusion on the LTCN	●●	–
						Investigate footpath options from Palmer Street to the foreshore	●	
4			Additional paths needed near to aged care facility opposite Westfield Booragoon	Davy Street	–	Construct footpath in line with the Footpath Evaluation Matrix	●	$60K
5		2	Footpath width is very narrow, particularly for accessing the bus stop on Canning Highway	Money Road Canning Highway to Bridges Road	Local	Widen path along Money Road between Canning Highway and Bridge Road and implement improvements to the footpath in line with the Footpath Evaluation Matrix	●	$92K
6		3	User conflicts	Apex Reserve	Primary	Separate the path	●	$85K
7			Pedestrian crashes, no footpath	Matheson Road/ Nairn Road	–	Construct footpath in line with Footpath Evaluation Matrix	●	$20K
8			No footpath access for residents to access the path network adjacent to the river	Nisbet Road	–	Construct footpath in line with Footpath Evaluation Matrix	●	$40K
9			Provide path continuity between river paths	Brentwood Avenue	Primary	Evaluate feasibility of River boardwalk for pedestrians	●	$154K
						Construct 3.5m shared path (211m)		
10		4	Cycle lane ends at the intersection with Murdoch Drive	Robin Warren Drive/Barry Marshall Parade	–	Remove red asphalt to signal bike lane continues on path	●	$5K
11			Lack of lighting and overgrown vegetation	Parry Ave	Secondary	Undertake lighting audit	●	$5K
						Undertake pruning of vegetation to increase effective path width		

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
12	Construction	4	Problematic roundabouts	Somerville Boulevard	Local	Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$80K infra-structure
13			Suggested Local LTCN Route in this location is indirect through local streets and wayfinding may be problematic	Ormond Bowyer Park	Local (proposed)	Identify suitable alignment for new local route through here between Garling Street and South Street Apply to DoT to adjust LTCN	● ●	$5K
14		5	Navigating roundabouts safely	Parry Ave	Secondary	Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$75K
15			Crossing problematic south of the intersection with Parry Ave	Benningfield Road	Local	Install traffic calming (options): • Wombat crossing • Speed hump • Speed cushion	●	 $47K $31K $16K
16		6	Sealed shoulder missing the bicycle sign Roundabouts Difficult crossing at Leach Highway heading north to PAW	Winthrop Drive	Local	Remove cycle lane Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	●	$100K
17			No footpath. Used to access schools/shopping centre/wireless park	Melson Way	–	Construct a footpath in line with the footpath Implementation Plan	●	$25K
18	Further Studies	1	Bike crashes all along Petra Street to Marmion Street from the River at intersections	Petra Street	Local	Crash analysis report Road Safety Audit in collaboration with Town of East Fremantle	● ●	$8K study
19			Bike and pedestrian crashes at the north end	Point Walter Road	Local	Crash analysis report Safety audit	●	$5K study
20			Problematic parking near Canning Highway	Point Walter Road	Local	Undertake parking surveys and develop suitable design response to improve safety outcomes for people riding	●	$12K study

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
21	Further Studies	1	Safety issues along its length	Stock Road	Primary	Work with DoT to develop an action plan to guide implementation of Stock Road Corridor Study in line with outcomes from this report		–
22		2	High traffic volumes and speeds, user conflicts	Rome Road	Local	Develop design response to reduce traffic volumes and speeds (e.g., traffic calming or modal filters) and improve access to schools		$20K study
23						Analysis to understand demand and impacts of reducing/removing traffic		
24			Problematic intersections including roundabouts	Kitchener Road	Local	Analyse crash data and prepare design response		$15K study
						Consider treatments such as raised intersections, roundabout removal and changes to priority		
25			Opportunities to improve amenity for people walking between multiple community land uses (schools, park, and activity centre)	Winnacott St (Leach Hwy to Archibald St)	Local	Undertake a Healthy Streets assessment to identify opportunities to improve outcomes for people walking and riding		$4K study
26								
27			Cycle lanes are very narrow and median strips result in multiple pinch points Provides connection between 2 primary LTCN routes	Garling Street	Local	Conduct a feasibility study to identify design response options to slow traffic and improve amenity, or remove cycle lanes and widen the footpath		$12K study
28		3	Crashes at intersections	Macrae Road/ Ness Road	Secondary (Proposed Primary)	Corridor Study to encompass:		$25K study
						Upgrade to primary LTCN route		
						• Crash analysis		
						• Safety audit		
						• Prepare suitable design response following review of study findings		
						• Implement recommendations in line with Implementation schedule of the LTCN		
29			Crashes	Canning Bridge/ Esplanade and surrounds	Primary	Crash analysis		$70K study
						Safety audit		
						Prepare suitable design response following review of study findings		
						Stakeholder engagement		

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
30	Further Studies	3	Pedestrian crashes, volumes of people walking	Riseley Centre	–	Undertake a demand assessment of the footpath in this location to determine the number of users during peak time		
						Assess path widths and implement improvements to the footpath in line with the Footpath Evaluation Matrix	●	$15K study
31						Work with MRWA to assess crossings		
						Undertake Road Safety Audit related to pedestrian crashes		
32			Wayfinding	Canning Bridge to PSP	–	Prepare a consistent wayfinding strategy considering improvements to infrastructure and facilities in this location (to be consistent with wayfinding design in other areas of the City)	● ●	$40K study
33			User conflicts	Esplanade	Primary	Undertake a feasibility study for a safe active street in this location	●	$70K
34			Convergence of paths, conflicts between users	Dunkley/ Cunningham/ Melville Beach Road	Primary	Assess location to determine if a design response is required		
						Check path widths considering healthy streets criteria in relation to the number of users	●	$4K
35			Access to station and high school. Road also used by pelotons	Pulo Road	Local	Undertake pedestrian and rider demand study		
						Assess existing footpath width	●	$40K study
36						Conduct a SAS feasibility study		
37			Footpath only on one side outside of the Applecross Village	Ardross Street (between MacDonald Road and Munro Road)	Secondary	Undertake a demand assessment of the footpath in this location to determine the number of users during peak time	●	$12k study
						Collate community feedback with respect to whether a footpath on the western side would be desired		
						Implement footpath in line with Footpath Evaluation Matrix	●	$80K infra-structure
38			Well used by bike riders	Beamish Avenue	Local	Provide wayfinding to PSP as part of the City-wide Wayfinding Strategy	●	See 32

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
39	Further Studies	3	Dangerous for on road riding, school access, heavy vehicles accessing Woolworths, higher volumes of traffic	Bombard Street / Reynolds Road	Local	A study has been commissioned by CoM	●	–
40		4	Lack of safe pedestrian crossing facilities (South Street and Leach Highway) Poor bicycle infrastructure	North Lake Road	Primary	Identified as a Primary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road Undertake Road Safety Audit related to pedestrian crashes Develop a design response considering its status as a Primary Route and implementation schedule for the LTCN	● ●	$60K study
41		5	Crossing facility problematic near the shopping centre	Benningfield Road	Local	Undertake a crossing demand study and a road safety audit Develop a suitable design response to improve the safety of the crossing	●	10K study
42			Narrow sealed shoulders Narrow footpaths	Karel Avenue	Secondary	Commission a corridor study to identify opportunities to improve bicycle infrastructure between South Street to Roe Highway Identify pedestrian and rider demand along the length of the corridor Develop a design response for foot paths widths, and the LTCN implementation Schedule	●	30K study
43		6	Narrow foot paths, inadequate quality	North Lake Road	Primary	Develop a suitable design response to footpath provision, quality and width in relation to the findings from the Footpath Policy/Crossover Guidelines	●	$45K study
44			Unsafe riding route	North Lake Road	Primary	Identified as a Primary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road Develop design response (as a primary route) and implementation schedule for the LTCN	●	$50K study

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
45	Further Studies	6	Unsafe riding route	Marmion Street	Secondary	Identified as a Secondary Route on the LTCN Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of Marmion Street Develop a design response (as a secondary route) and implementation schedule for the LTCN	●	See 65
46			Connect park trails to paths adjacent to Paterson Gardens. Identify additional local route east-west to connect to North Lake Road, in the vicinity of Charlsey and Archibald Streets	Piney Lakes	Local (Proposed)	Investigate suitable alignment for this local route Apply to DoT to have this route added into the LTCN	● ●	$10K study
47	Advocacy	1	Hard for bike riders to continue in a straight-on direction from North Lake Road (intersection with Canning Highway) to access the river path	North Lake Road	Primary	Analyse crossing behaviour, develop design response Collaborate with MRWA to implement recommendations	● ●	$5K study
48			Dangerous Crossing for accessing bus stops	Preston Point Road /Canning Highway	–	Obtain bus patronage data for adjacent bus stops Commission a road safety audit Develop design response to narrow entry and exit from Preston Point Road Consider design response to reduce traffic movements Collaborate with MRWA to identify a suitable solution Inspect bus stop facilities considering Healthy Streets criteria	● ●	$20K study
49			Lack of crossings and distances between crossings	Canning Highway (Stock Road, Petra Street)	–	Corridor Study with MRWA Heathy Streets assessment to help identify suitable locations for additional crossings Crossing demand study Undertake road safety audit related to pedestrian crashes	● ●	$40K study

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
50	Advocacy	1	Inadequate footpath provision	Canning Highway	–	Undertake Healthy Streets Assessments to help determine the weakest points Work with MRWA to implement recommendations from assessments at the weakest locations Undertake road safety audit related to pedestrian crashes		$25K study
51		2	Lack of crossings and distances between crossings	Canning Highway	–	Corridor Study with MRWA Heathy Streets assessment to help identify suitable locations for additional mid-block crossings Crossing demand study		$40K study
52			Inadequate footpath quality	Canning Highway	–	Healthy Streets Assessments to help determine the weakest points Work with MRWA to implement recommendations from the assessments at the weakest locations		$25K study
53		3	Visibility issues with oncoming walkers/riders	Mount Henry Bridge underpass		Install mirrors to provide visibility to path users		$1K
54			Unappealing at night	Mount Henry Bridge underpass		Undertake a lighting assessment of the underpass		$3K study
55			Lack of safe crossings	Canning Bridge (Canning Highway)		Advocate for improvements once the design process for the redevelopment of Canning Bridge Activity Centre is underway		–
56			Very narrow median for pedestrian crossing	Cranford Ave		Median should be 2m wide. Widen the median as part of capital works program		$15K
57			Difficulties crossing the street	South Street near Kardinya shopping centre	–	Lobby MRWA to: • Commission a Road Safety Audit at South Street • Collaborate with MRWA to identify a suitable solution to issues at South Street • Inspect bus stop facilities considering Healthy Streets criteria		$6K audit

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
57	Advocacy	4	Difficulties crossing the street	Murdoch Activity Centre (Discovery Side). Identified as primary route	–	Lobby MRWA to: • New shared path being installed now on the west side of Murdoch Drive between Bramanti Road and Discovery Way • New pedestrian crossing on the slip lane to Discovery Way adjacent to the existing traffic lights to go in • New pedestrian crossing points and pram ramps along Murdoch Drive moving south	●●	Included in above cost
58			Poor path quality along PSP, on ramp from freeway	Farrington Road	–	Collaborate with MRWA to audit path quality of the PSP in this location	●	–
59			Poor lighting and path surface quality	Kwinana Freeway PSP (Murdoch)	–	Collaborate with MRWA to audit lighting and path quality of the PSP in this location	●	–
60			Poor path quality	Parry Ave	Secondary	Designated as a Secondary Route on the LTCN providing an important link from Bull Creek to areas west of the Freeway	● ●	$25K study
			Improve Crossing over Kwinana Freeway			Collaborate with MRWA to audit path quality of the PSP in this location		
			Accessing the Bridge			Undertake a pedestrian and rider demand audit of the Parry Avenue Bridge to determine if path widths are suitable		
61			Lack of cycle infrastructure	South Street	Primary	Undertake a review of crossing demand for accessing the PSP	● ●	$1M
						Develop design response for implementation as part of capital works program		
						Upgrade cycling facilities in line with the LTCN implementation schedule		

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ID	Type	W	Issues	Location	LTCN	Opportunity	RA	Cost
62	Advocacy	5	Bike riders sharing the bus lane during peak hour	South Street	Primary	Riding on the road in this location is not recommended unless bikes can be protected from traffic. If separation is not possible, investigate the feasibility of a 3.5m separated path from Benningfield Road to Karel Avenue (1km)	● ●	Included in above cost
						If separating people walking from riding on the path is not possible, ensure path widths of shared paths are suitable for the demand of people walking and riding along its length		
						Upgrade cycling facilities in line with the LTCN implementation schedule		
63			Add a PSP to the eastern side of the Kwinana Freeway	Kwinana Freeway	–	Advocate to MRWA regarding the benefits of a PSP in this location	●	–
64		6	Difficult to cross the road for school children	Marmion Street	Secondary	Identify opportunities for a crossing point west of Curtis Road	● ●	$15K study
						Undertake a Road Safety Audit		
						Develop a suitable design response		
						Lobby MRWA fro slower speeds		
65			Difficulty in crossing the road owing to speed environment	Marmion Street	Secondary	Identified as a Secondary Route on the LTCN	● ●	$30K study
						Commission a Corridor Study to identify opportunities to slow vehicle speeds at suitable locations along the length of Marmion Street particularly near schools and other activity centres		
						Develop a design response considering its status as a Secondary Route and implementation schedule for the LTCN		

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Walk and Ride Melville Plan
PREPARED FOR CITY OF MELVILLE | October 2023
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Revision schedule

Rev No	Date	Description	Prepared by	Checked by	Reviewed by	Approved by
A	04/07/2022	Draft	AO	TJ	JM	JM
0	09/12/2022	Final	AO	CS	JM	JM
1	07/07/2023	Final – Comments Addressed	CS	AO	SL	SL
2	04/09/2023	Final – Comments Addressed	CS	AO	RC	SL
3	27/09/2023	Final	LR	AO	SL	SL
4	9/10/2023	Final - amended	AO	SL	SL	AO

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1 Introduction

1.1 Background and Scope

Stantec has been engaged by the City of Melville (the City) to provide a more wholistic approach to planning for active transport, recognising that people walking, riding and wheeling often share the same infrastructure, and yet can compete for the same space in some locations.

This *Walk and Ride Melville Plan* (so titled to recognise recent increases in the use and number of micro mobility modes, as well as the use of active travel infrastructure by people travelling by wheelchair and other mobility aids) is an update to the City's 2012 Bike Plan to incorporate this diversity of users in the analysis, consultation, policy and best practice discussions within the Plan. While the document mainly refers to people walking and riding, the intention is that the resulting improvements will help people travelling actively across the board. The goal of this plan is to comprehensively evaluate facilities for walking and riding, provide a vision for walking and riding in the City, and suggest actions to achieve this goal. This will help to support the City's community aspirations:

- Clean and Green
- Growth and Prosperity
- Healthy Lifestyles
- Safe and Secure
- Sense of Community
- Sustainable and Connected Transport.

The structure of this document is outlined below**.** The following sections and Appendix document the work undertaken to develop the recommendations.

Table 1-1: Document Overview

Task	Purpose	Section
Review background information	Understand local context and align recommendations to the overall vision, objectives and goals of the City	1 & 2
Engage with stakeholders	Identify issues, opportunities and key themes from the community and stakeholders	3 & 4
Identify Strategic Improvement Principles	Identify principles for enhancing the experience of walking and riding a bike in the City	5
	Outline implementation of the LTCN, and provide an evaluation matrix for new and upgraded paths	6
Projects	Summarise identified projects focusing on infrastructure improvements, further studies and opportunities for advocacy.	7

The report provides a review of the following:

- Literature
- Existing Network Conditions
- Stakeholder engagement approach, outcomes and themes
- Strategic Cycle and Footpath Network principles
- Projects (infrastructure, further studies and advocacy)
- Conclusions.

1.2 State Policy Context

The Department of Transport (DoT) outlines the following guiding principles in its *Guidance for Local Bike Planning (Interim Framework)*:

- **Safe** (built to a standard that reflects the "8 to 80" design philosophy
- **Connected** (all routes must connect to a destination or another route)
- **Widespread** (extensive enough to get to a destination without encountering hostile traffic conditions)
- **Legible** (Intuitive and direct with coherent wayfinding)
- **Aspirational** (long term network strategy and vision for bike riding)
- **Achievable** (evidenced based planning principles)

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Furthermore, the West Australian Bike Network Plan (WABN) outlines number of key actions which are relevant for this Plan including:

- Connecting Stations
- Connecting Schools
- Safe Active Streets and
- End of Trip (EoT) facilities in Activity Centres.

1.3 Literature Review

The full review of the literature can be found in Appendix A.

Table 1-2: Summary of Findings

Theme	Findings
Plan Alignment	While a number of strategic routes were identified in the last Bike Plan, these may not correspond to those in the more recent LTCN
	The majority of projects identified in the 2012 Plan (where responsibility rested with the City) were implemented, or the actions were noted as being ongoing
High Volume Roads	South Street, Leach Highway and Canning Highway are the most dangerous roads in terms of crashes involving people on bikes (noting that these roads are under the remit of MRWA)
Mode Share	3% mode share was identified for cycling in the last Bike Plan
Policy Alignment must take into account:	DoT's Guiding Principles for Local Bike Planning
	Key actions from the DoT WABN Plan
	LTCN routes and identify the need for changes where necessary
Community Views	Improvements to walking and riding networks will help to achieve the community aspirations
	There is recognition from the community that: • Reducing car dependency is important • Integrated transport networks are important • Safety for people walking and riding must be improved • Some areas within the City are well catered for in terms of walking and riding infrastructure (and some are not) • Safety perceptions differ between younger and older cohorts • Walking and riding contributes towards wellbeing • Neighbouring community facilities and activity centres should be linked by safe and good quality infrastructure.
Design	Widths of new paths should ideally not be less than 1.8m
	The City's Path Guidelines and Specifications encompass good practice for path design and placement
Interest in Walking and Riding	Research shows that interest in riding in metropolitan areas is increasing, particularly with the growing interest in e-rideables
	Interest in riding is increasing particularly in the 10-17 age group, as well as females aged 30-49
	Although average walking journeys were short, most interest in walking related to recreation and exercise or to access the shops.
Roundabouts	Considerations for people riding bikes at sites with roundabouts should include design options which: • lower speeds upon entry and exit • reduce squeeze points • terminate on-road cycle lanes before holding lines and at multi-lane roundabouts • exclude separate channelised entry into roundabouts on the left of the general traffic lane • provide access to shared paths from the carriageway particularly at locations used by children or recreational bike riders • ensure intersections between paths and the road provide opportunities for safe crossings and safe access to bicycle lanes at locations with roundabouts.
	Analysis of cycle crashes at roundabouts by Austroads showed that: • 93% of crashes occurred in speed zones of 60 km/h or less • 63% of crashes occurred in speed zones of 50km/hr or less

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	• The most common crash type was a motor vehicle colliding with a cyclist on the circulating carriageway – 67% of crashes • The next most common crash type was vehicles travelling in the same direction (13%). • Entry path curvatures were the main component that needed to be increased to slow entering vehicles.

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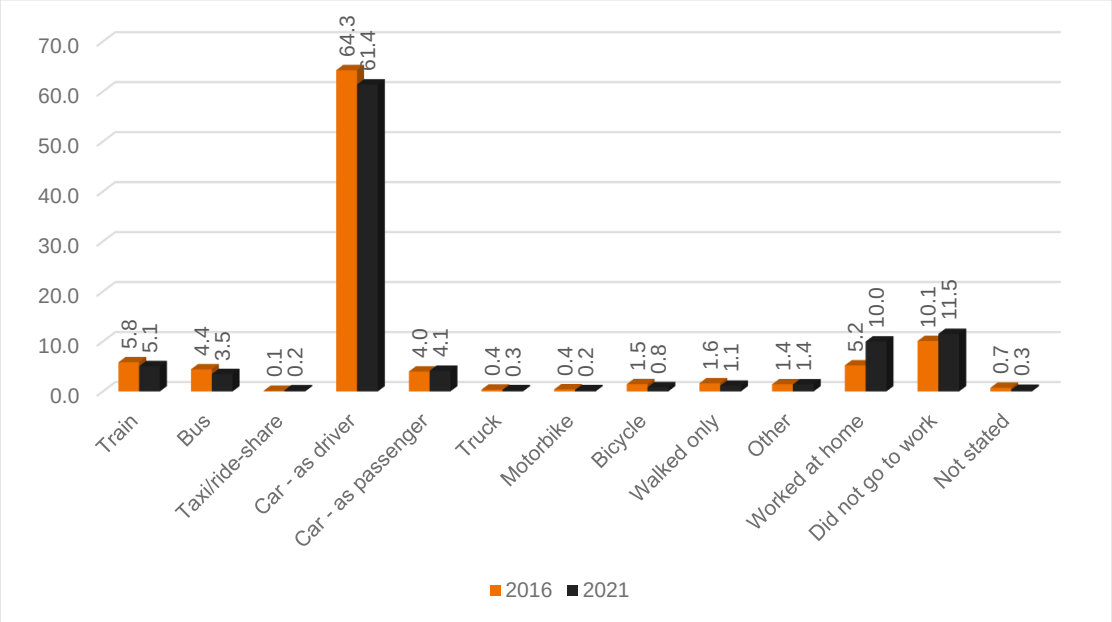
2 Existing Network Conditions

This chapter reviews the current path infrastructure within the City of Melville, the nature of the traffic volumes and speeds, and the prevalence of crashes involving people walking and riding. Ultimately, understanding the likely stresses of people riding on the City's roads is integral to the plan in order to highlight gaps in the network.

2.1 Mode Share

The recent ABS census data recorded a reduction in the number of people in the City walking and riding to work in 2021 compared with in 2016, along with a doubling of people working from home and a small reduction in the number of people driving and taking public transport (see Figure 2-1).

Figure 2-1: 2016-2021 Mode Share Comparison

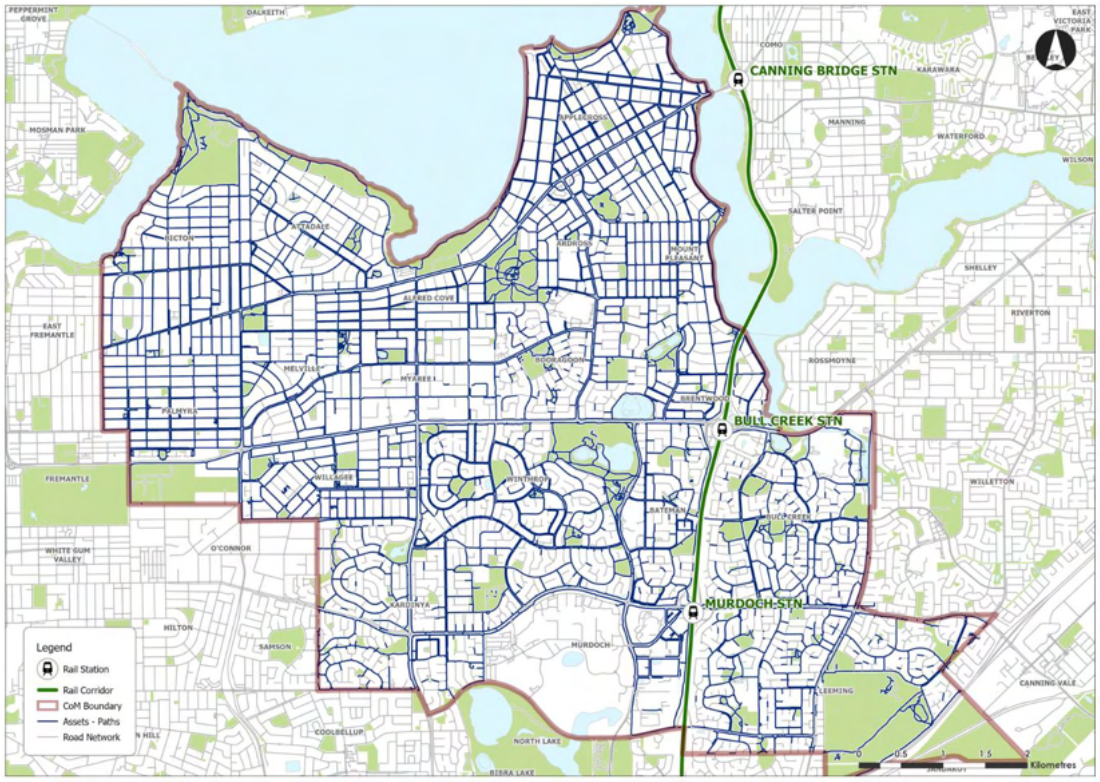


This report does not propose a target mode share for people walking and riding as this is a discussion that needs to take place in consideration of all modes and the wider transport policy landscape in which we operate. However, given Global, National and State aspirations to drive down transport emissions, a backwards step in relation to public and active transport use is alarming and must be reversed. The actions contained in this document which aim to prioritise walking and riding will help to this end.

2.2 Footpath Network

It is understood that approximately 51% of the roads in the City have a footpath on at least one side. Figure 2-2 below shows the footpath network as of September 2021.

Figure 2-2: Existing Footpath Network



Source: City of Melville

Those without footpaths are mainly low volume streets in residential areas, however it is recognised that in some locations gaps in the footpath network do act as a barrier to encouraging people to walk and ride for their local journeys. A consistent approach to prioritising the construction of footpaths is required, considering issues such as safety history, nearby destinations, the paths' likely role in relation to the cycle network, and anticipated level of use of the path by other users.

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2.3 Traffic Conditions

Traffic conditions within the City of Melville vary greatly, from six-lane cross-sections to quiet neighbourhood streets. Main Roads WA controls and maintains the largest roads in the City of Melville, including Kwinana Freeway, Canning Highway, Leach Highway, South Street, and parts of Stock Road. Each of these roads has a six-lane cross-section and carries substantial traffic making them unattractive for on-road riding, although there is a path network available of varying widths and surface qualities.

The following list shows roads controlled and maintained by the City, where there is more than 5,000 vehicles/day, many of which are also roads which feature on the proposed Long Term Cycle Network (LTCN, See Appendix A.1.3 [roads on the LTCN are in italics]).

- *Marmion Street*
- *Point Walter Road*
- *Preston Point Road*
- *Carrington Street*
- Norma Road
- *North Lake Road*
- *Rome Road*
- McCoy Street
- *Somerville Boulevard*
- *Murdoch Drive*
- Riseley Street
- *Kintail Road*
- *Coomoora Road*
- Reynolds Road
- Moolyeen Road
- Cranford Avenue
- *The Esplanade*
- *Bull Creek Drive*
- *Parry Avenue*
- Camm Avenue
- Benningfield Road
- *Karel Avenue*
- Gilbertson Road
- *Farrington Road*.

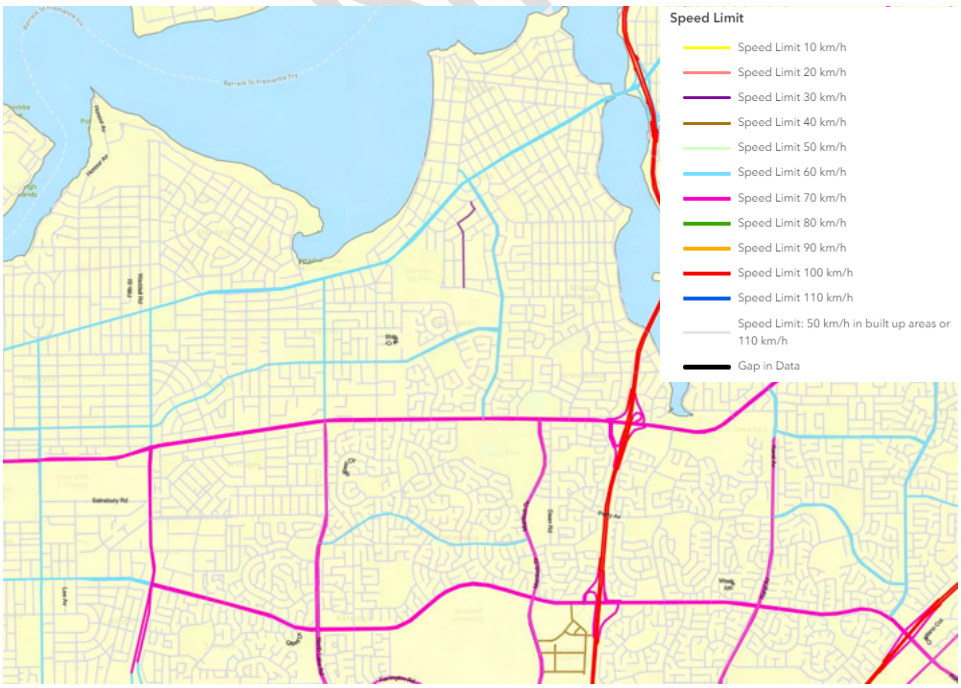
Not all these roads currently feature separated facilities meaning that people riding may need to share the road with motorised vehicles or ride on the footpath and share space with people walking. The implementation of the LTCN will need to identify which treatments are most appropriate for which roads by considering issues such as crash history, traffic volumes and speeds, its role in the cycle network and likely interaction with other users including people walking.

2.4 Speeds

Primary and regional distributor roads typically have posted speed limits of 60 or 70 km/h, whilst access roads have 50 km/h posted speed limits or less. Figure 2-3 provides a detailed overview of the speed limits within the City boundaries.

Very few roads have a posted speed limit of less than 50 km/h in the City of Melville. These include the 30km/h posted speed Safe Active Street connecting the start of Links Road to the end of Hope Road via portions of Drew Road, Collier Street and Millington Street. The Murdoch Health Precinct has a concentrated pocket of 40km/h posted speed limit roads.

Figure 2-3: Speed Limits in the City of Melville



Source: MRWA Road Information Mapping System

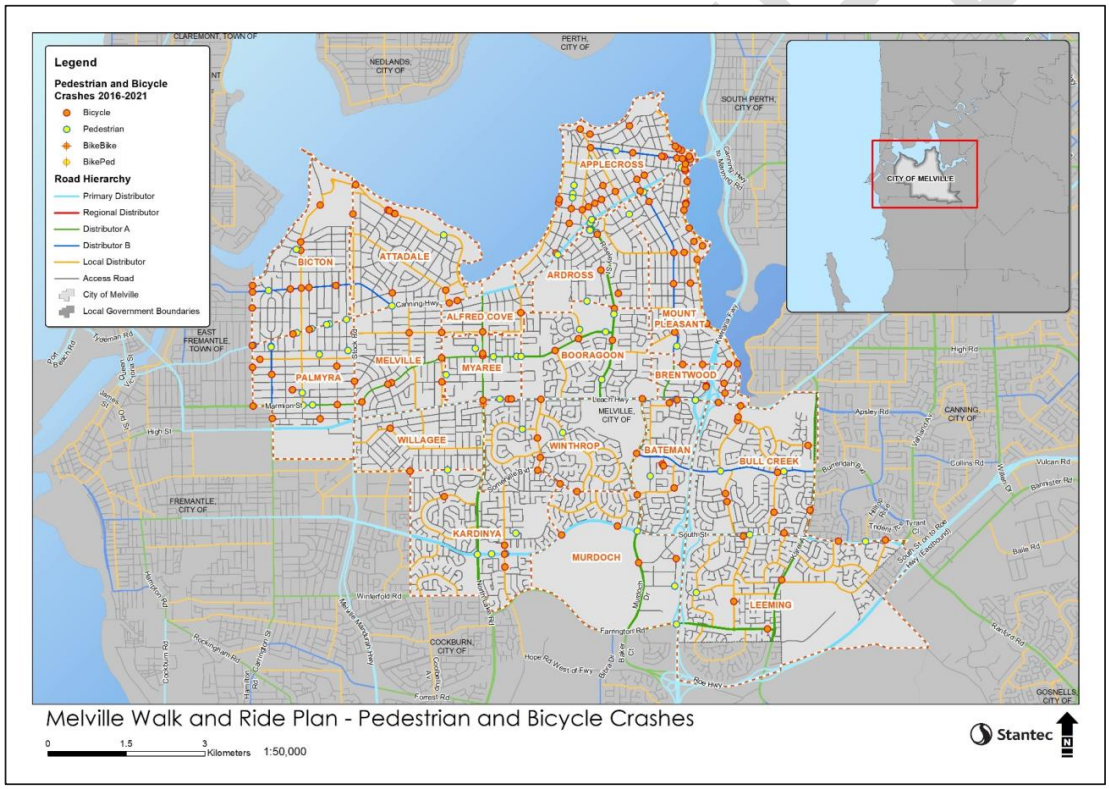
While there are very few roads with posted speeds of under 50km/hr, this does show that there are many alternative routes which do not involve riding on busy main roads, however that crossings over those main roads are important considerations to ensure connectivity across the City and beyond.

2.5 Pedestrian and Cyclist Crash Data

Pedestrian and bicycle crashes in the City of Melville are distributed across the network, with crashes occurring at intersections along major transport corridors. Marmion Street, South Street, Leach Highway, and Canning Highway all have high numbers of bicycle crashes, while other roads such as Macrae Road, Kintail Road, Kitchener Road, and Winthrop Drive are also over-represented. It is worth pointing out however, that since that time, Macrae Road has been closed to traffic at the intersection with Gairloch Street; nonetheless, the road continues to be a crash hotspot in the City of Melville in some locations.

An overview of all crashes in the City between 2016 and 2021 is provided in Figure 2-4. Many of these crashes are concentrated around Ness Road and McLeod Street, and have been reduced along the rest of Macrae Road, likely due to the modal filter (road closure that restricts vehicle movements but allows through access to people riding). Detailed crash maps for each ward are provided in Appendix B.2.

Figure 2-4: City of Melville Pedestrian and Bicycle Crash Map (2016 – 2021)



Source: MRWA

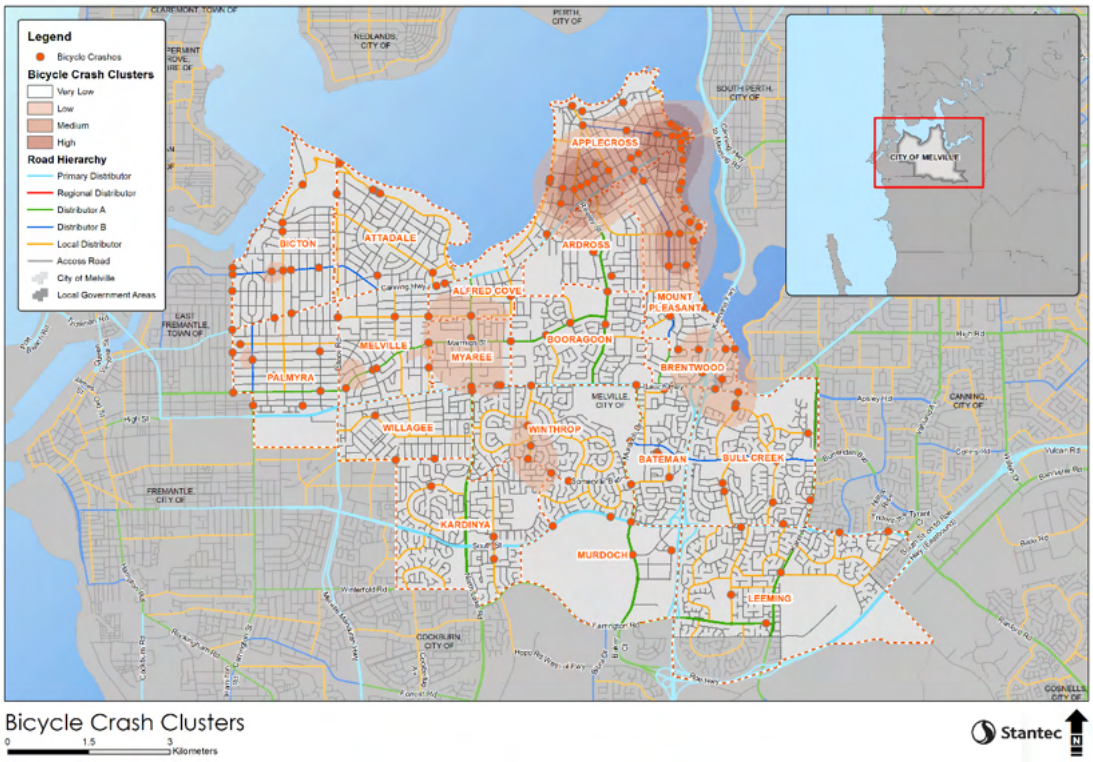
2.5.1 Bike Crash Clusters

Cycling crash clusters are located:

- Along The Esplanade
- Along Macrae Road, Applecross
- At roundabouts along Reynolds Road
- At intersections with Cranford Avenue, Brentwood. *[Note – the new MRWA PSP link under the Cranford Rd bridge has addressed this issue].*

A map of the bicycle crash clusters is provided in Figure 2-5.

Figure 2-5: City of Melville Bicycle Crashes Cluster Map (2016 – 2021)



Source: MRWA

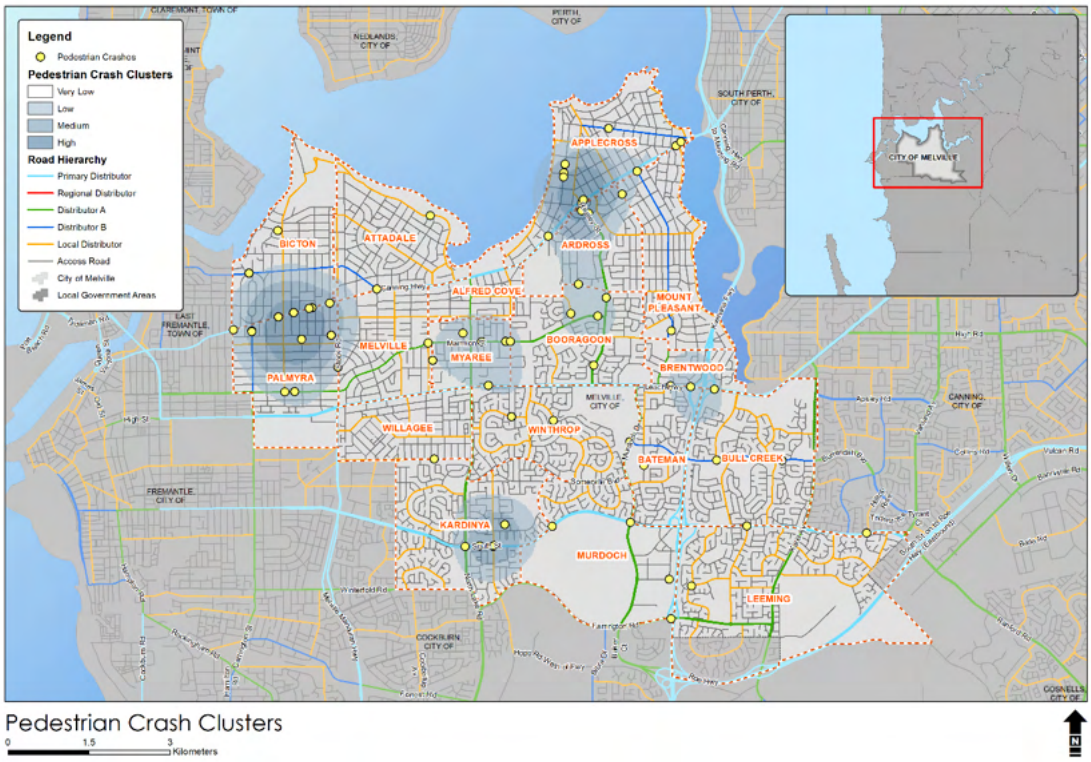
2.5.2 Pedestrian Crash Clusters

The most common locations for pedestrian crashes occur at road crossings and collisions with vehicles emerging from driveways. This crash data has been used to help determine and prioritise areas where advocacy for safety improvements are required for people on foot and on bike. The key locations for pedestrian incidents are:

- Canning Highway in Bicton
- Riseley Street and Canning Highway
- South Street and North Lake Road near the shopping centre east of the intersection.

A map of the crash clusters for pedestrian crashes is provided in Figure 2-6.

Figure 2-6: City of Melville Pedestrian Crashes Cluster Map (2016 – 2021)



Source: MRWA

2.6 Bicycle Stress

To better understand the level of comfort for bike riders on roads, a bicycle stress calculation was performed on the City's road network using traffic volume and 85th percentile speed data. Roads without dedicated infrastructure for active transport users can function as adequate facilities for people riding under certain conditions. Specifically, roads with traffic volumes under 1,500 vehicles per day (vpd) and 85th percentile speeds under 30 kilometres per hour (km/h) serve as comfortable facilities for people riding and do not require additional cycling infrastructure.

In the Western Australian context, there are very few roads speed zoned to 30 km/h, so roads with an 85th percentile speed of 40 km/h were also examined in this analysis. The City of Melville provided data on traffic volumes and 85th percentile speeds generated from traffic counts undertaken in the last 10 years, where available. Data relating to the Links Road Safe Active Street was added to the data set to take account of changes in traffic speeds and volumes in that location. This data was joined to the Road Hierarchy GIS layer, using the highest speed and volume data in instances where more than one count occurred on the same road.

Based solely on volumes, many of the access roads in the City of Melville would be considered comfortable for people riding without additional facilities. However, even with low volumes of traffic, roads with 85th percentile speeds over 40 km/h are still considered to be stressful for people riding without additional infrastructure[1].

This shows the importance of access roads as part of the cycle network and ensuring that these are safe and attractive places for people to ride on while advocating for and investing in separated paths on busier roads.

Consideration of a reduction in speeds to 30km/hr in appropriate locations such as near schools and where high volumes of people walking and riding might frequent would help in this regard (see Section 5.1.6).

The full results are shown in Appendix C

[1] This relates to riding on roads only and does not factor in the presence of shared paths or other separated infrastructure.

3 Stakeholder Engagement

To ensure the maximum amount of people were consulted, numerous different strategies were employed to obtain a wide and diverse range of feedback. A rigorous and comprehensive approach to consultation was outlined in the Stakeholder Engagement Plan. A summary of the outcomes from these engagements are provided within Appendix D - Appendix F .

Activities included:

- Internal workshops with the City
- Online community surveys (the engagement platform receiving over 1,000 visits) involving:

  A questionnaire responding to the nature of walking and riding in the City (140 responses)
  Online map for respondents to highlight locations of concern (299 comments)
  Opportunity to provide comments on the LTCN.
  Respondents were also able to provide an expression of interest to participate in future workshops
- Saddle surveys with City officers to experience the network in person from the perspective of people walking, riding and driving
- External workshops with stakeholders and community representatives including transport agencies, neighbouring Local Government Authorities and walking and riding advocacy groups. to:

  Provide an overview of work undertaken to date
  Outline outcomes from consultation exercises
  Provide opportunities for stakeholders to identify any other issues and seek feedback on preliminary networks and proposed next steps.
- A Second external stakeholder workshop with invites sent to interested community representatives and previous attendees. The purpose of this workshop was to ratify the findings from the various investigations including the saddle survey, share the preliminary networks and outline our proposed approach to prioritisation of projects.

Key themes from the various consultations and technical investigations are summarised in the Section 4.

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4 Key Themes

Having reviewed the consultation themes and the outcomes from all the previous investigations including the data and literature review as well as observations on site, the themes can be categorised into the following:

- Footpaths
- Cycle infrastructure
- Crossings
- Connectivity
- User conflicts
- Traffic speeds and volumes
- Wayfinding
- Roundabouts
- End of trip Facilities.

The table below shows how often these issues came up within each ward.

Table 4-1: Consultation themes by ward

Theme	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	General Recommendations	Prevalence
	Bicton, Attadale, Alfred Cove	Palmyra, Melville, Willagee	Applecross, Mount Pleasant	Bateman, Kardinya, Murdoch	Bull Creek, Leeming	Ardross, Booragoon, Myaree, Winthrop		
Footpaths	2	3	5	1	2	2	1	16
Cycle Infrastructure		1	5	5	2	3		16
Crossings	2	2	4	2	2	2	1	15
Connectivity	5		3	3	1	1	1	14
User Conflicts	3	1	6					10
Intersections	3	1	2				1	7
Traffic Speeds and Volumes		1	1			1	1	4
Wayfinding			2				1	3
Roundabouts				1	1			2
End of Trip Facilities			1					1
Totals	15	9	29	12	8	9	6	88

A total of 88 issues were picked up across 10 broad themes. However, it is important to note that just because a theme did not come up multiple times in consultation does not necessarily mean it is not as important. The different forms of engagement did allow for an understanding of the prevalence of an issue across the community, for Council officers and because of technical assessments.

The prevalence of each individual issue was captured across the following sources:

- Whether the location of the issue was on the LTCN
- Whether the issue came up during internal workshops
- Whether the issue came up in survey themes
- Whether the issue was corroborated by the saddle survey, and
- Whether the issue was corroborated by evidence and/or data (such as crash data for example).

Identifying the above provided an understanding of the priority of that issue for the community and stakeholders. The table below provides an overview of issues that were identified most often through these sources. This has informed the approach to identifying and prioritising improvement principles (Chapters 5 and 6) and projects (a complete list is provided in Chapter 7).

Table 4-2: Consultation Issues by Priority

Ward	Location	Issue	Theme	Prevalence
4	South Street near Kardinya shopping centre and at Murdoch Activity Centre/Discovery Side. Identified as Primary Route*	Difficulties crossing the street	Crossings	5
4	Somerville Rd	Roundabouts	Roundabouts	5
6	Marmion Street	Unsafe cycling route	Cycle infrastructure	5
6	Marmion Street	Difficult to cross the road for school children	Crossings	5
6	Marmion Street	Difficulty in crossing the road owing to speed environment	Traffic speeds / volumes	5
2	Rome Road	High traffic volumes, needs calming	Traffic speeds / volumes	4
2	Kitchener Road	Problematic intersections	Intersections	4
3	Canning Bridge*	Lack of safe crossings	Crossings	4
3	Canning Bridge*	Crashes	User conflicts	4
3	Canning Bridge*	Wayfinding	Wayfinding	4
5	Benningfield Road	Crossing facility problematic near the shopping centre	Crossings	4
6	North Lake Road*	Pedestrian issues - narrow footpaths, inadequate quality	Footpaths	4
6	North Lake Road*	Unsafe cycling route - designated primary route	Cycle infrastructure	4
1	Petra Street*	Bike crashes all along to Marmion St from the River at intersections	Intersections	3
1	Point Walter Road	Bike and pedestrian crashes at the north end	Intersections	3
1	First Avenue Shared Path	Dangerous bends	User conflicts	3
1	Canning Highway*	Footpath provision	Footpaths	3
3	Ardross Street	Alternate access to school to reduce traffic on Bombard Street	Traffic speeds / volumes	3
3	MacCrae Road	Crashes at intersections (west end)	Intersections	3
3	Apex Reserve	Separated bike facilities	User conflicts	3
3	Canning Beach Road	Crashes on road	Intersections	3
3	Riseley Centre*	Lack of safe crossings	Crossings	3
3	Mount Henry Bridge underpass (MRWA)*	Unappealing at night	Cycle infrastructure	3
4	North Lake Road*	Lack of safe pedestrian crossing facilities (South Street and Leach Highway)	Crossings	3
4	Farrington Road (MRWA)*	Poor quality along PSP, on ramp from freeway	Cycle infrastructure	3
4	Kwinana Fwy PSP (Murdoch - MRWA)*	Lighting, surface quality	Cycle infrastructure	3
5	Parry Ave	Navigating roundabouts safely, accessing the freeway overpass	Roundabouts	3
5	Karel Avenue	Intermittent breaks in the Shared Path between South Street and Roe Hwy	Footpaths	3

Note:
Ward 1 - Bicton, Attadale, Alfred Cove
Ward 2 - Palmyra, Melville, Willagee
Ward 3 - Applecross, Mount Pleasant
Ward 4 - Bateman, Kardinya, Murdoch
Ward 5 - Bull Creek, Leeming
Ward 6 - Ardross, Booragoon, Myaree, Winthrop
* Denotes a project that required collaboration with another agency or LGA

5 Strategic Improvement Principles

This chapter outlines strategic improvement principles in relation to the themes identified during consultation:

- Network improvements
- Connecting the community
- Behaviour change
- Policy changes
- Key performance indicators.

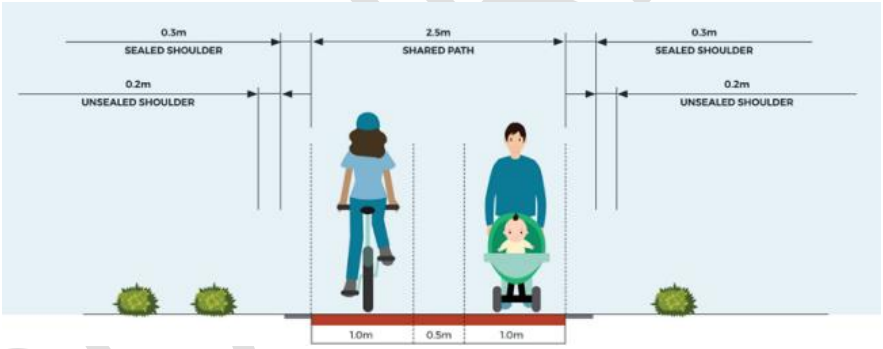
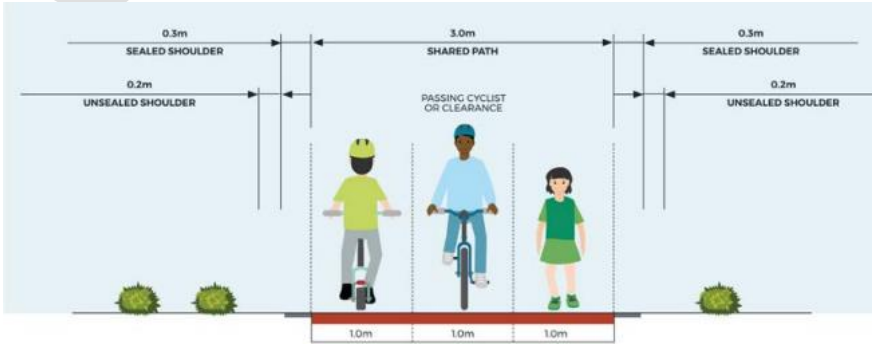
These principles provide guidance to implementation of the projects including specific treatments and indicative costs (where applicable) outlined in later chapters.

5.1 Network Improvements

5.1.1 Path Widths

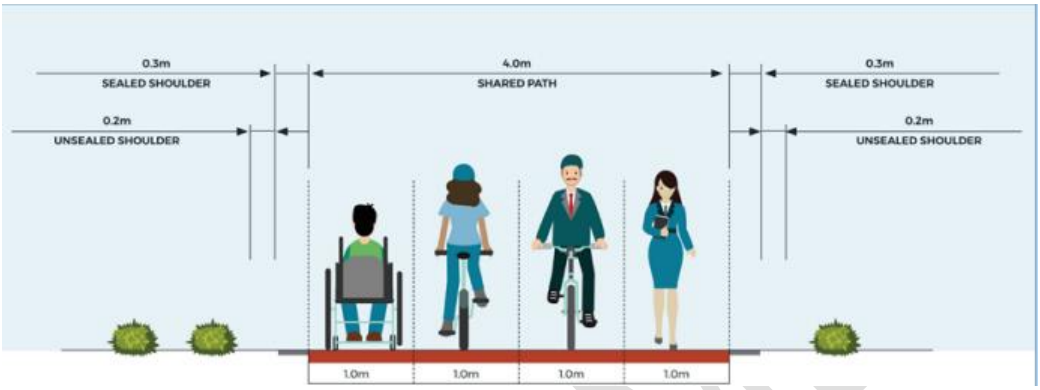
The quality of the path network observed during the saddle survey is reasonable in most places, however some paths are under standard widths. Figure 5-1 provides guidance on when to use different types of paths depending on the location and purpose.

Figure 5-1 Guidance on When to Use Different Types of Paths

2.5m shared path
▪ **Paths of this width provide only 0.5m of clearance when passings occur.** ▪ **If a passing and a meeting occur simultaneously, one of the users may be forced off the path.** ▪ **Paths of this width are only suitable for local and secondary routes, where volumes are low.**

3.0m shared path
▪ **Providing 1.0m of clearance, allows both passings and meetings to occur simultaneously.** ▪ **This width is recommended for new local governments shared paths (suitable for most primary and secondary riding routes), particularly those with a recreational function.**


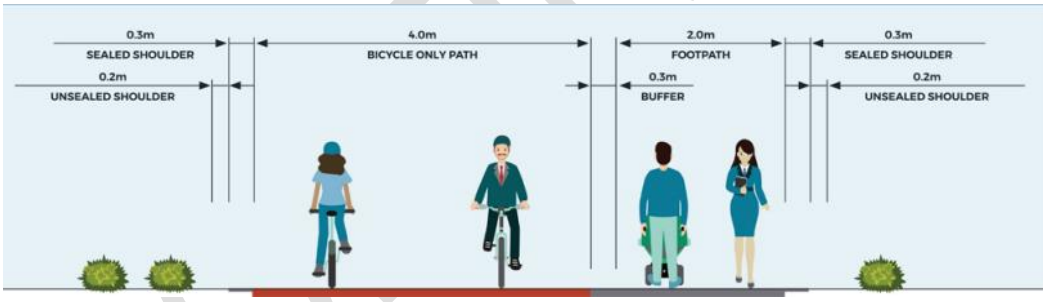
4.0m shared path

- **Standard width for all new principal shared paths (PSPs).**
- **Allows for simultaneous passing to occur in both directions.**
- **Enables comfortable side-by-side riding, making it attractive for people who wish to ride with family/friends.**
- **Note that in some situations, a 1.8m + 2.2m separated path may be a more suitable use of available space.**



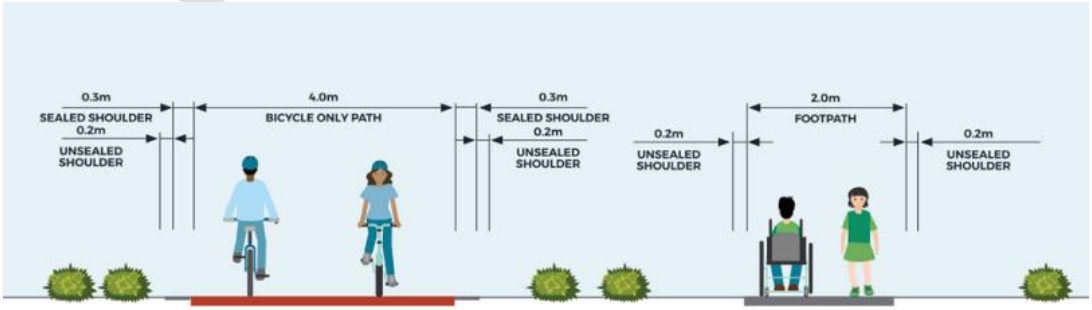
6.0m separated path

- **This type of path is warranted where there are very high volumes of pedestrians and bike riders (such as very busy inner-city commuter routes or popular waterfront locations).**
- **Requires consideration of how best to separate pedestrians and bike riders.**



6.0m split path

- **Split paths provide a higher level of service than separated paths and are typically constructed when there is adequate space available.**
- **They are typically only used in areas with high volumes of pedestrians and bike riders (such as popular waterfront locations).**



Source: Planning and Designing for Bike Riding in Western Australia – Shared and Separated Paths (DoT, 2021)

It is recommended that the City updates its Path Guidelines and Specifications to be in line with the above. As riding on the footpath is now permitted, effectively this means that all paths are shared paths. Shared paths that are currently less than 2.5m wide are recommended to be increased as upgrades are undertaken where possible, and for new sections, subject to achieving the required offsets from trees, light poles etc.

In some cases, shared paths may not be the best outcome and separation should be considered. Undertaking a survey to understand the number of people using the path will help to identify the most appropriate width.

5.1.2 Gaps in the Path Network

The path network should be continuous, particularly around areas which are likely to experience higher volumes of people walking and riding such as central commercial and retail areas, schools and recreational facilities.

Path widths in these locations should cater to the number of path users (the above DoT guidance states that low demand is <10 users/hr whereas high demand is >50users/hr in both directions) in line with the widths described in Section 5.1.1.

Opportunities:

- Footpaths eligible for upgrade to be prioritised using the Footpath Evaluation Matrix (Section 6.2), taking account of the following:
  - Upgrade paths on routes which lead to schools to shared paths with an aspirational width of 2.5m where possible,
  - Footpaths in Activity Centres should be measured to ensure that where possible, there is enough clearance at the narrowest point (i.e., taking into consideration features that might reduce the effective width for walking), to comply with the proposed path widths, with consideration for pedestrian demand in that location
  - Other footpaths should be upgraded where possible to a minimum of 2.5m during scheduled upgrade and maintenance activities.
  - Address gaps in the path network to ensure continuity, in particular within 400m of schools and other important community facilities.

5.1.3 Cycle Infrastructure

Marmion Street and North Lake Road were identified has having inadequate cycle facilities, or no formal facilities at all. Other issues included:

- Sealed shoulders are too narrow (Garling Street)
- Sealed shoulders leading to roundabout bypasses (discussed more fully in Section 5.1.7) - multiple locations including:
  - Farrington Road
  - Parry Avenue
  - Somerville Boulevard.

Opportunities:

- Corridor study to identify improvements for riding on Marmion Street and North Lake Road
- Investigate options for improving riding amenity on Garling Street
- Investigate options to improve safety at roundabouts
- Look for opportunities to separate cycle lanes from traffic where possible
- Where bikes must share the road with vehicles, consider treatments which result in lower vehicle speeds.

5.1.4 Crossings

Many crossings in the City are problematic, particularly in across arterial roads such as Canning Highway, Leach Highway and South Street. While the City cannot act alone in the implementation or adaptation of crossings on such roads, it can commission studies to assess their performance, and work collaboratively with MRWA to improve safety and amenity for people walking and riding.

Consultation findings identified the following high priority crossings of main roads:

- South Street at Kardinya Shopping Centre
- South Street intersection with Murdoch Drive
- Canning Bridge
- Marmion Street
- Benningfield Road
- Riseley Street

- North Lake Road.

Opportunities:

- Assess problematic crossings on local roads, and work with MRWA on main roads, to identify potential solutions and implement improvements. Priority locations include community facilities such as schools, activity centres, medical facilities and recreation centres.

5.1.5 User Conflicts

Multiple locations were identified during consultation where conflicts between road and path users was likely. These locations included:

- Apex Reserve
- Canning Bridge
- The Esplanade
- Burke Drive
- Alfred Cove near First Avenue.

5.1.5.1 On Paths

In a previous study (undertaken by Stantec on behalf of the City) looking at conflicts between users occurring at Apex Reserve in the City, it was concluded that the following issues are likely to continue to contribute towards conflicts:

- During peak periods, faster bike riders are competing with pedestrians
- Walking and riding is forecast to increase from 3% to 12% by 2050 (partly due to increasing development in Canning Bridge, and impacts from Covid-19 i.e., more people being around).

The following short-term recommendations were proposed by the report authors to the City:

1. Shared spaces to be implemented in areas where chances of conflict are high
2. Slow treatments to be considered if speeds continue to be above 20km/hr – these could include:
    - Entrance statements
    - Gateway planting
    - Removing the centreline of shared paths
    - Rumble strips
    - Green surface treatments
    - Speed humps.
3. Treatments to be accompanied by appropriate messaging

Long term recommendations included:

- Creating a bi-directional cycle path (widths as per Section 5.1.1)
- Creating a separated path for people walking (widths as per Section 5.1.1).

The above recommendations may be more appropriate for off-road shared paths where user conflict is high between path users, i.e. people walking and people riding personal mobility devices (including bikes and e-bikes/scooters) which operate at different speeds. However, this may not be appropriate for situations where conflicts are between people riding and people driving.

The DoT in its document Planning and Designing for Bike Riding in Western Australia – Shared and Separated Paths (2021), recommends that consideration should be given to providing grade separation, or rerouting the shared path around the area (while ensuring access is maintained). Where space or budgetary constraints prevent this from occurring, various advisory treatments can be implemented to help manage the potential conflict. Engineering judgement should be used to determine the most appropriate treatment/s.

5.1.5.2 On Roads

One way of addressing user conflicts on roads is to implement a Safe Active Street (SAS). The purpose of a SAS is to establish a safer, quieter, and more attractive road environment that encourages people of all ages and abilities to choose riding or walking over the private car. SAS help to create communities where active transport is more convenient, easy, and sociable. Located primarily on local streets, SAS fill missing links in the larger strategic bike network by using traffic reduction and calming measures to reduce traffic volumes, lower vehicle speeds to 30km/h, and improve neighbourhood amenity.

Appropriate messaging and visual cues are provided which communicate the nature of the SAS to all users.

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5.1.5.3 E-Rideables

E-rideables are becoming more and more prevalent on roads and on paths. These provide greater transport choice and are a more sustainable option than driving, however, add to already congested path networks in some locations. Additionally, the fact that these devices are so quiet can also be problematic.

Legislation recently published states that:

- Helmets must be worn
- Riders should be aged 16 or over
- Must keep left except when overtaking
- Devices must have bells or riders must provide verbal warnings
- Lights and reflectors are required
- Speeds on footpaths must be no more than 10km/h
- Speeds on shared paths, bike paths and local roads to be no more than 25km/h
- Must not be ridden on roads with posted speed limits of over 50km/h.

While the public and law enforcement officials are getting up to speed with these new technologies, it is appropriate to reinforce messaging regarding the above rules and appropriate messaging should be provided in locations where conflicts are likely to occur to help raise awareness and tolerance between path users.

Opportunities:

- Separation of people walking and riding should be implemented in the following locations:
  - Canning Bridge (lobbying MRWA at the time of planning for Bridge upgrades)
  - Apex Reserve
- Safe Active Street Treatments to be implemented in the following locations:
  - The Esplanade
  - Burke Drive
- Provide messaging regarding e-rideable rules in locations where path user conflict is likely.

5.1.6 Traffic Speeds and Volumes

As discussed in Section 2.6 (Bicycle Stress Mapping), a bicycle stress calculation was used to determine the level of stress for people riding bikes in the City by looking at the speed and volume of traffic on each road where data was available. The results showed that:

- Based solely on volumes, many of the access roads in the City of Melville would be considered comfortable for people riding without additional facilities.
- Considering solely speed, very few roads in the City of Melville have 85th percentile speeds under 30 km/h or 40 km/h
- Even with low volumes of traffic, roads with 85th percentile speeds over 40 km/h are still stressful for people riding without additional infrastructure.

A reduction in 85th percentile speeds on access roads would likely create the conditions for safe and comfortable riding, particularly on roads with lower volumes.

Locations identified as problematic during consultation included high volume, high speed roads such as Canning Highway or South Street of course, but lower order roads such as Rome Road, and Marmion Street were also mentioned. In many ways this goes back to the issue of user conflicts and the following strategies can be used to help reduce this:

- Separation of path or road users where possible
- Implementation of shared spaces if separation is not possible
- Implementation of slow treatments to reduce vehicle speeds, particularly where conflicts are most likely.

If data for the specific locations does not already exist, it can be collected on a case-by-case basis and can just be a spot check during a site visit either as a standalone assessment or as part of a wider Healthy Streets assessment if appropriate.

Opportunities:

- Identify locations from consultation that would be suited to a reduction in vehicle speeds to 30km/h.

5.1.7 Wayfinding

Wayfinding was not identified as a particular issue during consultation in relation to specific areas, with the exception of Canning Bridge and as a general theme. Wayfinding signage can be useful in areas of high user conflict to direct users away from squeeze points, and to enable visitors unfamiliar with the area to easily locate end of trip facilities.

In the document Planning and Designing for Bike Riding in Western Australia – Shared and Separated Paths (DoT, 2021), it states that "Bicycle directional signs need to convey clear and concise information to assist riders to find their way around the network and guide riders to their destinations while making full use of cycle infrastructure. Directional signage can display destinations, directions and distances."

More information is also provided in MRWA's Technical Guideline – Bicycle Directional Signs Part C.

5.1.8 Roundabouts

A well-designed roundabout can be one of the safest forms of intersection control. Numerous 'before and after' type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. Unfortunately, this same safety benefit does not apply to bike riders or pedestrians – AGRD Part 4B Roundabouts.

Special consideration must be given to pedestrian movement(s) at roundabouts. While roundabouts are not *necessarily* less safe than other intersection types, children and elderly pedestrians *feel* less safe at roundabouts, particularly when crossing exit lanes. This is because, unlike traffic signals, roundabouts do not give priority to pedestrians for any crossing movement, and this has an impact on accessibility.

In local streets the operational objectives are not the same as those on arterial roads and design standards will be quite different to those that are applicable on arterial roads. This allows roundabout on local streets to be designed using a different methodology, consistent with the guidelines provided in Austroads' *Bicycle Safety at Roundabouts*.

This document recommends a 'radial' roundabout geometry, which uses tighter entry and exit radii to reduce circulating and turning speeds to 30km/hr or less.

It is understood that Main Roads WA is developing design guidelines for local access roads roundabouts which would use a radial design geometry. Independent of this guideline, the City could implement radial roundabouts in new builds where people walking and people on bikes are expected (such as an LTCN route).

Retrofitting existing tangential roundabouts to a radial design can also be accomplished at a relatively low cost. The primary difference in design is the approach and departure geometry, and a compliant radial design may be created by modifying central median and kerblines only; without changing the central island at all.

The following shows a tangential roundabout that has been retrofitted to create a slower, safer roundabout form, suitable for safe cycling movements on-road.

Figure 5-2: Radial Roundabout (George Street/Beulah Road, Norwood, SA)



Source: Google Maps

An alternative intervention, provides bike and walk crossing points on all arms of a roundabout, changing priority and improving safety for vulnerable road users, as depicted below.

Figure 5-3: Roundabout Priority Crossing Points Set Back from the Entry (Moray Street/Dorcas Steet, Melbourne)



Other forms of roundabout design may be considered on a case-by-case basis, such as raised roundabouts or mini roundabouts as depicted below. These designs can also achieve slower traffic speeds, creating a safer environment for people walking and riding to navigate.

Figure 5-4: Roundabouts – Local Example Northbridge



Roundabouts present a contentious issue for many bike riders. Specific locations mentioned include:

- Farrington Road
- Parry Avenue
- Somerville Boulevard.

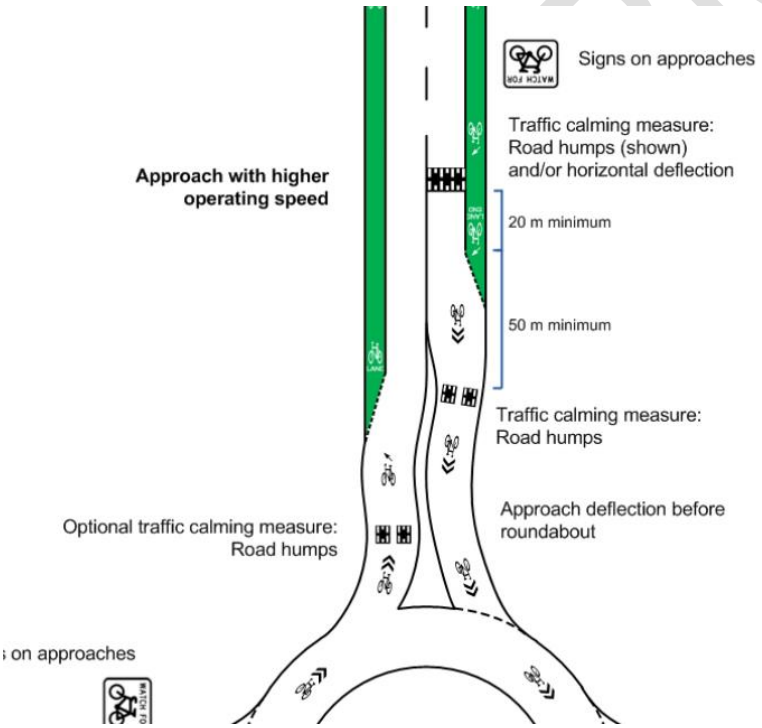
It is understood that the City is working with MRWA to research the application of mini-roundabout geometries, as well as the impact of plateaus on the approach to roundabouts.

In summary:

- Physically separating pedestrians and bike riders from the circulating lane of a roundabout is generally considered to be best practice. However, unless rider priority is maintained, this can increase crossing risk.
- Vehicle speed is highly influential on crashes involving all road users at roundabouts – measures to slow vehicle entry and circulating speeds are highly beneficial.
- Single lane roundabouts are safer than multi-lane roundabouts. Separating people riding on multi lane roundabouts is even more important.
- The number of legs entering has an impact on cyclist crashes. Consolidating the number of legs reduces risk.
- If physical separation away from the circulating lane is not possible, measures to slow traffic and position bike riders in the centre of the lane result in much greater safety outcomes.
- Bike lanes in the roundabout or terminating at the hold line are not recommended.

Where a standard tangential roundabout has been constructed, and a radial alternative is not considered feasible, the following treatment is recommended. This combines speed reduction devices on the entry and exit with signage and linemarking supporting bike riders to ride in the centre of the lane. The cycle lanes on the approach and departure are located to provide the maximum opportunity for safe merging prior to the critical decision point at the hold line.

Figure 5-5: Merging at Roundabouts



Source: VicRoads

Opportunities:

- Retrofit appropriate roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position.
- Use and implement beneficial outcomes from the City's work with MRWA on mini-roundabouts and its investigations on the use of plateaus at roundabouts.

5.1.9 End of Trip Facilities

Provision of end of trip facilities (EoTF) within the City did not come up as a big issue during consultation. Generally EoTF should be provided at destinations such as schools, workplaces, activity centres and other community facilities. The excerpt below is taken from Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management (2016).

Figure 6: End of Trip Facilities

> The provision of bicycle parking facilities at destinations provides the fundamental requirements to support bicycle trips. In many instances, the provision of quality, fit-for-purpose bicycle parking may be all that is required (e.g. for short-stay visitor parking and parking for shopping trips). However, for commuters, additional facilities are required to ensure that they are adequately catered for. This includes the provision of appropriate change room facilities, showers and personal storage space (lockers) to store clothing and towels. As noted earlier, the management and treatment of towels in end-of-trip facilities can have a significant impact on the attractiveness and amenity afforded by the facilities.

Source: Austroads

The recent increase in e-rideables reinforces the need for suitable security and/or charging facilities at public facilities, and the consideration of the diverse nature of e-rideables with regards to size, e.g. cargo bikes.

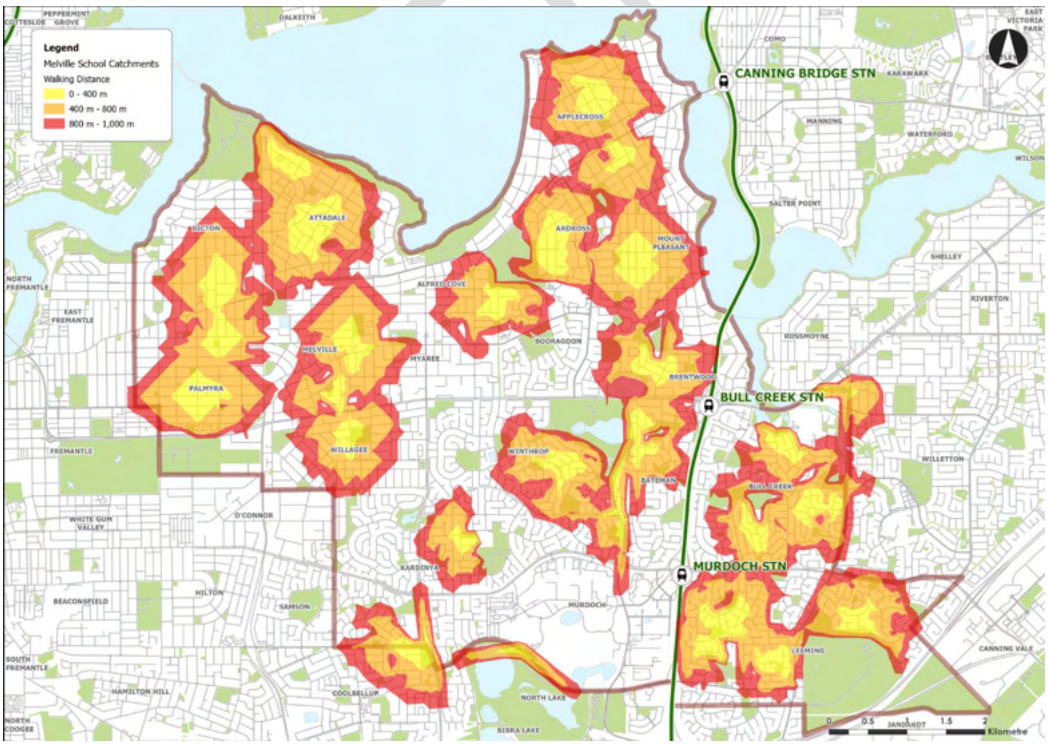
5.2 Connecting the Community

5.2.1 Schools

The walking catchment to schools is 400m, as per DoT Guidance, and footpaths should be provided on all streets within that radius as a priority. Similarly, the riding catchment for schools 800m as identified by the DoT. This study includes catchment map of all schools in the City overlaid on the footpath network, which can be used to identify any gaps in current provision.

The City should work towards addressing any gaps in this network with relation to the walkable and rideable catchment of schools.

Figure 5-7: Schools – Walking and rideable Catchments



According to Healthy Streets guidance on path widths (see Appendix A.6), paths should have a desirable width of 2.8m or wider (DoT guidance states a minimum of 2.5m), where the density of people walking in that location exceeds 400 people per hour.

Crossings and pram ramps should always be located as near as possible to the desire line.

5.2.2 Public Transport

License plate data from 2010 and 2017 (provided to the City by PTA) shows that many people east of the Murdoch and Bull Creek Train Stations still choose to drive there as opposed to walking or riding, even when they reside only a short distance away. This represents a significant inefficiency (and opportunity) in the transport network.

To support sustainable connections to public transport, it is important to ensure that there is high quality walking and riding infrastructure within the appropriate public transport station catchment.

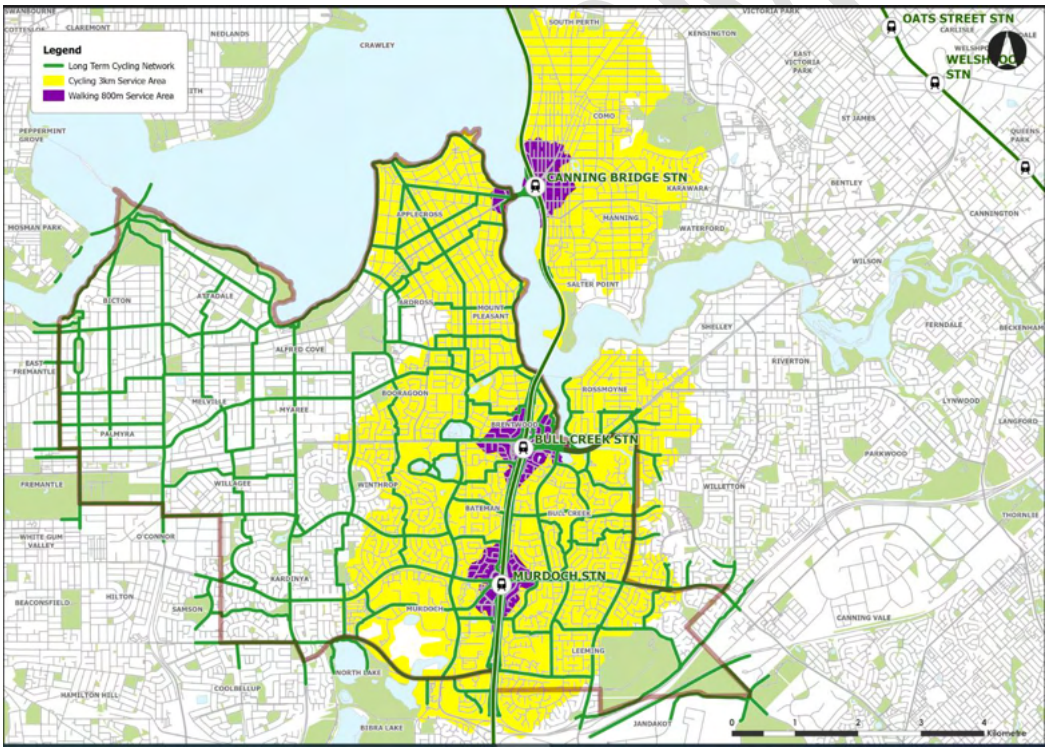
Consultation outcomes showed that people were looking for improvements in relation to accessing Train Stations (particularly in an east-west direction), with the following issues identified:

- People on bikes having to share the bus lane on South Street approaching Murdoch Train Station
- Pedestrian phases at crossings on the eastern side of Murdoch Train Station being too long
- Circuitous routes heading east-west at Leach Highway to access dual paths.

The WABN Plan references connecting Stations and states that riding routes within a 3km radius of train stations should be reviewed for safety and convenience.

Walkable (800m) and rideable catchments (3km) of train stations have been mapped as a result of this study (see Figure 5-8) and overlayed onto the LTCN to identify priority areas. Any gaps in the network within these areas would form priority works in line with the recommended Footpath Implementation Plan and LTCN implementation schedule.

Figure 5-8: Train Stations - Walking and Rideable Catchments



5.2.3 Retail and Employment Centres

As with schools it is important to ensure that people who would be interested in walking or riding to work and other community facilities are provided with the infrastructure to be able to do so. Walking and riding catchments around retail and employment areas should reflect those for access to public transport (800m and 3km respectively) and path and LTCN network gaps should be addressed accordingly and in line with the Footpath Implementation Plan.

Land uses from the LPS6 Zoning Map which should be considered as a high priority include:

- Centres
- Mixed Use
- Light industry
- Education
- Hospitals
- University
- Service Commercial
- Special Use Zones
- Urban Development.

Connections and access to buildings and final destinations are particularly important in this regard, as are appropriate end of trip facilities. These should be tied into Development Approval Conditions.

End of Trip facilities should be provided as per Section 5.1.9.

5.2.4 Open Spaces

5.2.4.1 River

The City is blessed with the spectacular backdrop of the river both to the north and to the east and it is a fundamental part of why people choose to live in and visit the City. Easy and safe access to the river for people walking and riding is therefore imperative, to allow everyone the benefits of being close to a body of water for reasons of both physical and mental wellbeing.

Many of the locations of greatest conflict were close to the river, largely due to the density of demand and the wide range of different people and modes competing for access and space. Specific issues raised during community and stakeholder consultation and during the saddle survey (in addition to user conflicts already discussed in Section 6.5) included:

- Crossing the road at the intersection with Canning Highway and North Lake Road to access the river path
- Lack of continuity of river access from the Local LTCN route on Palmer Street (Attadale)
- Gap in path provision around Bicton Paths to link the network in the Town of East Fremantle to the City
- Potential for a boardwalk around Brentwood Avenue (Brentwood) to connect river paths.

5.2.4.2 Parks and Reserves

Access to green spaces is important for residents and visitors, and the path and cycle network should provide safe, convenient and direct routes to these destinations. Specific feedback relating to walking and riding in and to parks included:

- Paths connecting aged care facilities to local parks including along Davy Street
- Safer crossings for residents of the Braemar Cooinda aged care facility to Robert Street Park (North Lake Road/Leach Highway)
- Realign the proposed Local Route between Garling and South Streets to utilise the green space at Ormond Boyer Park
- Identify an additional east-west route alignment to connect path trails adjacent to Paterson Gardens to North Lake Road in the vicinity of Charlsey/Archibald Streets in Willagee.

Opportunities:

- Improve access to parks and rivers by:
  - Addressing unsafe crossing facilities
  - Addressing gaps in the footpath network and the LTCN
  - Improving path quality and widths
  - Ensuring safe and convenient access to green space for seniors at aged care facilities
  - Utilise green spaces as alternative routes to others that would meander through local streets.

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5.3 Behaviour Change

Opportunities for Behaviour Change programs exist through engagement with the following:

- Schools
- Employers
- Recreational groups
- Your Move (DoT).

Opportunities can be identified by considering national walking and riding days which encourage people to walk or ride to school or work. Additionally, wellbeing is an important tool in encouraging people to think of their mental and physical health, and active travel can increase peoples' daily physical activity.

Moreover, activation of new or upgraded infrastructure is important to demonstrate its benefits, raise awareness of its existence and promote its use.

A wider behaviour change campaign should be considered with regards to addressing user conflicts and a general message to foster tolerance of other road users. There are a number of locations which experience user conflicts identified in Section 5.1.5 which should be targeted for relevant messaging.

Opportunities:

- Continue to implement existing TravelSmart initiatives already undertaken by the City which support the above.

5.4 Policy Changes

5.4.1 Path Guidelines and Specifications

The City's Path Guidelines and Specifications have recently been updated (see Section A.7) and reflect a significant improvement over previous specifications. Implementation of new paths constructed in accordance with these guidelines (new paths, or when possible during upgrades) is recommended within the following alignment hierarchy, depending on the specifics of the location:

1. Middle of the verge
2. Kerbline with offset
3. Property boundary
4. Kerbline.

Paths should also remain level across crossovers as outlined on the City's Crossover Guidelines.

5.4.2 Path Policy

The above policy was also updated recently (see Section A.1). It is recommended that the approach to footpath implementation is guided by a ranking system, such as the one described in Section 6.2.

5.5 Key Performance Indicators

Charting the infrastructure constructed, kms of paths installed etc. is of little value if data is not also being collected with regards to actual use of a new facility. Activation of a facility is imperative to ensure a return on investment through promotion of the new feature. Activation is an important element of the Activation, Consultation and Evaluation (ACE) components of the WABN Grants Program projects, ensuring a project is delivering on the outcomes listed in a grant application.

It is noted that the City is collecting data relating to the Community Outcome Indicators (A.2.9) and this should continue.

The following datasets are recommended depending on the project:

- Number of trips made by bike/people riding
- Mode share (all trips, not just the journey to work)
- Crash data
- % of residents who feel safe and comfortable on bike networks/ % resident satisfaction with bike networks
- Cycle traffic by route
- Gender of people riding
- Data relating to reasons for people choosing to ride.

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The above metrics were evaluated against four specific priority areas:

1. Delivering a safe, direct, and connected cycling network
2. Growing a riding culture
3. Creating a riding friendly community
4. Building a riding economy.

The above priorities and metrics can be applied to walking, are relevant for the City and require data that is relatively easy to collect via existing methods. The collection of data and application of key performance indicators can assist in identifying trends over time, as well as supporting internal and external funding applications.

Common evaluation methods include community feedback, surveys, infrastructure audits, assessment of strategic outcomes, observational counts, counters, EOT and bicycle parking usage counts, video surveys and participation in activation events or programs. DoT can provide advice on implementing any of these measures, surveys and observational counts including if a counter/s will be used on the project.

The DoT has just published their Bicycle Network Data and Monitoring Strategy which identifies data sources which they currently use. These include:

- Data from the bike counter network
- Community surveys
- National walking and cycling participation surveys
- Strava metro data
- General population surveys
- ABS data
- Rideshare usage data
- Video studies
- Super Tuesday manual counts
- Incident data
- Market sales data.

Opportunities:

- Identify data that the City already collects with respect to the above metrics to provide additional context to projects as they arise
- Refer to DoT's Bicycle Network Data and Monitoring Strategy for common data sources to bolster evaluation activities
- Commit to a regular (two-yearly) reporting schedule to communicate advances in provision for people walking and riding with respect to the above metrics as well as specific project successes.

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6 Network Plans

6.1 Updated Long Term Cycle Network

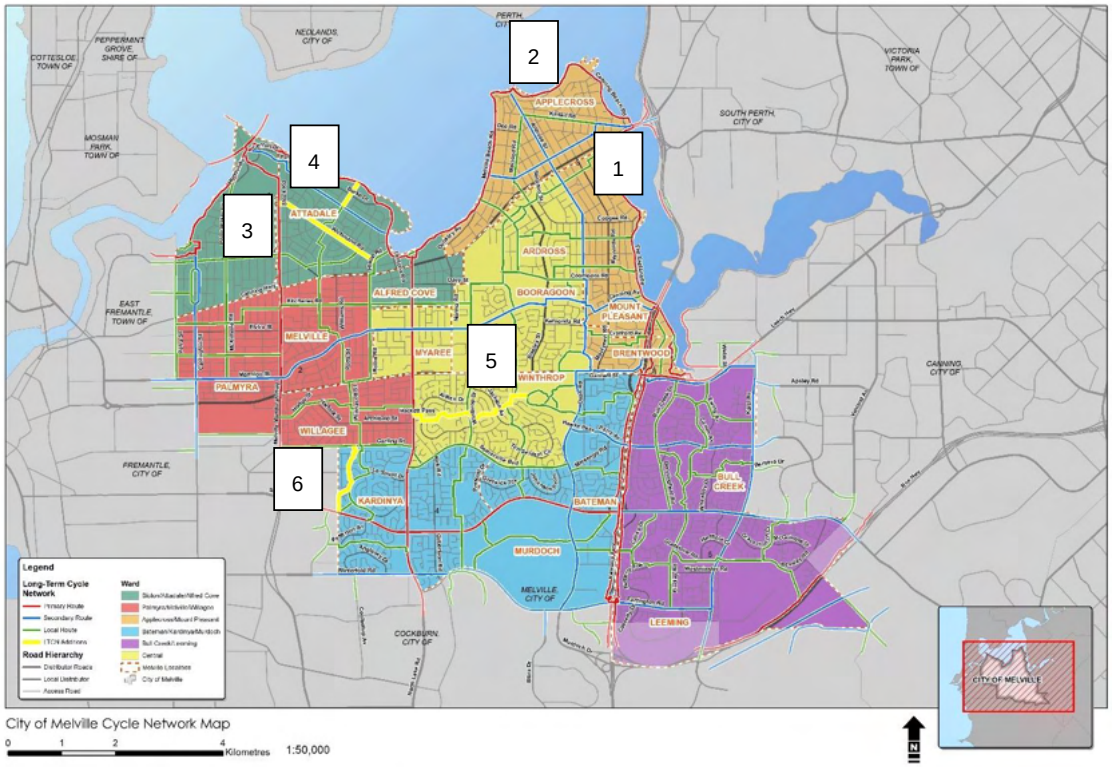
6.1.1 Proposed Alterations

Through the consultation process, the community and Stakeholders have provided feedback on the LTCN. This network has received widespread support, with a small number of alterations proposed for discussion between the City and the DoT. These are:

1. Consider Macrae Road upgrade to primary route
2. River foreshore RSP (Ness Road to Canning Bridge) downgraded to Secondary Route
3. Local Route included along Wichmann Road
4. Local Route included from Palmer Street through the Attadale Reserve to the River foreshore path
5. A new east-west Local Route from Piney Lakes to North Lake Road in the vicinity of Archibald Street (exact alignment to be determined)
6. Realignment of a Local Route from South Street to Garling Street using green space as opposed to meandering through residential streets.

An updated LTCN which reflects the above changes is presented in Figure 6-1.

Figure 6-1: LTCN Map (proposed additions – for discussion with DoT)



6.1.2 Route Priority

The LTCN cannot be implemented in a short space of time, or even over the lifetime of this document (20 years). With regards to prioritising implementation of routes at a network level, the following routes are deemed to be of a higher priority and these recommendations are informed by:

- Community and stakeholder consultation outcomes
- Data and literature review regarding need and risk (including crash history)
- The role of the route in connecting the community to important local destinations and facilities

Projects relating to specific locations on the network which address issues identified by the community and stakeholders are outlined in Chapter 7 along with the specific treatment and an indicative cost. Those projects form part of the wider implementation of a route, although some address issues in locations not on the LTCN.

Table 6-1: LTCN Implementation Framework – recommended route priorities

Ward	Route Hierarchy	Location	Reasoning
Bicton, Attadale, Alfred Cove	Local	Wichmann Road (Hislop Road to Stock Road	▪ Providing safe cycling access to two schools ▪ Providing access to the Stock Road Primary Route
		Point Walter Road (Canning Highway to Honour Avenue)	▪ Addressing pedestrian and cycle crash history
	Primary	Stock Road	▪ Implementation of actions from the DoT Corridor Study ▪ Strategic link to wider LTCN
Palmyra, Melville, Willagee	Local	Kitchener Road (Stock Road to Rome Road)	▪ Provides an important east-west link as an alternative to Canning Highway ▪ Addresses safety issues relating to intersections and roundabouts
		Rome Road (Canning Highway to Leach Highway)	▪ Provides access to numerous community facilities including schools and aged care ▪ Addresses issues relating to traffic volumes and speeds ▪ Provides access to the river paths
		Winnacott Street (Leach Highway to Archibald Street)	▪ Provides access to numerous community facilities including schools, public open spaces and the Archibald St Activity Centre
	Secondary	Marmion Street (Petra Street to Rome Road)	▪ Important strategic east-west connection through the City ▪ Addresses safety concerns relating to traffic speeds and volumes
	Primary	Stock Road (Canning Highway to Garling Street)	▪ Implementation of actions from the DoT Corridor Study ▪ Strategic link to wider LTCN
Applecross and Mount Pleasant	Secondary	Ardross Street to Lake Booragoon	▪ Important strategic north-south link (and across Canning Highway) ▪ Addresses safety concerns regarding riding on Riseley Street
	Primary	Macrae Road (Melville Beach Drive to Canning Bridge)	▪ Upgrade from Secondary route ▪ Important strategic route connecting to Canning Bridge and the PSP ▪ Addresses crash history in the area and builds on existing cycling investment
		The Esplanade (Canning Bridge to Deep Water Point)	▪ Addresses issues relating to safety and user conflicts ▪ Important recreational route that provides enjoyment to many of the City's residents and visitors
Bateman, Kardinya, Murdoch	Local	Somerville Boulevard (Stock Road to Murdoch Drive)	▪ Provides important east-west connection ▪ Addresses safety concerns relating to roundabouts
	Primary	South Street (Freeway to North Lake Road)	▪ Important east-west route ▪ Addresses safety concerns relating to safety
Bull Creek, Leeming	Local	Benningfield Road (South Street to Parry Avenue)	▪ Provides connections to local community facilities including shops and public open spaces ▪ Addresses safety concerns

	Secondary	Parry Avenue (Freeway to Karel Avenue)	▪ Important connection across the freeway ▪ Links numerous community destinations including sports facilities and local retail centre ▪ Addresses safety concerns relating to roundabouts
	Secondary	Karel Avenue (Leach Highway to Roe Highway)	▪ Provides strategic connection between Roe PSP and Leach Highway RSP
Ardross, Booragoon, Myaree, Winthrop	Local	Piney Lakes to Charlsey Street (Route alignment to be determined)	▪ Provides alternative east-west connection to Leach Highway which is not on the LTCN
		Winthrop Drive/Clements Road (Somerville Boulevard to Davy Street)	▪ Important and direct north-south route providing cross-City access using low traffic and no-traffic routes
	Secondary	Marmion Street (Rome Road to Riseley Street)	▪ Continuing on work on the route in other areas of the City ▪ Important strategic east-west connection through the City ▪ Addresses safety concerns relating to traffic speeds and volumes
	Primary	North Lake Road	▪ To address safety concerns relating to riding this road ▪ Provides strategic route from the City to the wider LTCN.

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6.2 Footpath Prioritisation Plan

A potential footpath implementation plan has been developed to help prioritise the delivery of new paths across the LGA. It is acknowledged that with almost 50% of roads lacking path infrastructure, the completion of the pedestrian and cycling network will require significant ongoing investment.

A hierarchy approach has been used to build this prioritisation tool, based on quantitative and qualitative metrics related to need and impact.

Table 6-2: New and Upgraded Paths - Evaluation Matrix

Parameter		Score (1 = Low, 2 = Medium, 3 = High)
Path width		1: Existing path is > 1.5m wide 2: Existing path is between 1.2m and 1.5m wide 3: No path exists, or existing path is <1.2m wide
Distance between existing paths		1: Less than 200m 2: Between 200m and 400m 3: Greater than 400m
What is the distance from an LPS6 Zoning, Centre, Education Facility (Primary/High School, Tafe or University) or Public Open Space (with a LOS Development target of 1 or 2)		1: Greater than 800m 2: Less than 400m – 800m 3: Less than 400m
Long Term Cycle Network (LTCN) Route Status		0: Not on LTCN 1: Local Route 2: Secondary Route 3: Primary Route
Distance to nearest Trip Attraction		1: Greater than 800m 2: Between 400m and 800m 3: Less than 400m
10 Year Crash History (Hit Pedestrian)		1: Zero crashes 2: One or more crashes of medical severity or less 3: One or more crashes of hospital severity or greater
Community demand (within past 5 years)		1: Zero requests 2: One to Five requests 3: Greater than Five requests
85th Percentile Traffic Speeds		1: Less than 30 km/h 2: Between 30km/h and 50km/h 3: Greater than 50km/h
Peak Hour Traffic Volumes (within past 5 years) [2]		1: Less than 200 vph 2: Between 200 vph and 500 vph 3: Greater than 500 vph
SUPPLEMENTARY **Survey Data** [3] **(no. of pedestrians in any given peak hour** [4]**)**		1: Less than 7 pedestrians/hour 2: Between 7 and 70 pedestrians/hour 3: Greater than 70 pedestrians/hour
Score	**Low Priority**	**7 to 11**
	Medium Priority	**12 to 18**
	High Priority	**19 to 24**

The priority of a given path would be related to delivery schedules but would not be the sole determinant of timing. Many other aspects of implementation will be necessary, including budgetary constraints, buildability and network considerations beyond the outputs of this simple tool.

While this is often used in consideration of an entire street section in terms of streetscape, it can be used as a way of informing the design of small sections of path depending on their location as this will assist in improving outcomes for all path users, and ultimately encourage additional walking and riding for short trips.

[2] If data is unavailable, spot checks for the specific location at an appropriate time of day is sufficient
[3] If unavailable, collect data on a case by case basis to provide supporting evidence for path upgrade
[4] Thresholds based on the NSW Walking Space Guide 2020

7 Projects

7.1 Infrastructure Projects

A variety of infrastructure projects, further studies and advocacy activities have been developed for each of the City's Wards (see Figure 7-1). The following tables provide detail regarding each project, including:

- Ward
- Project IDs relating to the project map
- Project location
- Whether the project is located on the LTCN
- What the issue is and the project opportunity
- The prevalence of the underlying issue (i.e., how many times it has been identified within each of the investigations) in consultation and observation and data analysis (including crash history).
- Implementation timeframe i.e., short (within 2 years), medium (2 to 5 years) or long-term implementation (5-10 years)
- Indicative cost
- Responsible authority.

Projects are organised by implementation timeframe (short- to long-term).

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Figure 7-1 Projects Map



Table 7-1 to Table 7-3 provides information with regards to the identified infrastructure projects.
A number of additional issues were identified but are not progressing for a variety of reasons. These are documented in **Appendix** G

Table 7-1: Infrastructure Projects by Ward

Ward	ID	Location	LTCN	Issues	Project Opportunities	Prevalence	Time frame (S/M/L)	Cost	Responsible Authority
Ward 1 - Bicton, Attadale, Alfred Cover	1	Stirk Road	-	No footpath	▪ Construct footpath in line with the Footpath Evaluation Matrix	2	M	$60k	CoM
	2	Wichmann Rd	Local (proposed)	Services two primary schools but not on the LTCN	▪ Apply to DoT for inclusion on the LTCN	1	M	-	CoM/DoT
	3	Palmer Street	Local (proposed)	No access from the LTCN local route to the river	▪ Apply to DoT for inclusion on the LTCN ▪ Investigate footpath options from Palmer Street to the foreshore	1	M	-	CoM/DoT
	4	Davy Street	-	Additional paths needed near to aged care facility opposite Westfield Booragoon	▪ Construct footpath in line with the Footpath Evaluation Matrix	1	M	$60k	CoM
Ward 2 - Palmyra, Melville, Willagee Projects	5	Money Rd	Local	Footpath width is very narrow, particularly for accessing the bus stop on Canning Highway	▪ Widen path along Money Road between Canning Highway and Bridge Road and implement improvements to the footpath in line with the Footpath Evaluation Matrix	2	M	$92k	CoM

Ward 3. Applecross and Mount Pleasant	6	Apex Reserve	Primary	User conflicts	▪ Separate the path	3	S	$85k	CoM
	7	Matheson Road / Nairn Road		Pedestrian crashes, no footpath	▪ Construct footpath in line with Footpath Evaluation Matrix	1	M	$20k	CoM
	8	Nisbet Road		No footpath access for residents to access the path network adjacent to the river	▪ Construct footpath in line with Footpath Evaluation Matrix	2	M	$40k	CoM
	9	Brentwood Avenue	Primary	Provide path continuity between river paths	▪ Evaluate feasibility of River boardwalk for pedestrians ▪ Construct 3.5m shared path (211m)	2	L	$154k	CoM
Ward 4 – Bateman, Kardinya and Murdoch	10	Robin Warren Drive/Barry Marshall Parade		Cycle lane ends at the intersection with Murdoch Drive	▪ Remove red asphalt to signal bike lane continues on path	2	S	$5k	CoM
	11	Parry Ave	Secondary	Lack of lighting and overgrown vegetation	▪ Undertake Lighting audit ▪ Undertake pruning of vegetation to increase effective path width	2	S	$5k	CoM
	12	Somerville Blvd	Local	Problematic roundabouts	▪ Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position.	5	S	$80k infra	CoM
	13	Ormond Bowyer Park	Local (proposed)	Suggested Local LTCN Route in this location is indirect through local streets and wayfinding may be problematic	▪ Identify suitable alignment for new local route through here between Garling Street and South Street ▪ Apply to DoT to adjust LTCN	2	M	$5k	CoM/DoT

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Ward 5. Bull Creek and Leeming	14	Parry Ave	Secondary	Navigating roundabouts safely	▪ Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position.	3	S	$75k	CoM
	15	Benningfield Road	Local	Crossing problematic south of the intersection with Parry Ave	▪ Install traffic calming (options): - Wombat crossing - Speed hump ▪ Speed cushion	2	M	$47k $31k $16k	CoM
Ward 6. Central ward. Ardross, Booragoon, Myaree and Winthrop	16	Winthrop Drive	Local	Sealed shoulder missing the bicycle sign. Roundabouts. Difficult crossing at Leach Hwy heading north to PAW	▪ Remove white line ▪ Retrofit roundabouts within the City to radial roundabouts and provide painted signs on approach to encourage bike riders to adopt the central position	3	M	$100k	CoM
	17	Melson Way		No footpath. Used to access schools/shopping centre/wireless park	▪ Construct a footpath in line with the Footpath Implementation Plan	2	M	$25k	CoM
	*	Coomora Road	Local	Unsafe for bike riders and people crossing the road	Traffic calming measures		S	$500K	CoM

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7.2 Further Studies

Table 7-2 provides information with regards to the identified further studies.

Table 7-2: Further Study Projects by Ward

Ward	ID	Location	LTCN	Issues	Project Opportunities	Prevalence	Time frame (S/M/L)	Cost	Responsible Authority
Ward 1 - Bicton, Attadale, Alfred Cover	18	Petra Street	Local	Bike crashes all along Petra Street to Marmion Street from the River at intersections	▪ Crash analysis report ▪ Road Safety Audit in collaboration with Town of East Fremantle	3	S	$8k study	CoM/ToEF
	19	Point Walter Road	Local	Bike and pedestrian crashes at the north end	▪ Crash analysis report ▪ Safety Audit	3	S	$5k study	CoM
	20	Point Walter Road	Local	Problematic parking near Canning Highway	▪ Undertake parking surveys and develop suitable design response to improve safety outcomes for people riding	1	M	$12k study	CoM
	21	Stock Road	Primary	Safety issues along its length	▪ Work with DoT to develop an action plan to guide implementation of Stock Road Corridor Study in line with outcomes from this report	2	L	-	CoM/DoT
Ward 2 Palmyra, Melville, Willagee	22 &23	Rome Road	Local	High traffic volumes and speeds, user conflicts	▪ Develop design response to reduce traffic volumes and speeds (e.g., traffic calming or modal filters) and improve access to schools ▪ Analysis to understand demand and impacts of reducing/removing traffic	4	S	$20k study	CoM
	24	Kitchener Road	Local	Problematic intersections including roundabouts	▪ Analyse crash data and prepare design response ▪ Consider treatments such as raised intersections, roundabout removal and changes to priority	4	M	$15k study	CoM

	25 & 26	Winnacott St (Leach Hwy to Archibald St)	Local	Opportunities to improve amenity for people walking between multiple community land uses (schools, park, and activity centre)	▪ Undertake a Healthy Streets assessment to identify opportunities to improve outcomes for people walking and riding	2	M	$4k study	CoM
	27	Garling Street	Local	Sealed shoulders are very narrow and median strips result in multiple pinch points. Provides connection between 2 primary LTCN routes.	▪ Conduct a feasibility study to identify design response options to slow traffic and improve amenity, or remove white lines and widen the footpath	2	M	$12k study	CoM/CoF
Ward 3 Applecross and Mount Pleasant	28	Macrae Road/Ness Road	Secondary (Proposed Primary)	Crashes at intersections	▪ Corridor Study to encompass: ▪ Upgrade to primary LTCN route ▪ Crash analysis ▪ Safety Audit ▪ Prepare suitable design response following review of study findings ▪ Implement recommendations in line with Implementation schedule of the LTCN	3	S	$25k study	CoM/DoT
	29	Canning Bridge / Esplanade and surrounds	Primary	Crashes	▪ Crash analysis ▪ Safety Audit ▪ Prepare suitable design response following review of study findings ▪ Stakeholder engagement	4	S	$70k feasibility study	CoM/MRWA

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	30 & 31	Riseley Centre		Pedestrian crashes, volumes of people walking	▪ Undertake a demand assessment of the footpath in this location to determine the number of users during peak time ▪ Assess path widths and implement improvements to the footpath in line with the Footpath Evaluation Matrix ▪ Work with MRWA to assess crossings ▪ Undertake Road Safety Audit related to pedestrian crashes	2	S	$15k study	CoM
	32	Canning Bridge to PSP		Wayfinding	▪ Prepare a consistent wayfinding strategy considering improvements to infrastructure and facilities in this location (to be consistent with wayfinding design in other areas of the City)	4	M	$40k study	CoM/ DoT
	33	Esplanade	Primary	User conflicts	▪ Undertake a feasibility study for a Safe Active Street in this location	2	M	$70k	CoM
	34	Dunkley / Cunningham / Melville Bch Rd	Primary	Convergence of paths, conflicts between users	▪ Assess location to determine if a design response is required ▪ Check path widths considering Healthy Streets criteria in relation to the number of users	2	M	$4k study	CoM
	35 & 36	Pulo Rd	Local	Access to train station and High School. Road also used by pelotons	▪ Undertake pedestrian and rider demand study ▪ Assess existing footpath width ▪ Conduct a SAS Feasibility Study	2	M	$40k study	CoM

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	37	Ardross Street (between MacDonald Road and Munro Road)	Secondary	Footpath only on one side outside of the Applecross Village	▪ Undertake a demand assessment of the footpath in this location to determine the number of users during peak time ▪ Collate community feedback with respect to whether a footpath on the western side would be desired ▪ Implement footpath in line with Footpath Evaluation Matrix	2	L	$12k study $80k infrastructure	CoM
	38	Beamish Av	Local	Well used by bike riders	▪ Provide wayfinding to PSP as part of the City-wide Wayfinding Strategy	2	L	See B7	CoM
	39	Bombard Street / Reynolds Road	Local	Dangerous for on road riding, school access, heavy vehicles accessing Woolworths, higher volumes of traffic	▪ A study has been commissioned by CoM	3	S	-	CoM
Ward 4 Bateman, Kardinya and Murdoch	40	North Lake Road	Primary	Lack of safe pedestrian crossing facilities (South Street and Leach Highway) Poor bicycle infrastructure	▪ Identified as a Primary Route on the LTCN ▪ Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road ▪ Undertake Road Safety Audit related to pedestrian crashes ▪ Develop a design response considering its status as a Primary Route and implementation schedule for the LTCN	3	L	$60k study	CoM/DoT

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Ward 5 Bull Creek and Leeming	41	Benningfield Road	Local	Crossing facility problematic near the shopping centre	▪ Undertake a crossing demand study and a Road Safety Audit ▪ Develop a suitable design response to improve the safety of the crossing	4	S	$10k study	CoM
	42	Karel Avenue	Secondary	Narrow on-road cycle lanes/sealed shoulders Narrow footpaths	▪ As a designated secondary routes, commission a corridor study to identify opportunities to improve bicycle infrastructure between South Street to Roe Hwy ▪ Identify pedestrian and rider demand along the length of the corridor ▪ Develop a design response for foot paths widths, and the LTCN implementation Schedule	3	M	$30k study	CoM
Ward 6 Ardross, Booragoon, Myaree and Winthrop	43 & 44	North Lake Road	Primary	Narrow foot paths, inadequate quality	▪ Develop a suitable design response to footpath provision, quality and width in relation to the findings from the Footpath Policy/Crossover Guidelines	4	S	$45k Study	CoM
	44	North Lake Road	Primary	Unsafe riding route.	▪ Identified as a Primary Route on the LTCN ▪ Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of North Lake Road ▪ Develop a design response considering its status as a Primary Route and implementation schedule for the LTCN	4	L	$50k study	CoM

	45	Marmion Street	Secondary	Unsafe riding route	▪ Identified as a Secondary Route on the LTCN ▪ Commission a Corridor Study to identify opportunities to walking and riding infrastructure along the length of Marmion Street ▪ Develop a design response considering its status as a Secondary Route and implementation schedule for the LTCN	5	M	See B2 above	CoM
	46	Piney Lakes	Local (Proposed)	Connect park trails to paths adjacent to Paterson Gardens. Identify additional local route east-west to connect to North Lake Rd, in the vicinity of Charlsey and Archibald Streets	▪ Investigate suitable alignment for this local route ▪ Apply to DoT to have this route added into the LTCN	1	M	$10k study	CoM/DoT

7.3 Advocacy

Table 7-3 provides information with regards to the identified further studies.

Table 7-3: Advocacy Projects by Ward

Ward	ID	Location	LTCN	Issues	Project Opportunities	Prevalence	Time frame (S/M/L)	Cost	Responsible Authority
Ward 1 Bicton, Attadale, Alfred Cover	47	North Lake Road	Primary	Hard for bike riders to continue in a straight-on direction from North Lake Road (intersection with Canning Highway) to access the river path	▪ Analyse crossing behaviour and develop design response ▪ Collaborate with MRWA to implement recommendations	3	S	$5k design study	CoM/MRWA
	48	Preston Pt Rd/Canning Hwy		Dangerous Crossing for	▪ Obtain bus patronage data for adjacent bus stops	1	S	$20k design study	CoM/MRWA

				accessing bus stops	▪ Commission a Road Safety Audit ▪ Develop design response to narrow entry and exit from Preston Point Road ▪ Consider design response to reduce traffic movements ▪ Collaborate with MRWA to identify a suitable solution ▪ Inspect bus stop facilities considering Healthy Streets criteria				
	49	Canning Highway (Stock Road-Petra Street)		Lack of crossings and distances between crossings	▪ Corridor Study with MRWA ▪ Heathy Streets assessment to help identify suitable locations for additional crossings ▪ Crossing demand study ▪ Undertake Road Safety Audit related to pedestrian crashes	2	M	$40k study	CoM/MRWA
	50	Canning Highway		Inadequate footpath provision	▪ Undertake Healthy Streets Assessments to help determine the weakest points ▪ Work with MRWA to implement recommendations from assessments at the weakest locations ▪ Undertake Road Safety Audit related to pedestrian crashes	3	M	$25k study	CoM/MRWA

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Ward 2 Palmyra, Melville, Willagee	51	Canning Highway		Lack of crossings and distances between crossings	▪ Corridor Study with MRWA ▪ Heathy Streets assessment to help identify suitable locations for additional mid-block crossings ▪ Crossing demand study	2	M	$40k study	CoM/MRWA
	52	Canning Highway		Inadequate footpath quality	▪ Healthy Streets Assessments to help determine the weakest points ▪ Work with MRWA to implement recommendations from the assessments at the weakest locations	1	M	$25k study	CoM/MRWA
Ward 3 Applecross and Mount Pleasant	53	Mount Henry Bridge underpass		Visibility issues with oncoming walkers/riders	▪ Install mirrors to provide visibility to path users	2	S	$1k	MRWA
	54	Mount Henry Bridge underpass		Unappealing at night	▪ Undertake a lighting assessment of the underpass	3	M	$3k study	MRWA
	55	Canning Bridge (Canning Highway)		Lack of safe crossings	▪ Advocate for improvements once the design process for the redevelopment of Canning Bridge Activity Centre is underway	4	L	-	CoM/MRWA
	56	Cranford Ave		Very skinny median for pedestrian crossing	▪ Median should be 2m wide. Widen the median as part of capital works program	2	L	$15k	CoM/MRWA
Ward 4 Bateman, Kardinya and Murdoch	57	South Street near Kardinya shopping centre and at Murdoch Activity Centre/Discovery Side. Identified as Primary Route		Difficulties crossing the street	▪ Lobby MRWA to: ▪ Commission a Road Safety Audit at South Street ▪ Collaborate with MRWA to identify a suitable solution to issues at South Street ▪ Inspect bus stop facilities considering Healthy Streets criteria ▪ Murdoch Activity Centre:	5	M	$6k audit	CoM/MRWA

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					▪ New shared path being installed now on the west side of Murdoch Drive between Bramanti Rd and Discovery Way. ▪ New pedestrian crossing on the slip lane to Discovery Way adjacent to the existing traffic lights to go in. ▪ New pedestrian crossing points and pram ramps along Murdoch Drive moving south				
	58	Farrington Road		Poor path quality on ramp from freeway	▪ Collaborate with MRWA to audit path quality of the PSP in this location	3	M	-	MRWA
	59	Kwinana Fwy PSP (Murdoch)		Poor lighting and path surface quality	▪ Collaborate with MRWA to audit lighting and path quality of the PSP in this location	3	M	-	MRWA
	60	Parry Ave	Secondary	Poor path quality Improve Crossing over Kwinana Freeway Accessing the Bridge	▪ Designated as a Secondary Route on the LTCN providing an important link from Bull Creek to areas west of the Freeway ▪ Collaborate with MRWA to audit path quality of the PSP in this location ▪ Undertake a pedestrian and rider demand audit of the Parry Avenue Bridge to determine if path widths are suitable ▪ Undertake a review of crossing demand for accessing the PSP ▪ Develop design response for implementation as part of capital works program	2	M	$25k study	CoM/MRWA
	61	South Street	Primary	Lack of cycle infrastructure	▪ South Street is a designated Primary Route	1	M	$1M	CoM/MRWA

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					however on road riding would not be recommended. ▪ If separating people walking from riding on the path is not possible, ensure path widths of shared paths are suitable for the demand of people walking and riding along its length ▪ Upgrade cycling facilities in line with the LTCN implementation schedule				
Ward 5 Bull Creek and Leeming	62	South Street	Primary	Bike riders sharing the bus lane during peak hour	▪ Riding on the road in this location is not recommended unless bikes can be protected from traffic. If separation is not possible, investigate the feasibility of a 3.5m separated path from Benningfield Road to Karel Avenue (1km) ▪ If separating people walking from riding on the path is not possible, ensure path widths of shared paths are suitable for the demand of people walking and riding along its length ▪ Upgrade cycling facilities in line with the LTCN implementation schedule	2	S	$750-850k	CoM/MRWA
	63	Kwinana Freeway		Add a PSP to the eastern side of the Kwinana Freeway	▪ Advocate to MRWA regarding the benefits of a PSP in this location	1	L	-	MRWA
Ward 6 Ardross, Booragoon,	64	Marmion Street	Secondary	Difficult to cross the road for school children	▪ Identify opportunities for a crossing point west of Curtis Road ▪ Undertake a Road Safety Audit	5	M	$15k Study	CoM/MRWA

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					▪ Develop a suitable design response ▪ Lobby MRWA fro slower speeds				
	65	Marmion Street	Secondary	Difficulty in crossing the road owing to speed environment	▪ Identified as a Secondary Route on the LTCN ▪ Commission a Corridor Study to identify opportunities to slow vehicle speeds at suitable locations along the length of Marmion Street particularly near schools and other activity centres ▪ Develop a design response considering its status as a Secondary Route and implementation schedule for the LTCN	5	M	$30k study	CoM/MRWA

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8 Conclusions

This study has consulted a wide range of literature and data and approached community and technical stakeholders using multiple platforms to identify the issues that are important for walking and riding in the City of Melville.

The findings of the study can be summarised as follows:

- The City implemented all projects identified within the 2012 Plan for which they were directly responsible
- Crash data

  Hotspots for cycle crashes included:

  - The Esplanade (Applecross)
  - Macrae Road (Applecross)
  - Reynolds Road (Mount Pleasant) – all of these occurred at roundabouts

  Hotspots for pedestrian crashes included:

  - Riseley Street Shopping Centre
  - Canning Highway (between Palmyra and Bicton)
  - Kardinya Shopping Centre - South Street/North Lake Road intersection.

- Cycle Stress

  A bicycle stress calculation was used to determine the level of stress for people riding bikes in the City by looking at the speed and volume of traffic on each road where data was available. The results showed that:

  - Based solely on volumes, many of the access roads in the City of Melville would be considered comfortable for bike riders without additional facilities.
  - Considering solely speed, very few roads in the City of Melville have 85th percentile speeds under 30 km/h or 40 km/h except for Links Road Safe Active Street
  - Even with low volumes of traffic, roads with 85th percentile speeds over 40 km/h are still stressful for bike riders without additional infrastructure.
  - A reduction in 85th percentile speeds on access roads would likely create the conditions for safe and comfortable cycling, particularly on roads with lower volumes.

  A trial of a 30km/hr speed zones on local roads would provide useful evidence of the likely feasibility of widespread implementation.

  This shows the importance of access roads as part of the cycle network and ensuring that these are safe and attractive places for people to ride on while investing in separated paths on busier roads.

- Consultation themes and the number of issues relating to each theme is shown below.

Table 8-1: Consultation Themes

Theme	Prevalence
Footpaths	16
Cycle Infrastructure	16
Crossings	15
Connectivity	14
User Conflicts	10
Intersections	7
Traffic Speeds and Volumes	4
Wayfinding	3
Roundabouts	2
End of Trip Facilities	1
Totals	**88**

A number of alterations to the LTCN and an evaluation matrix for prioritising the implementation of footpaths have been proposed.

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Construction projects, further studies and advocacy activities have been provided for each of the neighbourhoods (wards) in the City as well as for the LTCN over a 20 year period:

- 20 LTCN projects
- 17 infrastructure projects
- 29 further studies
- 19 advocacy projects.

This study presents a holistic view of walking and riding within and through the City of Melville and provides a comprehensive list of actions, strategies and advocacy activities that the City can implement over a period of time to improve walking and riding amenity for residents and visitors for years to come.

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Appendix A Literature Review

An extensive literature review has been undertaken as part of developing this Plan. The review encompasses the following documents / reports:

- Department of Transport Guidance for Local Bike Planning – Interim Framework
- Western Australia Bike Network Plan (WABN Plan)
- Long Term Cycle Network (LTCN)
- City of Melville Bike Plan 2012
- City of Melville Path Policy (2022)
- City of Melville Crossover Guidelines and Specifications 2022
- City of Melville Path Guidelines and Specifications (2022)
- Safer Melville Plan 2017-2021
- City of Melville Community Outcome Indicator Score 2019
- City of Melville Corporate Business Plan
- City of Melville Strategic Community Plan
- City of Melville Community Wellbeing Report 2021
- CWANZ Cycling and Walking Participation Survey 2021 (WA)
- Bicycle Safety at Roundabouts (Austroads, 2017)
- City of Stirling New Footpath Policy (2012)
- Healthy Streets
- Safe System.

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A.1 State Policy

A.1.1 Department of Transport Guidance for Local Bike Planning – Interim Framework

The Department of Transport (DoT) Guidance for Local Bike Planning – Interim Framework informs planning and designing for bike riding in WA during the development of the DoT Bike Planning Guidelines. The key elements within the guidance document for developing a plan are inclusive of the following items:

1. Set a vision for bike riding in your area
2. Provide an understanding of the local context:
3. Reference the Long-Term Cycle Network (LTCN)
4. Guiding principles for a cycling network:
    a) Safe (built to a standard that reflects the “8 to 80” design philosophy
    b) Connected (all routes must connect to a destination or another route)
    c) Widespread (extensive enough to get to a destination without encountering hostile traffic conditions)
    d) Legible (Intuitive and direct with coherent wayfinding)
    e) Aspirational (long term network strategy and vision for bike riding)
    f) Achievable (evidenced based planning principles)
5. Consider an internal ‘working group’ drawn from your different LGA directorates
6. Stakeholder engagement
7. Refine, Prioritise & Implementation:
8. Suggested structure:
9. Complete the Plan

The DoT Interim Framework Guidance for Local Bike Planning relates to the cycling aspect of the Melville Walk and Ride Plan and can be followed in order to address the key points.

A.1.2 Western Australia Bike Network Plan

The Western Australia Bicycle Network Plan (WABN Plan) presents a coordinated, visionary document with specific initiatives to support bicycling across Western Australia into the future. The vision of the plan is as follows:

A number of key actions in the WABN plan set the framework for this Plan including:

- Developing a Long-Term Cycle Strategy for Perth;
- Expansion of the PSP network
- Implementation of the Perth Bicycle Network Grants Program
- Connecting Stations
- Connecting Schools
- Safe Active Streets
- End of Trip (EoT) facilities in Activity Centres.

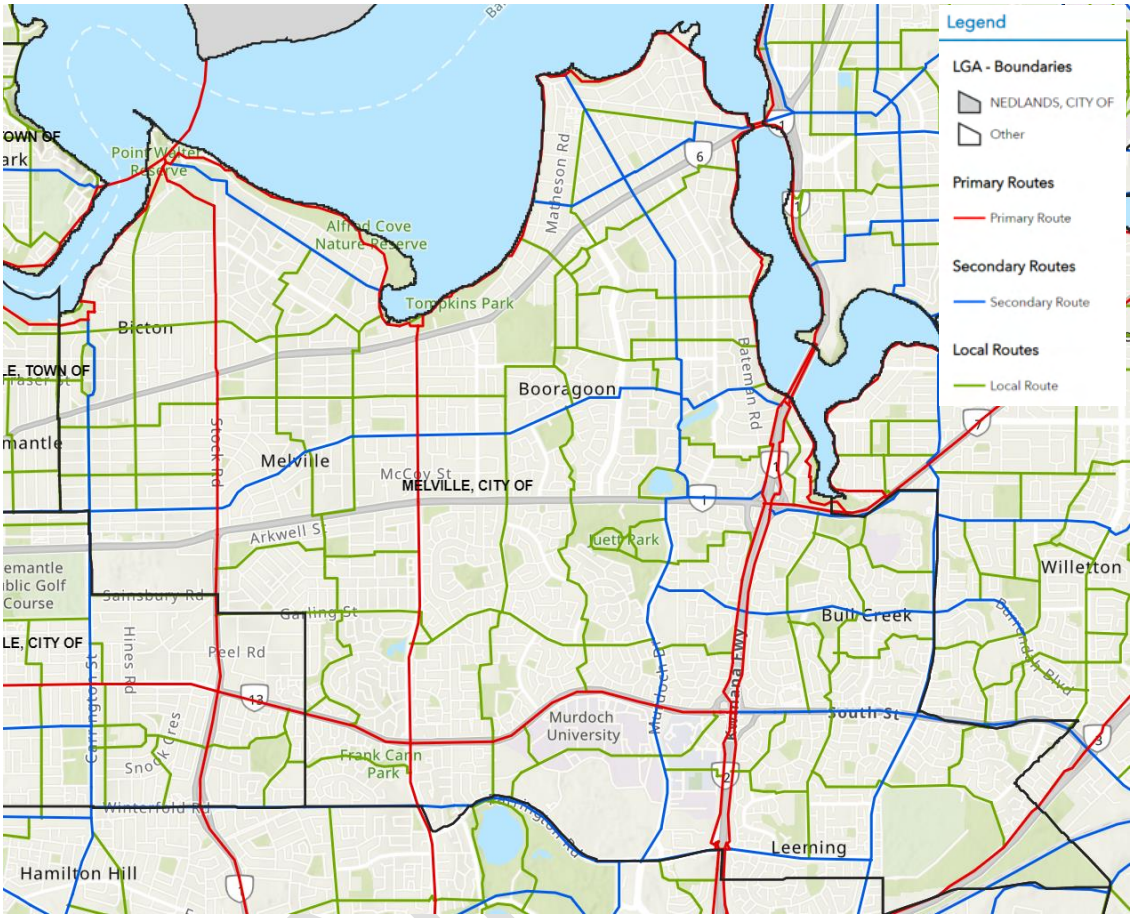
Funding for many of improvements to bicycling infrastructure noted in this plan will be provided through the WABN plan network grant program, so the significance of this document for the City of Melville’s Walk and Ride Plan cannot be understated.

A.1.3 Long Term Cycle Network

The Long Term Cycle Network (LTCN) for Perth and Peel is a project of the Western Australian Department of Transport (DoT) to create a regional network of bicycle facilities for the metropolitan region. Each of the 33 local governments was invited to participate in a consultation process. At the time of writing, 32 local governments have adopted the LTCN. Whilst the LTCN represents an aspirational vision for cycling in the Perth/Peel region, the plan is not set and can be modified through the development of new bicycle, master, or precinct plans.

As such, this plan represents an opportunity for the City of Melville to examine the proposed alignments included in the LTCN and ensure that each alignment represents the most achievable and best route option. It is important to maintain an up to date LTCN, as funding from the DoT to construct new facilities may be tied to these specific alignments.

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Source: Department of Transport

A.1.4 MRWA Supplement to Austroads Guide to Road Design – Roundabouts and Traffic Signals (2015)

The purpose of this document is to provide information to assist practitioners to determine the most appropriate intersection control solution between a roundabout and a signalised intersection. In WA on the higher order roads roundabouts are considered the most appropriate form of intersection control whereas traffic signals may be an appropriate form of control.

The guidance references provision for people riding bikes at sites with roundabouts, specifically mentioning the following considerations:

- Low design speeds (generally 30-40km/h) using horizontal curves (pre-deflection) to slow vehicle travel speeds and allow people on bikes to mix with traffic and take control of the lane. This may also include tighter geometry to slow travel speeds upon exit.
- Avoiding squeeze points on the approach and through the roundabout. Bike lanes should be terminated before the holding line.
- At multi-lane roundabouts the bicycle lane should be terminated in advance of the intersection by the provision of an off-ramp to a Dual Use Path or similar.
- The provision of a separate channelised entry into the roundabout on the left of the general traffic lane is not recommended, as the separation of entering bicycles may not be obvious to motorists.
- Provision for bike riders to move off the carriageway to use shared paths around the outside of the roundabout, particularly at locations used by children or recreational bike riders. The crossings of the splitter islands should be wide enough to shelter a bicycle, be flush with the road pavement and be set back 6 metres, or preferably 12 metres (one or two car lengths), from the holding line.
- At roundabouts used by bike riders or where a safety problem has developed, consideration should be given to the provision of signs and / or markings to warn motorists to look out for and give way to bike riders moving around the roundabout.
- Provision of a by-pass on three legged roundabouts for bike riders travelling along the top of the T-intersection.
- On approaches where the skew of an intersection necessitates provision of a left turn slip lane on the corner of a roundabout, a marked bicycle lane may be required.
- Provision of a marked bicycle lane where a major vehicle movement is able to by-pass a roundabout at speed.
- Where a bicycle path or shared path is provided around a roundabout, the intersection between the path and road should be designed to ensure that bike riders are able to safely cross the road and enter the bicycle lanes that may exist on the roundabout approaches and departures.
- It is not Main Roads' practice to install on-road cycle lanes within the circulating carriageway.

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A.2 Local Policy

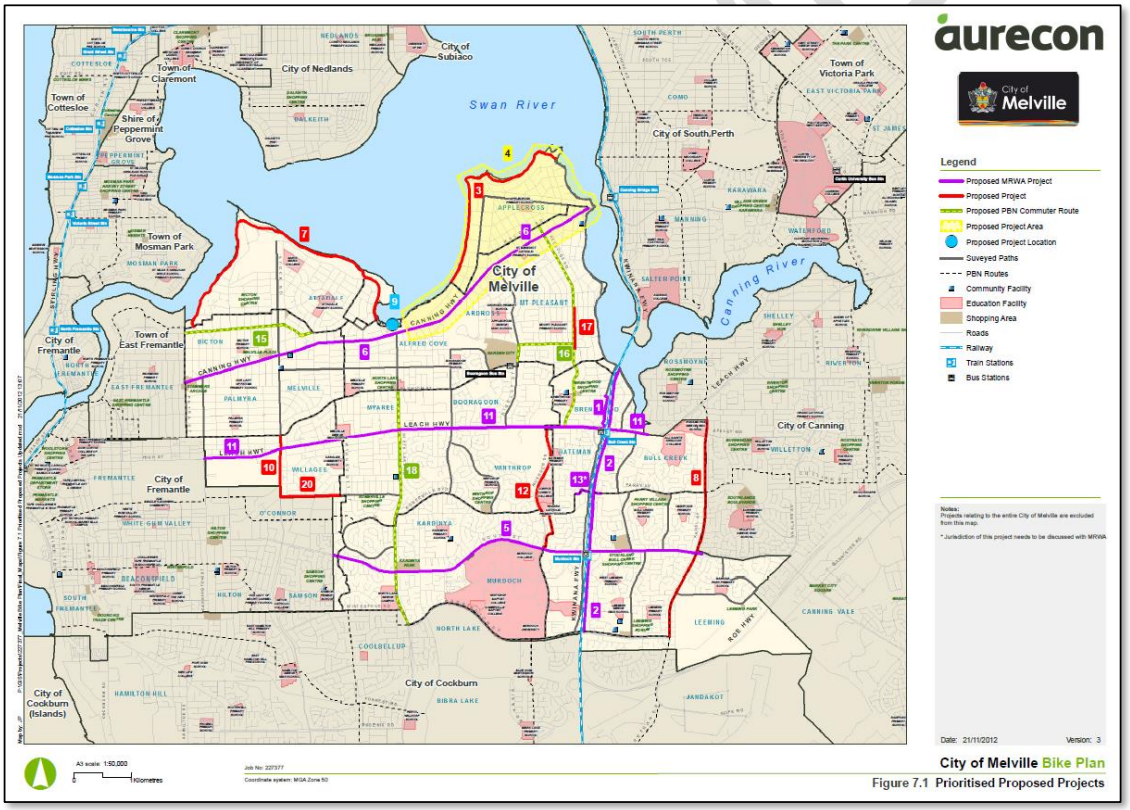
A.2.1 City of Melville Bike Plan 2012

The City of Melville Bike Plan 2012 provided a strategic vision for the development of a bike network and the continued promotion of cycling as an important mode of transport in the city. The plan identified opportunities to improve the cycling network, where expansions to the cycling network should occur and barriers to cycling linked to existing infrastructure, while also examining the policy and strategic context. The key components of the bike plan were as follows:



- Crash Analysis,
- Stakeholder Consultation,
- Promotion and Encouragement Initiatives,
- Current and Proposed Bicycle Network Facilities,
- Strategic Projects and Prioritization,
- Maintenance and Renewal Projects and
- Implementation and Recommendations.

The Bike Plan developed 24 recommendations, including for facilities, maintenance, renewal, promotion and engineering (see below)



Of these projects, six fall under the remit of Main Roads WA and three were considered to be unsupported, upon further investigation.

Over the intervening nine years, progress has been made on many of the projects with seven projects considered to be complete and four other projects in progress. Four of the projects focused on general policy recommendations and can also be considered as ongoing.

It is also noted that some of these will be achieved through the implementation of the LTCN, and others (such as addressing bicycle facilities through intersections) are not locations specific and are therefore subject to implementation on an ongoing basis through a prioritisation process.

A.2.2 Path Policy (2022)

The purpose of paths in the City are to "provide a network that support safe, accessible and comfortable movement around the City to the benefit of the community". Stated policy principles are:

- Paths shall be constructed and maintained to promote safety, healthy lifestyles and liveable and connected neighbourhoods.
- The path shall be continued (or reinstated) through the crossover as per the City's Crossover Guidelines and Specifications. All path users shall have priority over vehicles on crossovers.
- Path construction, renewal and maintenance shall be in accordance with the City's Path Guidelines and Specifications where practical. Where it is not practical, the City may construct, renew or maintain a non-standard path to suit local conditions. Where this occurs, the City shall document its reasons.
- New paths shall be constructed based upon a priority ranking taking into account risk and having regard to traffic volume, road hierarchy, traffic/pedestrian conflicts, activity generators, linkages, path requests and bike plan recommendations.
- The City shall audit, maintain and renew paths to a level as defined in the Path Asset Management Plan.

This policy is updated regularly.

A.2.3 City of Melville Path Guidelines and Specifications (2022)

The objective of this document (last updated in early 2022) is to provide detailed guidance for the planning, design and construction of paths in the City and covers the following path types:

- Footpaths
- Shared paths
- Separated footpaths
- Paths for the exclusive use of bike riders.

The intent it that paths:

- Meet the City's Path Policy
- Meet the City's Duty of Care
- Provide for safe, connected, and accessible paths.

The Guidelines states that paths should only be along the kerb line on access roads. In other locations, they should be offset from the kerb line, in the middle of the verge, or along the property boundary (with the exception of shared paths - see figure below).

Type	Kerb Line	Kerb Line with Offset	Middle of Verge	Property Boundary
Access (Up to 3,000 VPD)	•	•	•	•
Local Distributor (Up to 6,000 VPD)		•	•	•
District Distributor B (Up to 15,000 VPD)		•	•	•
District Distributor A (Above 15,000 VPD)		•	•	•
Arterial Roads		•	•	•
Shared Paths		•	•	

Source: City of Melville Path Guidelines and Specifications

The Guidelines identifies path widths (see figure below) – in general:

Type Path Type	Location Access Roads	Distributor Roads	Activity centres	Parks	Other
Footpath	1.8m	2.1m	Full verge width	As designed	As designed
Shared Path	3 to 4m	3 to 4m	As designed	3 to 4m	As designed
Separated Footpath	2.5 to 4m	2.5 to 4m	As designed	2.5 to 4m	As designed
Paths for the exclusive use of cyclists.	As designed	As designed	As designed	As designed	As designed

Source: City of Melville Path Guidelines and Specifications

Grab rails are not recommended on Access Roads.

Barriers installed at the end of Public Access Ways must not restrict access by mobility devices such as wheelchairs.

This policy is updated regularly.

A.2.4 Crossover Guidelines and Specifications 2022

The purpose of this document it to provide a consistent framework for the planning and design of crossovers for residential and commercial properties taking best practice and statutory guidance into account.

Considerations in relation to this Plan include:

- Improving the safety of path users
- Creating space for tree and, pedestrian crossings
- Sight lines of people using paths
- Visual and physical continuity of the footpath
- Priority of people walking and riding (pedestrians and bike riders have priority over vehicles)
- Existing path condition.

A.2.5 2017-2021 Safer Melville Plan

The Safer Melville Plan seeks to address the strategic objective of creating a safe and secure City of Melville for residents and visitors though a specific set of actions. Road safety is addressed in this document and reference is made to safe system approach to road safety, while reducing transport crashes is identified as an important goal to improving safety. Within this goal, reference is made to implementing the City's bicycle plan.

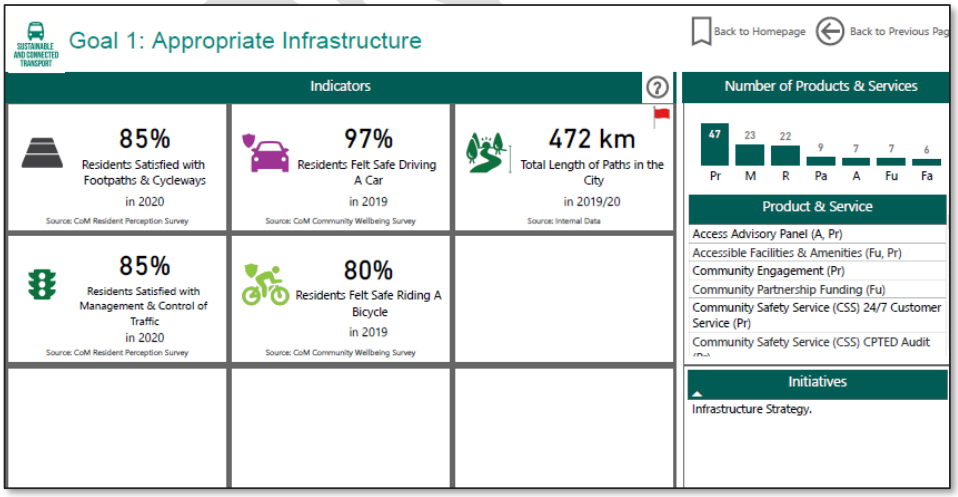
A.2.6 City of Melville Community Outcome Indicator Score 2019

This document provides the results of a survey of the City of Melville community in 2019 relating to the six specific community aspirational areas

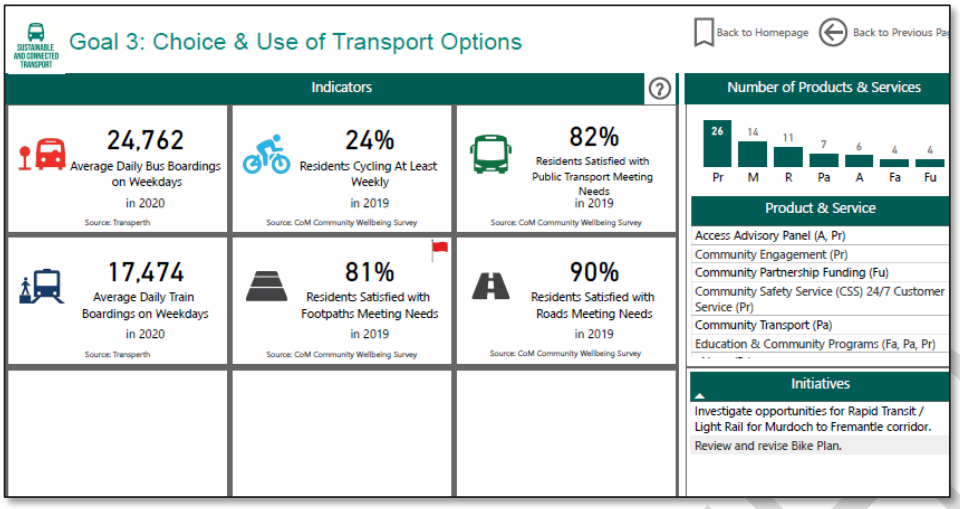
- Clean and Green
- Growth and Prosperity
- Healthy Lifestyles
- Safe and Secure
- Sense of Community
- Sustainable and Connected Transport.



This document uses various metrics in an infographic format. Pedestrian and bicycle transport is referenced under two of the key metrics. Under the Working together to create a City which is safe and secure at all times for all people metric, reducing transport crashes is an important goal, though no mention is made of pedestrian and bicycle crashes. Another key goal is Working together towards a City with sustainable and connected transport and travel options for all People. Under this metric, the first goal is Appropriate Infrastructure, which indicates that 85% of residents are satisfied by the footpaths and cycleways and 80% felt safe riding a bicycle (see figure below).



The second goal, Balancing Transport Priorities, indicated that 45% of roads have footpaths, while also referencing the need to construct a SAS link from Melville City Centre to Riseley Centre and develop an Integrated Transport Plan. Goal 3, Choice & Use of Transport Options, also includes useful information about pedestrians and bike riders (see figure below).



Specifically, 24% report cycling at least weekly, while 81% are satisfied with footpaths meeting their needs. There is also mentioned under this goal to review and revise the Bike Plan.

A.2.7 City of Melville Corporate Business Plan



This document also makes mention of the six key community aspirational areas, Clean and Green, Growth and Prosperity, Healthy Lifestyles, Safe and Secure, Sense of Community, Sustainable and Connected Transport. One of the key priorities is to implement innovative, efficient and appropriate initiatives that support community-centered infrastructure with integrated transport solutions. A total length of footpaths, cycle paths, and shared paths in the City of Melville is 468 km, according to this document.

A.2.8 City of Melville Strategic Community Plan



This document sets out the City of Melville's vision and aspirations for the future and identifies key strategies and actions to achieve this vision. Again, the six key community aspirational areas guide this document

Via an online survey, community respondents indicated that a priority should be set on reducing their dependence on cars. Common problems include congestion, 'rat runs' through the suburbs, and illegal/inconsiderate parking. Cycle infrastructure is yet to be properly established and even simple pedestrian movements can be hazardous.

The methods by which the City of Melville contributes to the strategic community aspiration, Sustainable and Connected Transport, are numerous. The City advocates for high quality transport options at State and Commonwealth levels, constructs and maintains bike paths and footpaths, and manages road safety programs within their boundary.

A.2.9 City of Melville Community Wellbeing Report

The Community Wellbeing Report for the City of Melville provides the survey results from the City's Wellbeing Survey, which is conducted every two years. Organi ed by the City of Melville's six key aspirational areas, the survey results indicate that over 80% of the residents of the City of Melville either agree or strongly agree with the following statements:

- The City of Melville is a good place to raise a family.
- The City of Melville is a good place to grow old.
- I feel like my life has a sense of purpose.
- I feel valued and appreciate by others.

Of the six key aspirational areas, the area of Sustainable and Connected Transport had the lowest percentage of respondents (64.3%) indicating that they agree or strongly agree with the following statement:

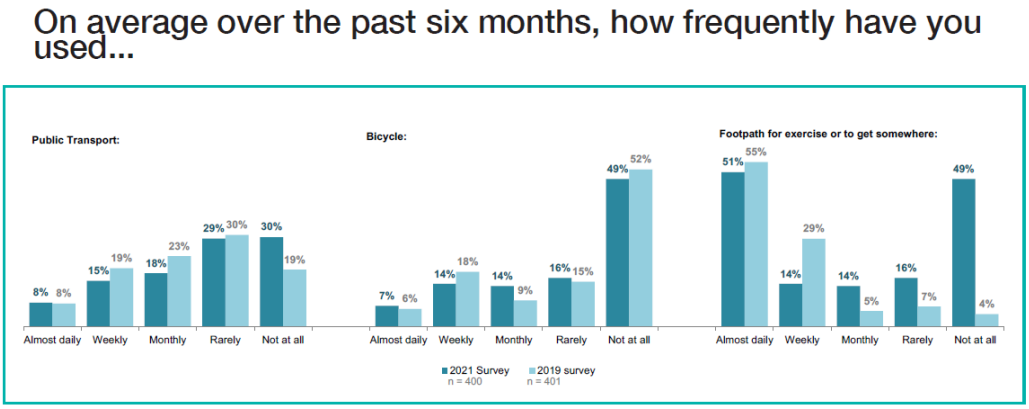
Overall, I feel that in the City of Melville there is 'sustainable and connected transport'.

There were significant differences based on location within the City of Melville. For instance, 100% of residents in Murdoch agree with the above statement regarding sustainable and connected transport in the City of Melville, while only 38% of Applecross residents agreed.

The results also indicate that 76% of respondents agree that the footpaths in the local area meet their needs. However, geographic disparity is also present regarding this result. Specifically, 100% and 96% of Murdoch/Myaree and Melville residents agreed that footpaths meet their needs, respectively, while only 40% of Brentwood residents agreed.

Regarding bicycle riding, 52% indicated that they felt safe riding a bicycle in their area. Interestingly, this result is skewed towards younger people. People between the age of 16 and 24 agreed that they felt safe bicycling in their area in the greatest proportion, while people between the ages of 75 and 84 agreed the least with this statement. Within those considering themselves students, 100% agreed with this statement, while only 22% of retired people agreed.

The survey also examined the frequency in which active transport facilities are used. In 2021, slightly more than 50% of residents of the City of Melville indicated that they use the bicycle, with 14% using a bicycle on a weekly basis and 7% using a bicycle almost daily. More males (33%) than females (11%) used a bicycle weekly or almost daily, while only 10% of retired people used a bicycle weekly or almost daily (see figure below)



In relation to using a footpath, 51% indicated that they use a footpath almost daily. Again, 100% of Murdoch/Myaree residents agreed with this statement.

Overwhelmingly, participants mentioned that more frequent and reliable public transport and more connected public transport are the key actions for improvement in the area of sustainable and connected transport, while addressing current traffic congestion/safety should be another area of focus.

A.2.10 Attadale Values Survey

The Attadale Value Survey in 2021 assessed the values of the community in relation to the Attadale Alfred Cove Foreshore Master Plan. Garnering a total of 658 responses, the survey assessed various themes relating to the foreshore area. Comments on cycling and footpaths accounted for 12% of all comments. Some key takeaways include the following:
Separated walking and cycle ways valued (dual path)

- Walking trails/footpaths to be meandering adjacent to waterways and bushland areas, areas of interest for daily commute
- Current footpaths near clubrooms in poor condition
- Some concern of safety of pedestrians coming into contact with fast bike riders
- Cycling paths suitable for cycling events/campaigns/programming
- Interconnected viewing platforms, boardwalks and hides for bird watching.

A.2.11 Stock Road Corridor Study

The 33km route from Point Walter to Rockingham in Perth's south western suburbs is designated as a Primary Route for cycling. The DoT commissioned a corridor study to investigate possible route alignment and form options. Sections 1 to 3 were either fully or partially contained within the City of Melville:

- Section 1 - Point Walter to Marmion Street via Point Walter Golf Course and Stock Road
- Section 2 - Marmion Street to South Street via Stock Road
- Section 3 - South Street to Beeliar Drive via Stock Road.

The route alignment is described in the following table.

Section	Description
1	Comprises an off-road path north of the Point Walter Golf Course in Bicton then leading onto a SAS between Reserve Street and Preston Point Road. The shared SAS would be a traffic calmed environment with a 4.5m wide trafficable roadway where bike riders and vehicles share the road space. Traffic volumes in this section of the corridor are very low. This transitions to a protected bidirectional cycle lane (2.5 to 3.0m wide) located on the western side of the roadway from Preston Point Road, through Canning Highway to Marmion Street.
2	The protected, bidirectional cycle lane would continue to Leach Highway where the corridor widens from 30m to 40m allowing an off road, 4.0m wide shared path on the western side. The setback of the shared path to the nearest traffic lane varies according to specific constraints such as the location of vegetation and power poles.
3	The 4.0m wide shared path continues on the western side of the corridor throughout this section noting that some localised narrowing (to a minimum of 2.5m) occurs at particular pinch points. The road over the freight rail is a particular constraint however the protected cycle path can continue through the existing bridge cross section with some compromise to road geometry.

Source: Corridor Study for Primary Cycle Route between Point Walter and Rockingham (ARUP, 2022)

The assessment has identified that the western side is the preferred alignment for the corridor for continuity and connectivity. A pre-feasibility level design has been undertaken for the corridor for the preferred option. The preferred treatments do not require land acquisition.

In relation to implementation it is noted that:

- MRWA historical planning for the upgrade of Stock Road to a six-lane controlled access road does not include cycle infrastructure
- Future designs for controlled access and interim upgrades should aim to implement the above treatments
- An MCA concluded that sections near Melville could be staged in the short term due to proximity to existing density, ease of implementation and ability to tie in with existing infrastructure.
- Canning Highway to South Street could be staged in the medium term

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A.3 Research

A.3.1 E-Scooter Safety: Issues and Solutions (Sandt, L., 2022)

The digest identifies emerging behavioural safety issues arising from the expanding use of e-scooters and summarizes how communities are working to prevent and mitigate injuries. The research was conducted by the University of North Carolina at Chapel Hill in conjunction with the University of Tennessee, Knoxville; Safe Streets Research and Consulting; Equitable Cities; and Populus.

The keys themes from the document were:

- sidewalk riding increased when a bike lane was not available or where motor vehicle speeds were higher.
- E-scooter users have consistently requested bicycle infrastructure to feel safe riding e-scooters in the street
- People who walk and people who drive want to avoid e-scooters
- With similar operating speeds and characteristics, e-scooter riders and bike riders have similar infrastructure needs.
- Locations with more bikeways tend to be safer for e-scooters
- Surveys consistently find that e-scooter trips replace walking and bicycling trips to the same or a greater degree than they replace auto trips, although the difference varies by location
- E-scooter users' preference to ride in bicycle lanes aligns with pedestrians' desire that e-scooter users not ride on sidewalks.
- Recent research shows that males are more likely to ride e-scooters than females and that e-scooters are popular among riders under 40 years old.
- E-scooters are more susceptible to irregularities on the roadway than bicycles.

A.3.2 Cycling and Walking Australia and New Zealand - National Walking and Cycling Participation Survey (WA) 2021

The National Walking and Cycling Participation Survey provides insight into walking and cycling activity across Australia and is a successor to the National Cycling Participation Survey which was conducted biennially from 2011 to 2019. The survey is administered using telephone interviews with a representative sample of Australians using both mobile and landline telephone numbers.

The key research findings from this study related to this project include:

- 96.6% of WA residents walk for at least five minutes in a typical week outside their home
- On average WA residents walk for at least five minutes on 5.2 days, spending a median of 3.5 hours per week walking
- 80% walking for recreation or exercise and 60.4% walked to shopping
- Around 21.4% of residents rode a bike (including e-bikes) in the previous week and 46.7% in the previous year
- The participation rate has increased in metropolitan Perth and remained steady in regional areas of WA
- Cycling participation is much higher in males (26.5%) than females (16.4%)
- The participation rate has increase significantly among both genders since 2019
- Among both genders the participation rate declines as young children become teenagers and then precipitously from teenagers to young adults.
- However, statistically significant increases in participation over the week preceding the survey interview were observed among children aged 10 to 17 years of both genders and females aged 30 to 49 years
- Across Western Australia 40.0% of residents aged 15 and over were classified as interested in riding; that is, they do not ride currently but would like to do so or currently ride only off-road.
- It is estimated that 1.9% (95% CI: 1.4 – 2.5%) of the Western Australian population ride an electrically assisted rideable such as an e-scooter, e-skateboard or Segway in a typical week.
- Males are more likely to ride these devices than females.

A.3.3 Bicycle Safety at Roundabouts (Austroads, 2017)

The objectives of this report were to identify the geometric design factors associated with bicycle crashes at roundabout and identify design options that may reduce the incidence of severity of these crashes.

The research looked at crashes in Australia and New Zealand and identified that:

- 93% of crashes occurred in speed zones of 60km/h or less
- 63% of crashed occurred in speed zones of 50km/hr or less
- The most common crash type was a motor vehicles colliding with a cyclist on the circulating carriageway – 67% of crashes
- The next most common crash type was vehicles travelling in the same direction (13%).
- Geometric analysis of crashes at a representative sample of roundabouts in QLD, NSW and Victoria showed that:

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- local road roundabouts typically had entry curve radii ranging between 40 m and 50 m, which would cater for entry speeds greater than 40 km/h, which is greater than the target speed of 30 km/h for a road space shared by motor vehicles and bike riders.
- Travel path curvature at the entry was identified as a key characteristic of the roundabout that influences possible vehicle speeds at the roundabout.
- Some research has shown that restricting sight distance can reduce the approach speeds of motor vehicles

Possible treatments were identified, with the entry path curvature being the main component that needed to be increased to slow the entering vehicles. On local roads, with smaller design vehicles, the entry curve radius could be reduced to achieve a speed of 30 km/h, but on the arterial road roundabouts, reducing the entry speeds was not achievable due to the larger design vehicles on these roads. On the local roads, the alignment of the roundabout to achieve the desired entry speed was similar to the alignment of a radial-type roundabout.

Guidance on designing a roundabout, particularly an urban local road roundabout for a specific speed is a key task for the future.

A.3.4 New Footpath Policy (City of Stirling, 2012)

This policy identifies eligible locations for new paths by assessing the risk of each.
Risk is calculated by applying a numerical score for both the category of road and proximity to origins and destinations:

- Road category score

  Local Distributor Road (LDR) = 40
  Collector 1 (C1) = 30
  Collector 2 (C2) = 20
  Local Road (LR) = 10

- Origin/Destination score

  Road hierarchy: LDR = 20; C1 = 15; C2 = 10; LR = 5
  Proximity to Train Station: 400m = 10; 800m = 5
  Bus Route: Along road = 10; Intersecting with = 5
  Proximity to School: 100m = 10; 200m = 5
  Proximity to Shops: 200m = 10; 100m = 5
  Proximity to equipped play area: 200m = 10; 400m = 5
  Aged care facilities or retirement village: 200m = 10; 400m = 5
  Missing link or substantive gap in suburb network: 10
  Beach access: 200m = 5
  Local nowledge/Councillor Input: ‘Out of Range’ score to any of above parameters
  Traffic Counts: Road Hierarchy x (AWTF/350)*

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A.4 Healthy Streets

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.



The approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These indicators must be prioritised and balanced to improve social, economic and environmental sustainability through the way streets are designed and managed.

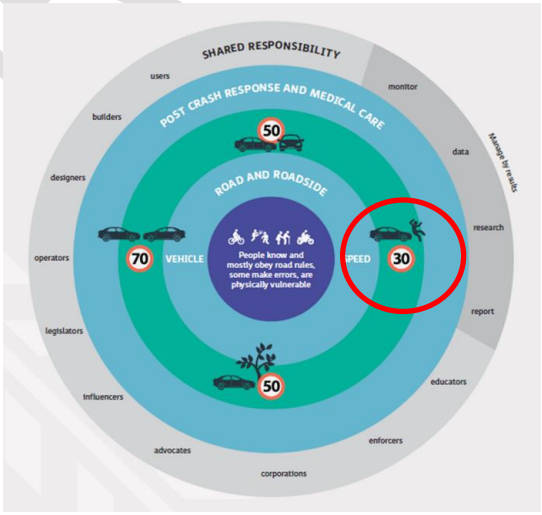
This approach can be applied to any street, anywhere in the world. It builds improvements onto the existing environment rather than seeking a fixed end goal. This approach encourages incremental changes in all aspects of the decision-making processes related to streets and transport.

The Healthy Streets framework has been used as a guide for the provision of improvements.

A.5 Safe System

The Safe System philosophy brings a public health focus to road safety, with an aim of harm minimisation. At the centre of this is human fallibility and the fact that errors at present can lead to unintentional death and injury. Efficient movement should not come at the expense of human wellbeing. There are six key principles that form the basis of the Safe System philosophy (International Transport Forum 2022):

- **People make mistakes** that can lead to road crashes
- The human body has a **limited physical ability** to tolerate crash forces before harm occurs
- A **shared responsibility** exists amongst those who plan, design, build, manage and use roads and vehicles and those who provide post-crash care to prevent crashes resulting in serious injury or death
- **All parts of the system must be strengthened** to multiply their effects; so that if one part fails, road users are still protected.



The Safe System is usually considered in terms of key interacting “pillars”:

1. Road safety management
2. Safe road
3. Safe vehicles
4. Safe speeds
5. Safe road-user behaviour
6. Post-crash care

The Safe System approach recognises it is not possible to prevent all crashes but aims to prevent serious injuries by seeking to better manage the interaction between road users, roads and roadsides, travel speeds and modes of transport. Many of the opportunities discussed in Chapter 6 respond to the Safe System philosophy, but particularly in relation to implementation of infrastructure, and road speed considerations.

A.6 Path Widths

The desirable minimum width of local access (shared) paths is given as 2.5m in accordance with Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (2021) – accepting that variations between 2-3m may be more suitable considering expected flows of people walking and riding, and likely operating speeds (see below).

	Suggested path width (m)		
	Local access path	Regional path[3]	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0[1] – 3.0[2]	2.5[1] – 4.0[2]	3.0[1] – 4.0[2]

1 *A lesser width should only to be adopted where cyclist volumes and operational speeds will remain low.*
2 *A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, in-line skaters etc.).*
3 *May be part of a principal bicycle network in some jurisdictions.*

Source: Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (2021)

The WA Department of Transport's Shared and Separated Path Guidelines (September 2021) outline the following minimum widths depending on the route hierarchy (see below).

Shared paths	
Minimum width	**Desirable width**
2.5m (local and secondary routes)	3.0m (local and secondary routes)
3.0m (primary route)	4.0m (primary route)

Source: Shared and Separated Path Guidelines (September 2021)

The City's policy is in line with, and in some cases more generous than the above guidelines in that shared paths should be between 3-4m wide, even on Access Roads (see below).

Type / Path Type	Location: Access Roads	Distributor Roads	Activity centres	Parks	Other
Footpath	1.8m	2.1m	Full verge width	As designed	As designed
Shared Path	3 to 4m	3 to 4m	As designed	3 to 4m	As designed
Separated Footpath	2.5 to 4m	2.5 to 4m	As designed	2.5 to 4m	As designed
Paths for the exclusive use of cyclists.	As designed	As designed	As designed	As designed	As designed

Source: City of Melville Path Guidelines and Specifications (2022)

Shared paths that are currently less than 2.5m wide are recommended to be increased as upgrades are undertaken, and for new sections, subject to achieving the required offsets from trees, light poles etc.

In some cases, shared paths may not be the best outcome and separation should be considered. Footpaths Healthy Streets provides the following metric for footpath width based on usage (people per hour). This guidance can help support a nuanced network that responds to the needs of the corridor at a fine-grained level (see below).

A-1

People per hour	A (3 points)	B (2 points)	C (1 point)	D (0 points)
Fewer than 7	2.0m or more	1.6m-1.99m	1.5m-1.59m	Less than 1.5m
7-69	2.6m or more	2.2m-2.59m	1.9m-2.19m	Less than 1.9m
70-399	3.2m or more	2.8m-3.19m	2.3m-2.79m	Less than 2.3m
400-1999	3.9m or more	3.4m-3.89m	2.9m-3.39m	Less than 2.9m
2000 or more	3.9m or more and less than 9.5 people per metre per minute	3.4m or more and less than 13.5 people per metre per minute	2.9m or more and less than 18 people per metre per minute	Less than 2.9m or more than 18 people per metre per minute

Source: Healthy Streets

This framework recognises that the wider the path, the better that path supports pedestrians needs – but that the need scales with demand. Healthy Streets assessment focuses on the weakest point within a path section to determine its effective width, and recommends that these locations should be specifically addressed during upgrade activities.

In locations on local routes where footfall is low, footpaths should be upgraded as and when possible (for example during routine maintenance or road upgrades) in accordance with the City's Guidelines and Specifications to a minimum of 1.8m. The guidance provided by Healthy Streets may assist in providing justification for wider paths.

A.6.2 Healthy Streets

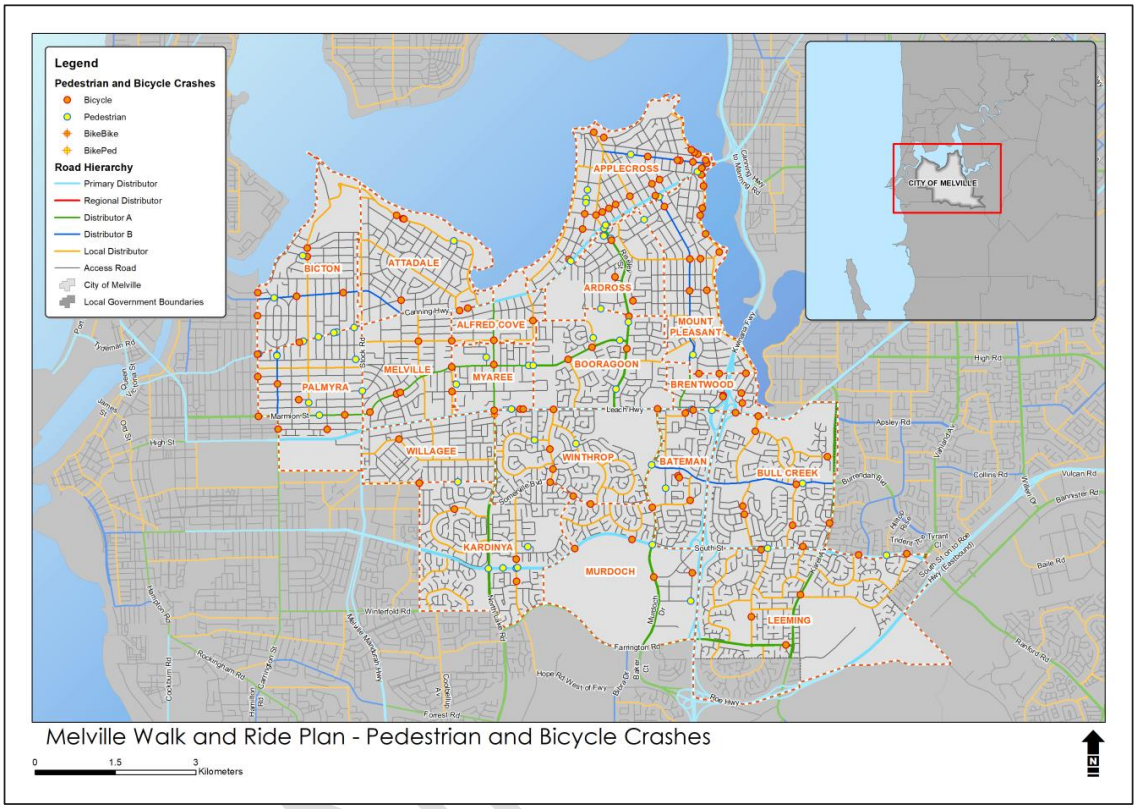
The Healthy Streets framework is an effective method to evaluate the constraints and opportunities within the street network. Application of this style of review can support decision-making by the City, by identifying areas of concern – targeting resources towards improvements in critical locations.

Interventions can then be designed in accordance with the City's policy, strategy and engineering systems to improve the function of these streets for all users, including people walking and cycling. The table below shows how the Healthy Streets score is generated.

	Metric	Everyone feels welcome	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk and cycle	People feel safe	Things to see and do	People feel relaxed	Clean air
1	Traffic speed	●	●			●	●	●		●	●
2	Volume of motorised traffic	●	●			●	●	●		●	●
3	Mix of vehicles	●	●			●	●	●		●	●
4	Conflict between cycles and turning vehicles	●					●	●		●	
5	Turning speeds at side-street intersections	●	●				●	●		●	
6	Ease of crossing mid block	●	●				●	●		●	
7	Priority of crossing at intersections	●	●				●	●		●	
8	Quality of the footpath	●					●			●	
9	Space for walking	●			●		●	●		●	
10	Appropriate separation of people walking from traffic	●				●	●	●		●	
11	Space for cycling	●			●		●	●		●	
12	Lighting	●					●	●		●	
13	Availability of drinking water	●			●		●	●	●	●	
14	Public seating	●			●		●		●	●	
15	Cycle parking	●			●		●			●	
16	Shade for walking	●		●			●		●	●	
17	Shade for cycling	●		●			●		●	●	
18	Reducing through traffic	●	●			●	●			●	
19	Bus stops	●		●	●		●			●	

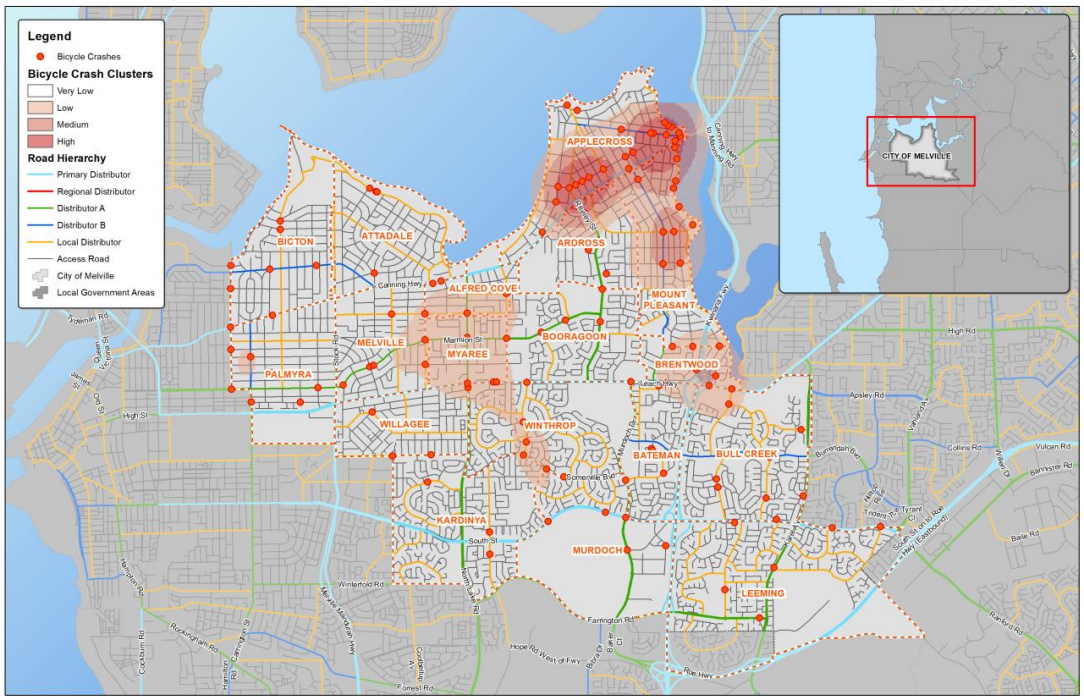
Appendix B Detailed Crash Maps

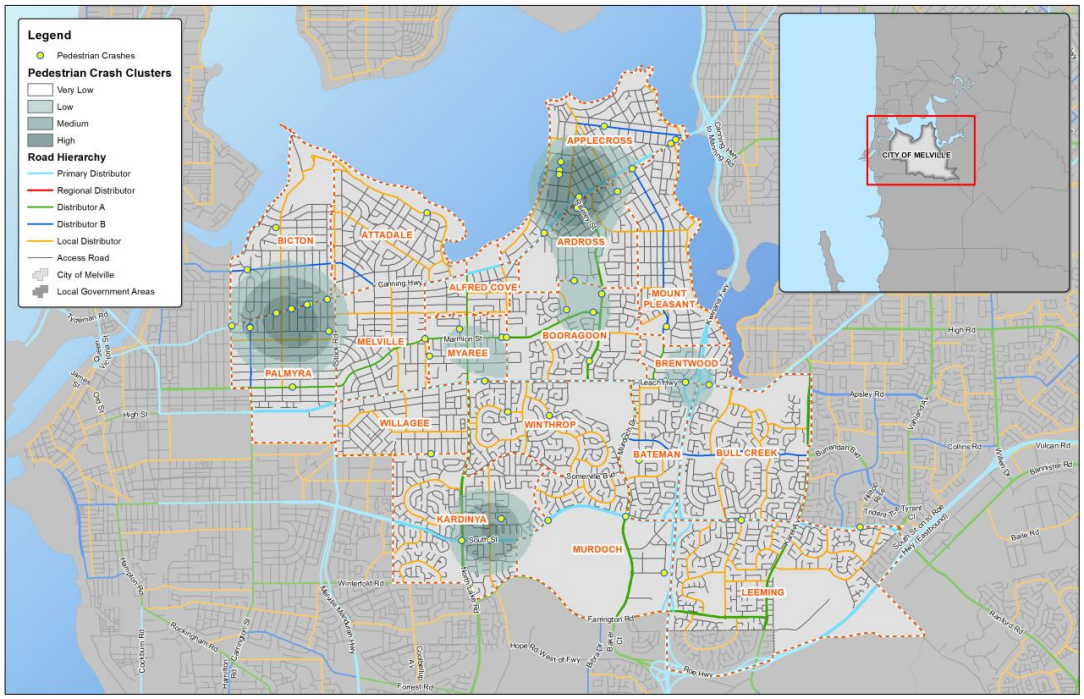
B.1 Overall Crash Map



Source: MRWA Crash Data

CONFIDENTIAL


Legend
Bicycle Crashes
Bicycle Crash Clusters
Very Low
Low
Medium
High
Road Hierarchy
Primary Distributor
Regional Distributor
Distributor A
Distributor B
Local Distributor
Access Road
City of Melville
Local Government Areas
CITY OF MELVILLE
APPLECROSS
ARDROSS
MOUNT PLEASANT
BICTON
ATTADALE
ALFRED COVE
MELVILLE
MYAREE
BOORAGOON
BRENTWOOD
PALMYRA
WILLAGEE
WINTHROP
BATEMAN
BULL CREEK
KARDINYA
MURDOCH
LEEMING
Canning Hwy
Leach Hwy
Kwinana Fwy
Riverton Bridge
Narrows Bridge
Mill Point Rd
Perth Freeway
Mitchell Fwy
Graham Farmer Fwy
Roe Hwy
Kwinana Fwy (Eastbound)
Kwinana Fwy (Westbound)
Mitchell Fwy (Northbound)
Mitchell Fwy (Southbound)
Graham Farmer Fwy (Eastbound)
Graham Farmer Fwy (Westbound)
Roe Hwy (Eastbound)
Roe Hwy (Westbound)
Bicycle Crash Clusters
0 1.5 3 Kilometers
N

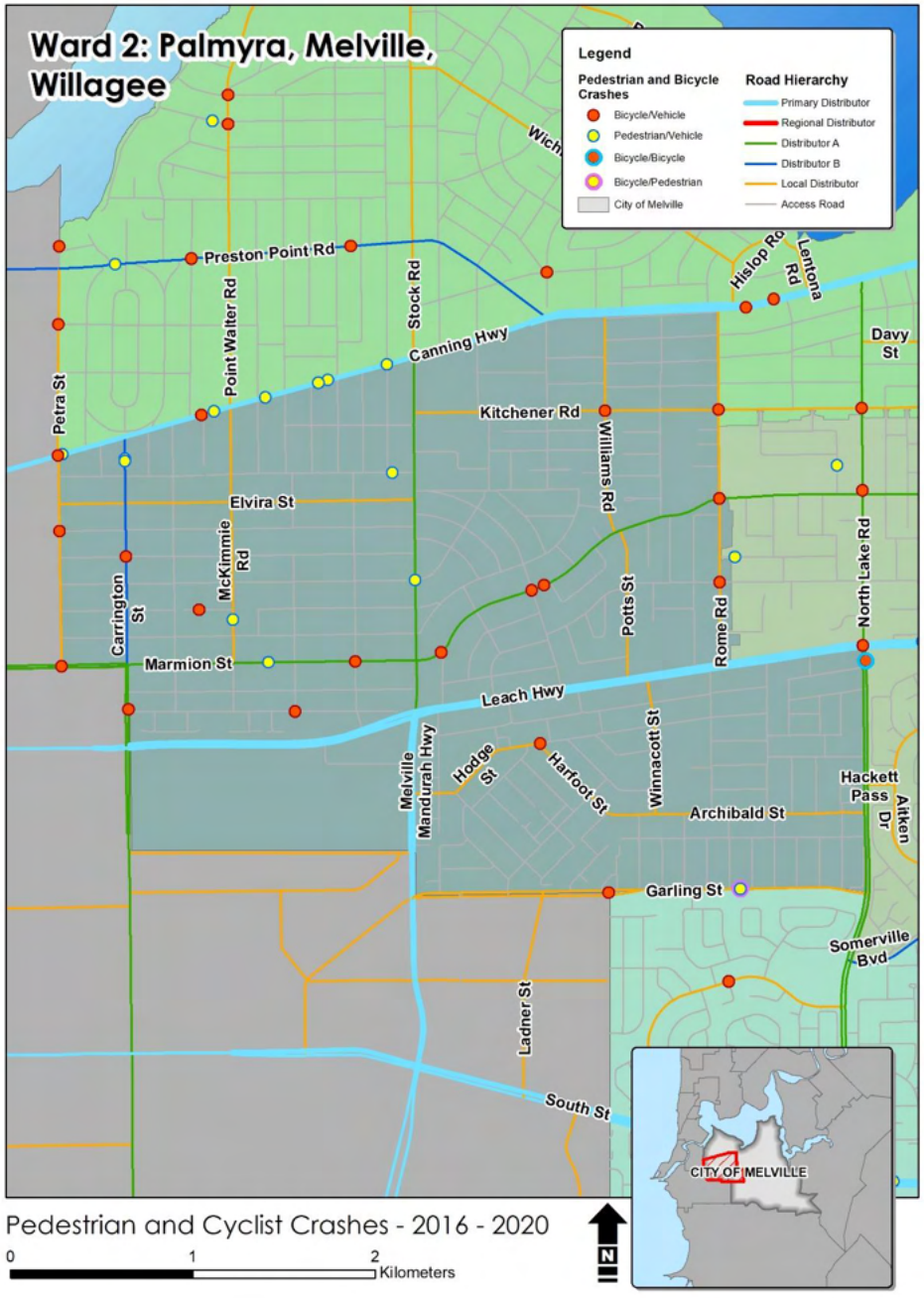

Legend
Pedestrian Crashes
Pedestrian Crash Clusters
Very Low
Low
Medium
High
Road Hierarchy
Primary Distributor
Regional Distributor
Distributor A
Distributor B
Local Distributor
Access Road
City of Melville
Local Government Areas
CITY OF MELVILLE
APPLECROSS
ARDROSS
MOUNT PLEASANT
BICTON
ATTADALE
ALFRED COVE
MELVILLE
MYAREE
BOORAGOON
BRENTWOOD
PALMYRA
WILLAGEE
WINTHROP
BATEMAN
BULL CREEK
KARDINYA
MURDOCH
LEEMING
Canning Hwy
Leach Hwy
Kwinana Fwy
Riverton Bridge
Narrows Bridge
Mill Point Rd
Perth Freeway
Mitchell Fwy
Graham Farmer Fwy
Roe Hwy
Kwinana Fwy (Eastbound)
Kwinana Fwy (Westbound)
Mitchell Fwy (Northbound)
Mitchell Fwy (Southbound)
Graham Farmer Fwy (Eastbound)
Graham Farmer Fwy (Westbound)
Roe Hwy (Eastbound)
Roe Hwy (Westbound)
Pedestrian Crash Clusters
0 1.5 3 Kilometers
N

B.2 Crash Maps by Ward

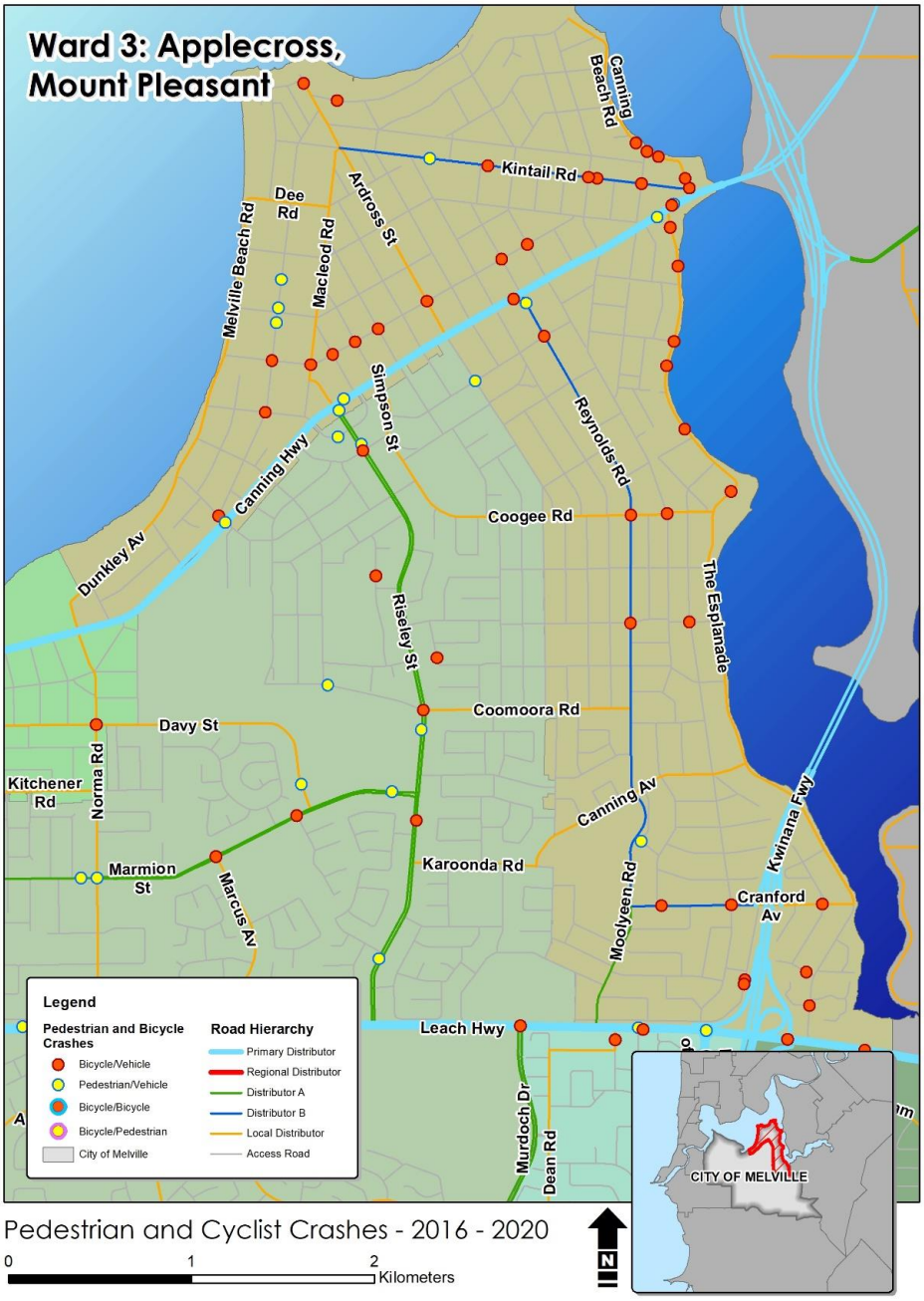
B.2.1 Ward 1: Bicton, Attadale, Alfred Cove



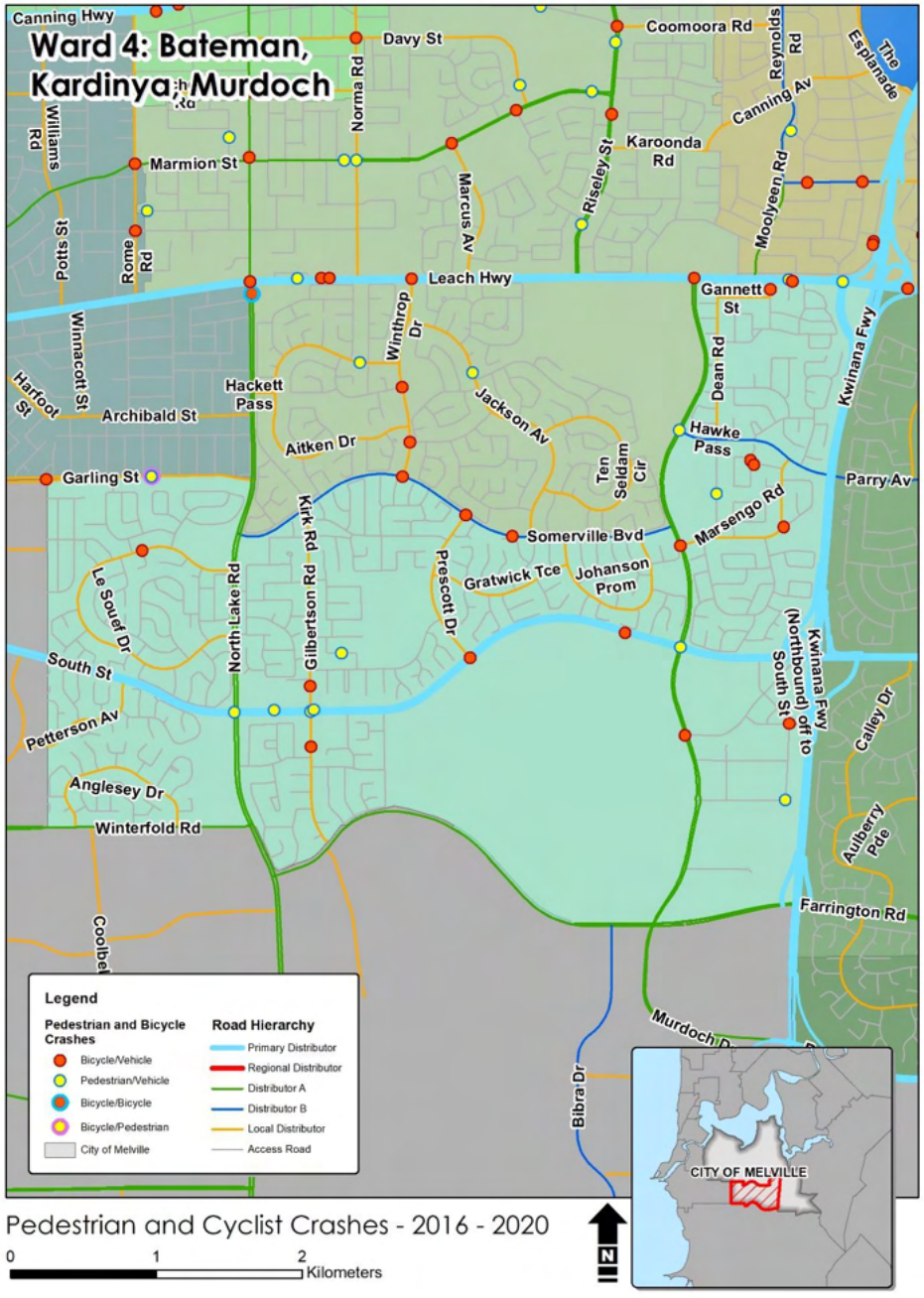
B.2.2 Ward 2: Palmyra, Melville, Willagee



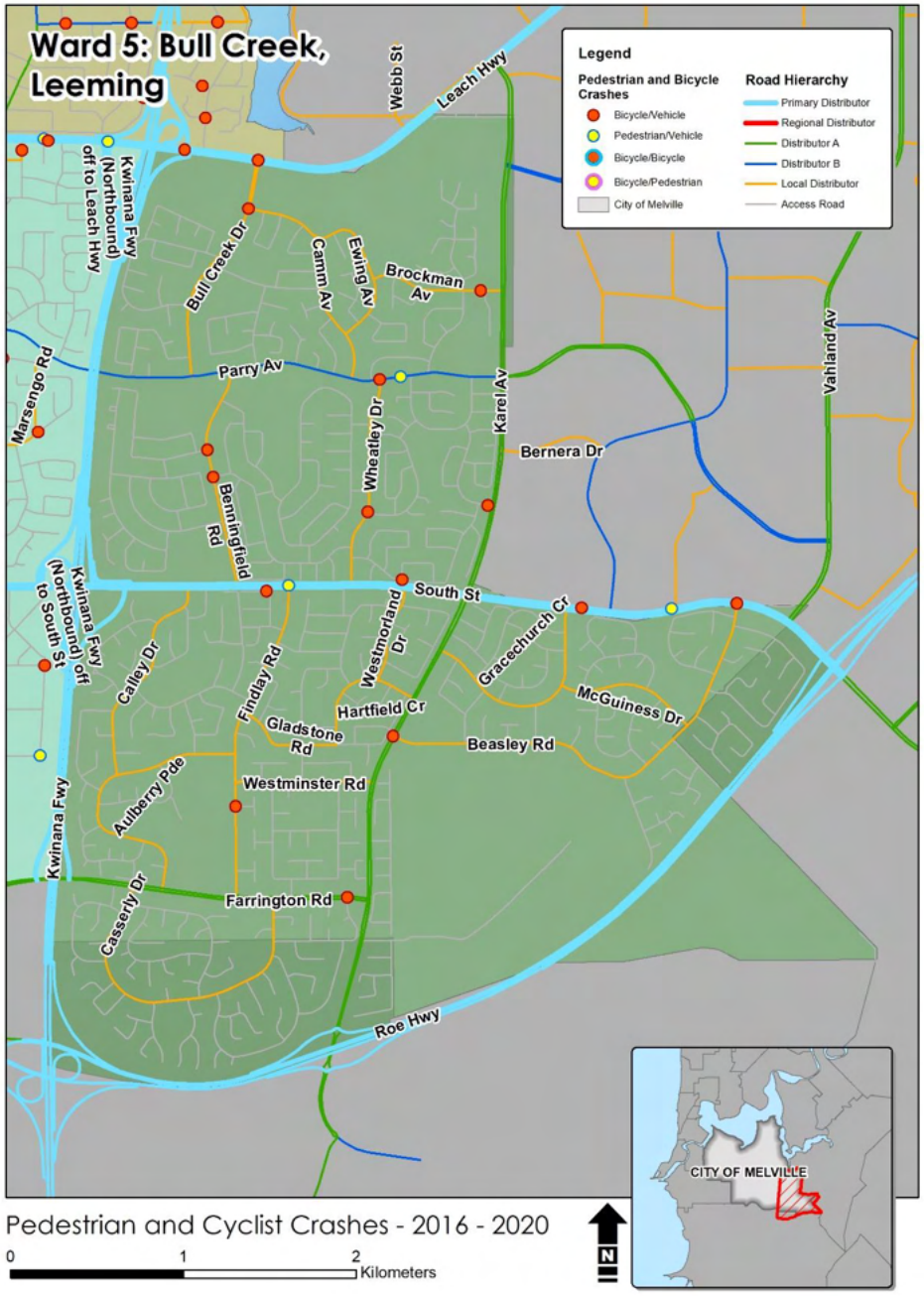
B.2.3 Ward 3: Applecross, Mount Pleasant



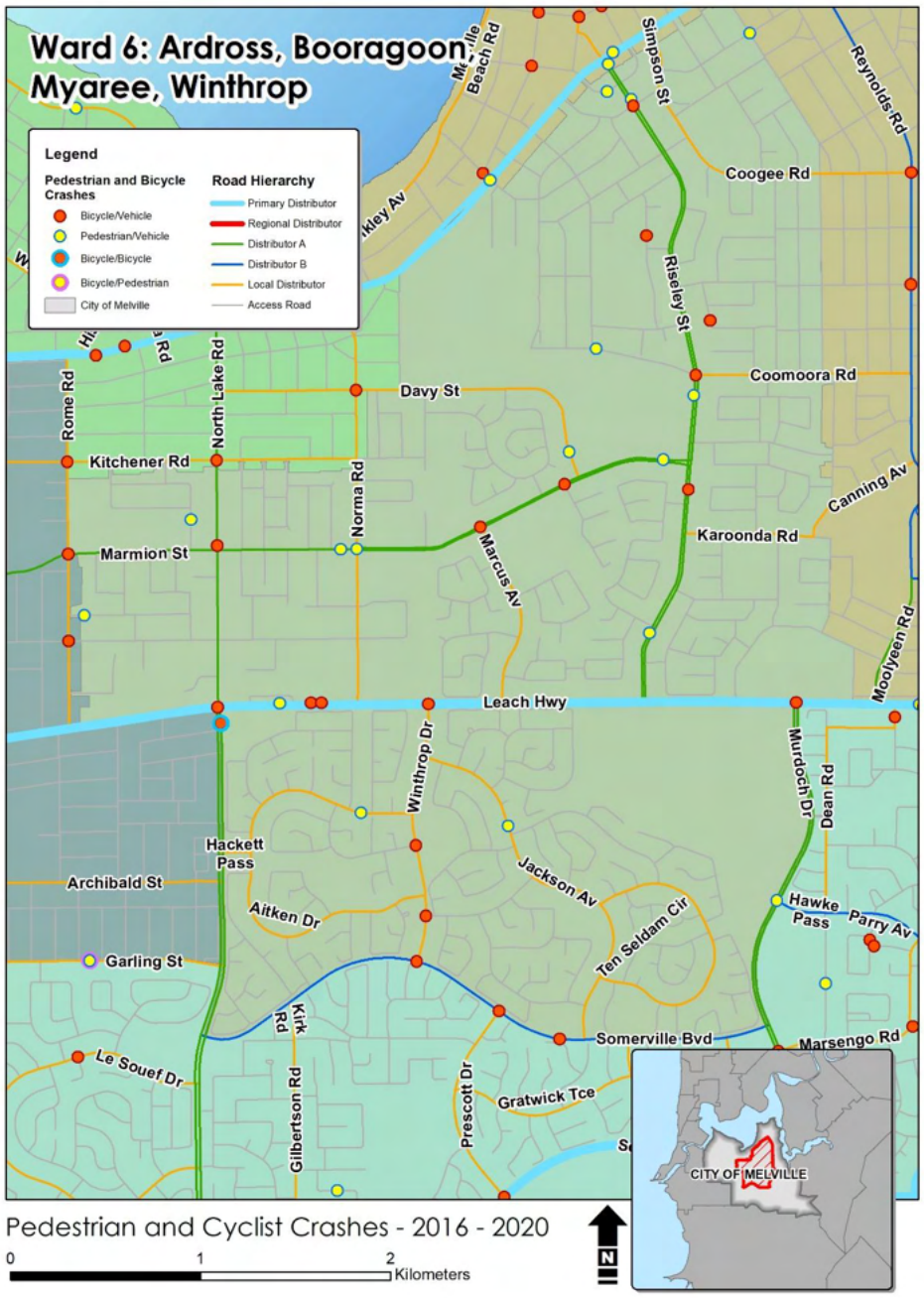
B.2.4 Ward 4: Bateman, Kardinya, Murdoch



B.2.5 Ward 5: Bull Creek, Leeming



B.2.6 Ward 6: Ardross, Booragoon, Myaree, Winthrop



Appendix C Bicycle Stress Mapping

C.1Method

Roads without dedicated infrastructure for active transport users can function as adequate facilities for bike riders under certain conditions. Specifically, roads with traffic volumes under 1,500 vehicles per day (vpd) and 85th percentile speeds under 30 kilometres per hour (km/h) serve as comfortable facilities for bike riders and do not require additional cycling infrastructure.

In the Western Australian context, there are very few roads speed zoned to 30 km/h, so roads with an 85th percentile speed of 40 km/h were also examined in this analysis. The bicycle stress calculation follows the formula below:

$$\left(\frac{AWT}{1500}\right) * \left(\frac{85thSp}{30}\right) = Bicycle\ Stress\ Level$$

$$where\ AWT = Average\ Weekday\ Traffic\ and\ 85thSp = 85th\ Percentile\ Speed$$

Links Road, although zoned as a 30km/h is not shown on the maps in this chapter as the data pre-dates the speed zone change.

If the bicycle stress level is greater than 1, then the facility is considered to be stressful for bike riders without the provision of additional infrastructure. For facilities with extremely low volumes or 85th percentile speeds, this method begins to break down. However, this situation occurs very rarely.

C.2Results

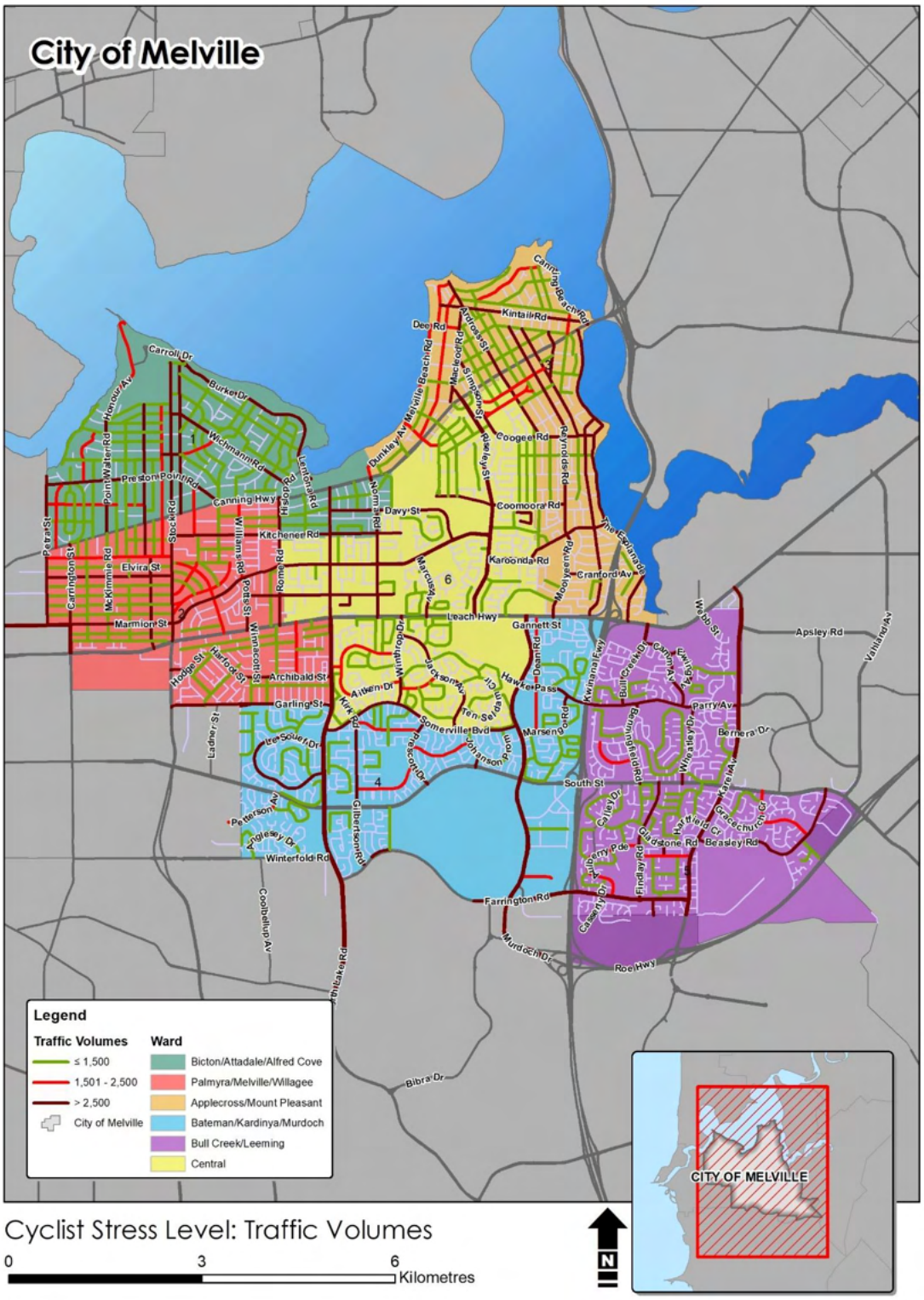
To interpret the results, traffic volumes and 85th percentile speeds, which are the two criteria needed to generate a bicycle stress level, are presented on individual maps. The third map presents the results of the bicycle stress calculation.

C.2.1 Traffic Volumes

Many of the access roads in the City of Melville have volumes under the 1,500 vpd threshold, while some local distributors have volumes between 1,500 and 2,500 vpd. Based solely on volumes, many of the access roads in the City of Melville would be considered comfortable for bike riders without additional facilities.

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Figure 8-1: Cyclist Stress Level – Traffic Volumes



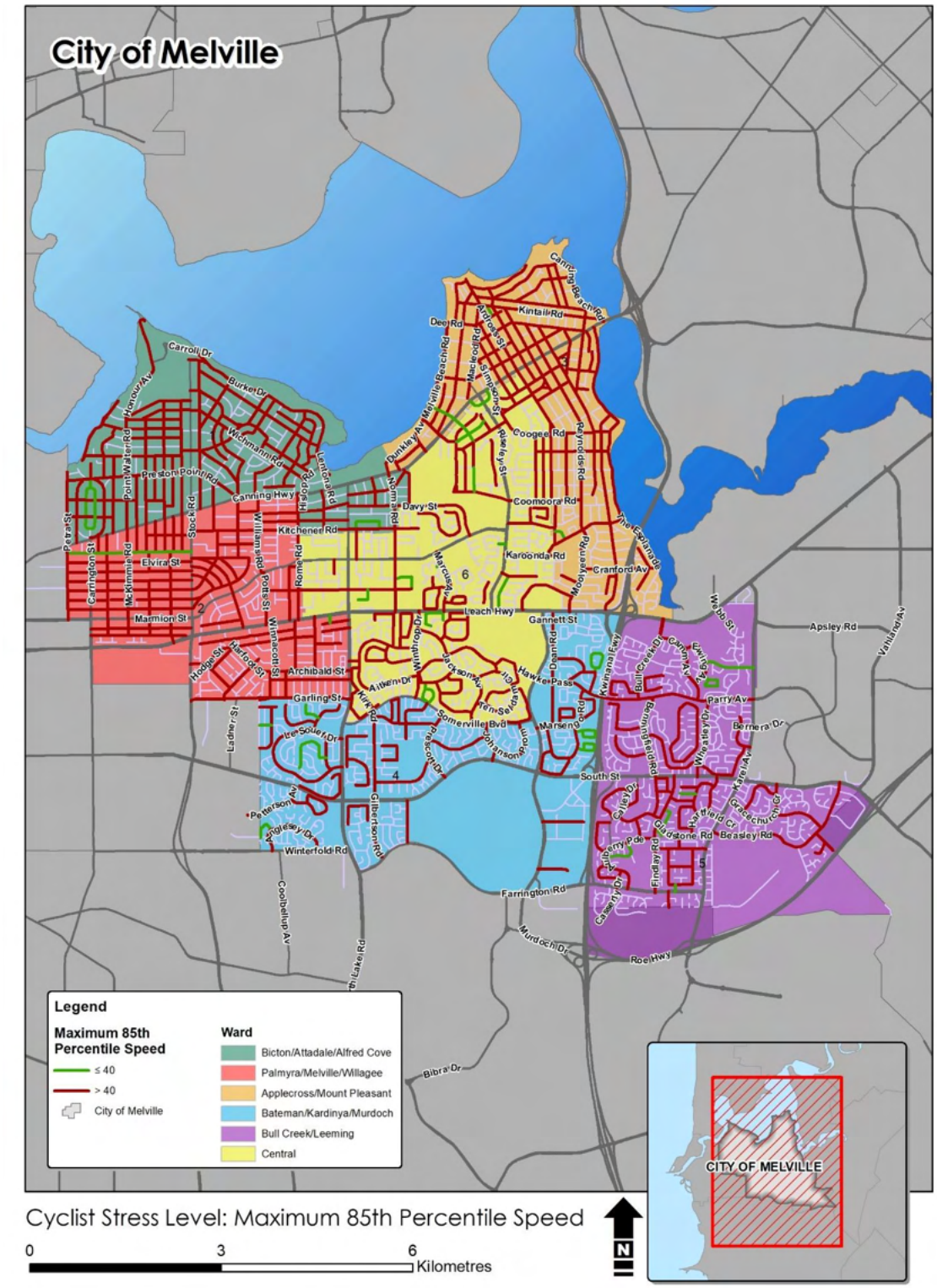
Source: City of Melville

C.2.2 85th Percentile Speeds

Very few roads in the City of Melville have 85th percentile speeds under 30 km/h or 40 km/h (see map below). This is understandable, as access roads are typically speed zoned at 50 km/h. However, even with low volumes of traffic, roads with 85th percentile speeds over 40 km/h are still considered to be stressful for bike riders without additional infrastructure.

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Figure 8-2: Cyclist Stress Level – 85th Percentile Speeds

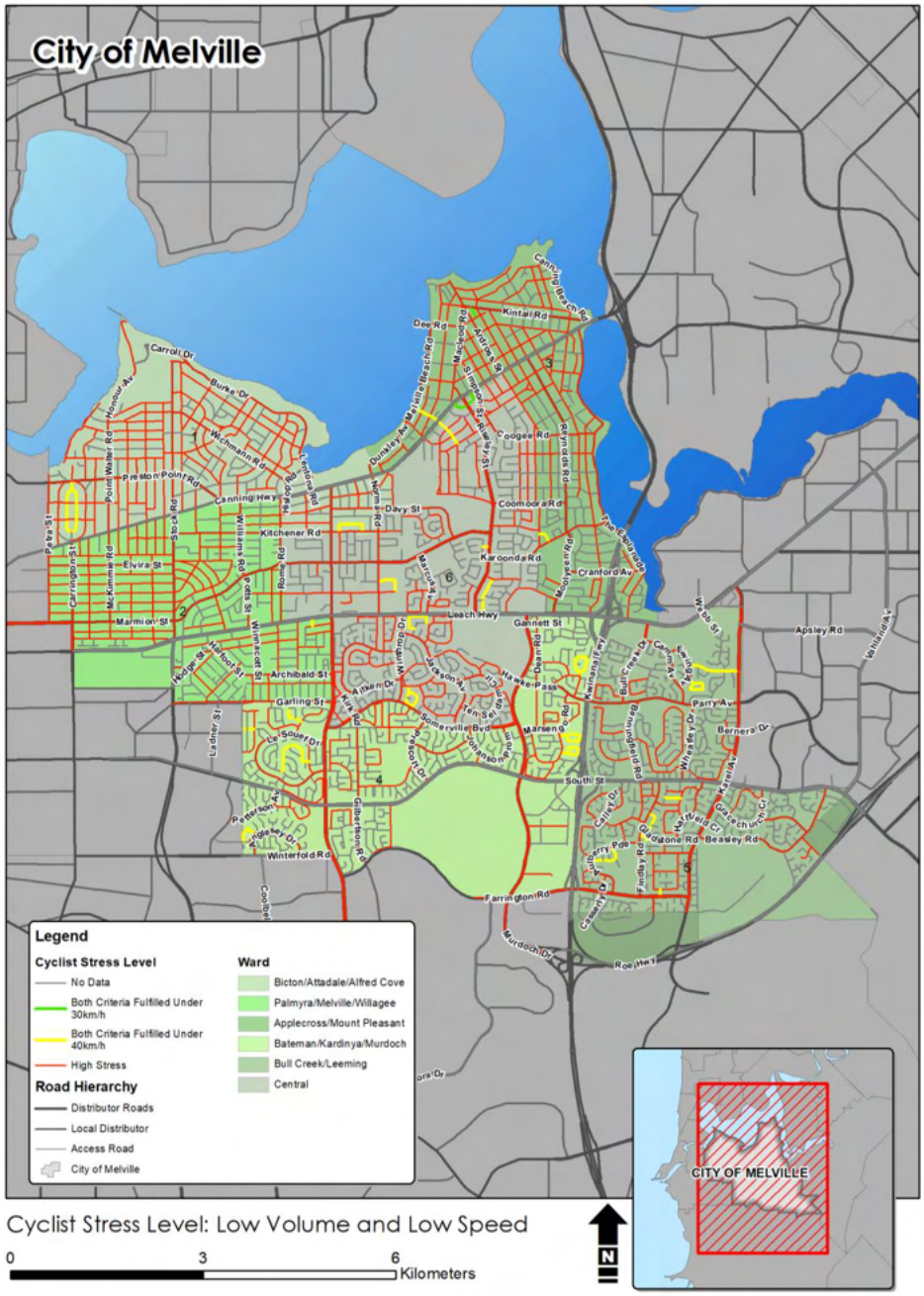


Source: City of Melville

C.2.3 Bicycle Stress Map

The map below presents the bicycle stress map for the City of Melville's on-road cycle network. As discussed, there are very few streets which meet the criteria for a comfortable cycling facility without the need for additional infrastructure. However, a reduction in 85th percentile speeds on access roads could create the conditions for safe and comfortable cycling, particularly on roads with lower volumes.

Figure 8-3: Bicycle Stress Map



Source: City of Melville

Appendix D Stakeholder Engagement

D.1Internal Workshop

The internal workshop took place on the 21st October 2021, the purpose of which was to understand the City's priorities, issues and aspirations or walking and riding infrastructure, and to inform planning for external stakeholder engagement. The items discussed included:

- Discussing what the vision for walking and riding in the City in 10 years' time might include
- Setting the context for the Plan
- Presenting the methodology for the Plan
- Identifying key issues, opportunities and behaviour change initiatives which would help to inform future planning for walking and riding around the City
- Shaping external consultation process
- Next steps.

Participants were invited to provide feedback relating to issues, opportunities, routes and behaviour change at 4 different stands, and rotate around each stand after a period of time.

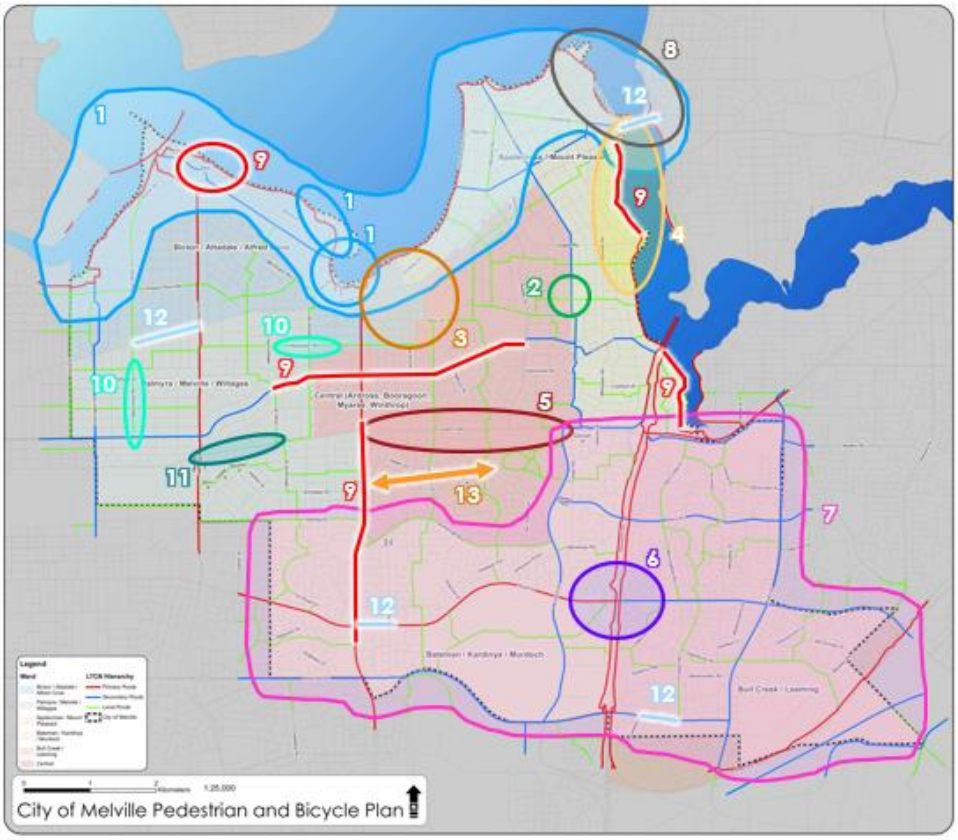
The following images below provide a summary of those discussions.





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Internal Workshop Discussion - Issues



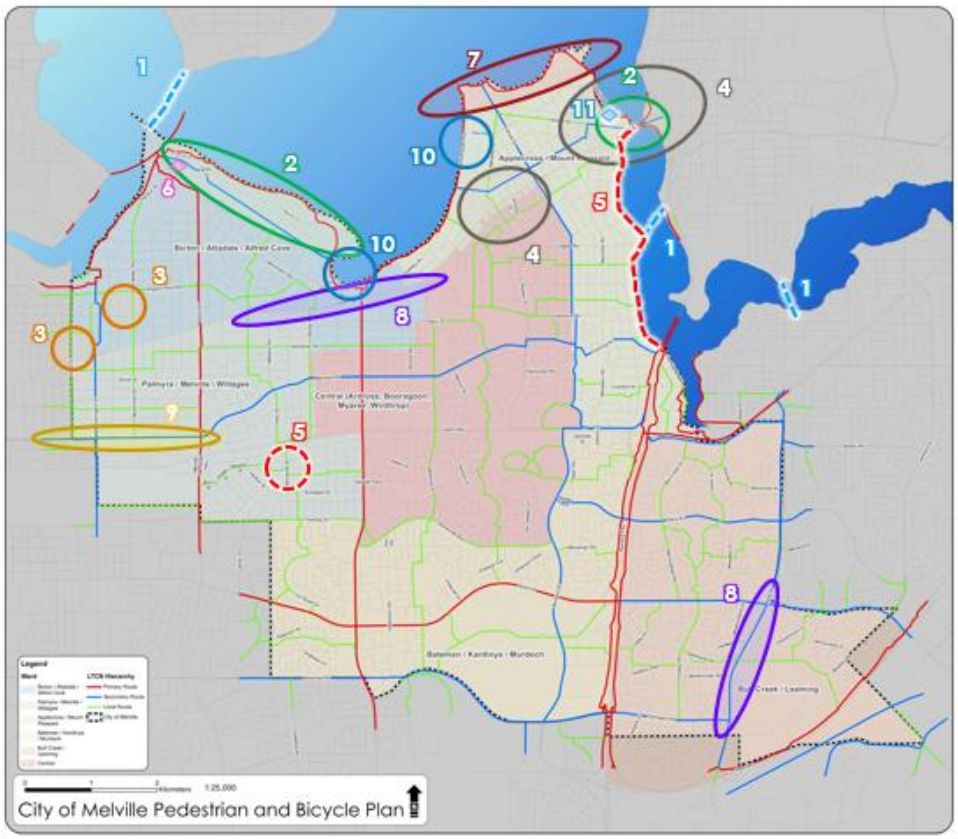
ISSUES

1. Conflicting Users – cyclists and pedestrians
2. Poor access to parks – e.g. Square kerbs, no paths, no connections
3. Rat runs
4. Severance, convergence of path users, pinch points
5. Severance
6. Connections to destinations
7. Lack of Place – "Forgotten" wide roads, no feedback, low density
8. Lack of wayfinding
9. Dangerous route
10. Steep road sections
11. Issues with school children
12. Lack of crossing or need for safer crossing opportunities
13. Lack of connections

General Issues

- Lack of connectivity – to destinations (schools)
- Severance issues
- Context – Where, Place/Centres, Why, Purpose, Barriers
- Lack of Wayfinding
- Fit for purpose
- Increased traffic – Rat Runs
- Policy visions is not aligned
- Propensity for behaviour change by age
- Speed
- Shade/rest stops
- Disconnection between paths
- Internal Primary Routes need upgrading
- Conflicting Community Views
- Budget constraints
- Fast roads are barriers
- Problem Streets: Petra St., Point Walter Road, Stock Road
- Alternative east-west connection instead of Leach Hwy.
- No footpath linkages to get to bus stops

Internal Workshop Discussion - Opportunities



OPPORTUNITIES

1. Bridge
2. More shade
3. Separate bike lanes
4. Activity Centre wayfinding
5. Safe Active Street Implementation
6. Signage – behaviour change
7. Stabilise paths from erosion
8. Shared Use Path
9. Dedicated cycle lanes
10. Boardwalk connection to river
11. Opportunities based on new development

General Opportunities

- Increased connections to activity centres/schools/community centres/parks
- More shade
- Perimeter paths within neighbourhood/district parks
- Education for sharing facilities – signs in hotspots
- More Safe Active Streets
- Minibuses servicing local areas (activity centres/schools)
- Agreed implementation priorities
- Safer crossings on arterial routes

D.2Online Engagement

A community and stakeholder engagement program was developed to better understand the future vision key stakeholders have about how people move around the City, using active transportation in a safe, convenient and connected manner.

A stakeholder engagement program was developed, using a number of engagement tactics to gather a range of perspectives from both internal and external stakeholder groups, with a key interest in shaping the future of pedestrian and cycling facilities in the City of Melville.

An initial step in the engagement process utilised the City's 'Melville Talks' online engagement platform, to canvass the community about their aspirations for walking and cycling in and around the city. Leveraging the online survey and interactive mapping functionality of Social Pinpoint, the city undertook a far-reaching promotional campaign, inviting both residents and visitors to the City, to provide feedback on key elements of the Plan.

Between November 11thnd and December 12th, 2021

- 140 people completed an online survey,
- 299 comments were attributed to the interactive map; and
- over 1000 visits were made to the City's engagement platform.

A wide range of feedback was gathered on how individuals utilise footpaths and streets for walking and riding around the City, as well as where they feel most safe in doing so. Stakeholders were also encouraged to provide feedback on popular routes across the City including routes that adjoined with neighbouring Local Government boundaries.

As the consultation period progressed, responses were monitored by the City to ensure that, as much as possible feedback was obtained from a representative sample of demographic groups as well as from as many wards as possible. Additional promotion took place throughout the survey period to illicit further responses from underrepresented groups.

A summary of the feedback received is outlined below. The full Online Engagement Outcomes Report can be found in Appendix F.

D.3Walking

Community facilities are the most frequented walking destinations amongst respondents, with 34% walking to them on a daily basis.

- Respondents between the ages of 25–34 years of age and over 65 years of age walk to these facilities the most.
- Respondents living in Myaree, Alfred Cove and Brentwood using walking as the most popular active mode of transport to get to these facilities.

Schools were identified as the place least walked to by respondents (although arguably school aged children were unlikely to have represented a large proportion of survey respondents):

- 31% of respondents who walk to school do so daily.
- when considering the data without those who responded never (73%) due to the likelihood this group do not attend or visit school.
- The majority of respondents who walk to a school daily are between 35 and 64, (likely age of parents or carers of school ages children.
- Respondents living in Bull Creek, Bateman and Myaree are most likely to walk to school daily.

The top primary motivations of respondents for walking include Exercise (37%) and Wellbeing (21%).
The most common barriers that prevent respondents from walking include:

- lack of footpath
- difficulty crossing roads
- traffic speeds/volume.

Majority of the respondents stated they would prefer a footpath on one side of the road (69%) rather than on both sides of the road (27%). There is a need for more footpaths around the city.

A total of 36% of the respondents identified that overall, the City is good or very good – in terms of pedestrian friendliness, with 33% of residents identified the city as poor or very poor.

Results demonstrated Booragoon, Mount Pleasant, and Palmyra were the most pedestrian friendly suburbs.

The least friendly suburbs for pedestrians include Brentwood, Leeming (part) and Willagee.

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D.4 Riding

The most popular mode of active mobility used by residents is bicycles at 58% followed by E-bikes at 13%. A total of 15 of residents don't have access to alternative mobility options.

Community facilities are the most frequented riding destinations with 10% of locals riding to them on a daily basis, and 21% a few times a week. People over 45 years old ride to these facilities the most, and people living in Myaree and Attadale ride to these facilities the most.

School is identified as the place least rode to by residents (although comments relating to the proportion of school-aged respondents from the previous section also applies):

- 22 of locals who ride to school do so daily when considering the data without those who responded 'never' due to the likelihood this group do not attend or visit school.
- Majority of those who ride to a school daily are between 18 and 24, possibly as university students.
- Suburbs in which people ride daily to school include Kardinya, Palmyra and Myaree.

The primary motivation for riding includes Exercise (52%) followed by Transport (20%).

When asked to indicate where residents feel safe riding, busy main roads are an area that people feel most unsafe in and separated footpath facilities for riding was where people felt the safest.

When asked how rider friendly the city is, majority (43%) state good, while 25% state very poor and 29% state poor.

D.5 Comments from the Interactive Map

Participants were able to place markers on a map which either corresponded with Riding, Walking, Footpaths and Routes. A total of 299 markers were placed along with comments, the public were able to have discussions under these comments to raise issues or appreciations. The findings are summarised below:

- 6.4% were route markers

  Users outlined the routes they took around the city, and the themes of accessibility, safety and need for more paths.

- 7% were footpath markers

  The community raised ideas on accessibility, safety and many areas that need footpaths or require maintenance.

- 39.5% were walking markers

  Many of the walking markers were regarding the safety of pedestrians, concerns around traffic and the sharing of paths with riders. Other themes raised included specific streets such as Canning Hwy and Riseley street that are unsafe. The community also focused on accessibility, amenity, and safety, in particular difficulty crossing major roads.

- 47.1% were riding markers

  Many markers for riding regarded how unsafe the community feels crossing major intersections and roundabouts around the city, along with feeling unsafe on roads with cars. Other themes included accessibility, amenity, and safety. 17% of comments relating to riding mentioned roundabouts and the need for traffic calming.

Other issues mentioned include illegal parking making it dangerous for anyone using footpaths. The most popular comment made with 13 upvotes by the community was "Canning Bridge underpasses (both east and west) are dangerous, narrow, have blind spots and sand piles on entry or exit, and are frequently under water during winter or high tides." A main frustration in the community is the difficulty and lack of safety crossing major roads.

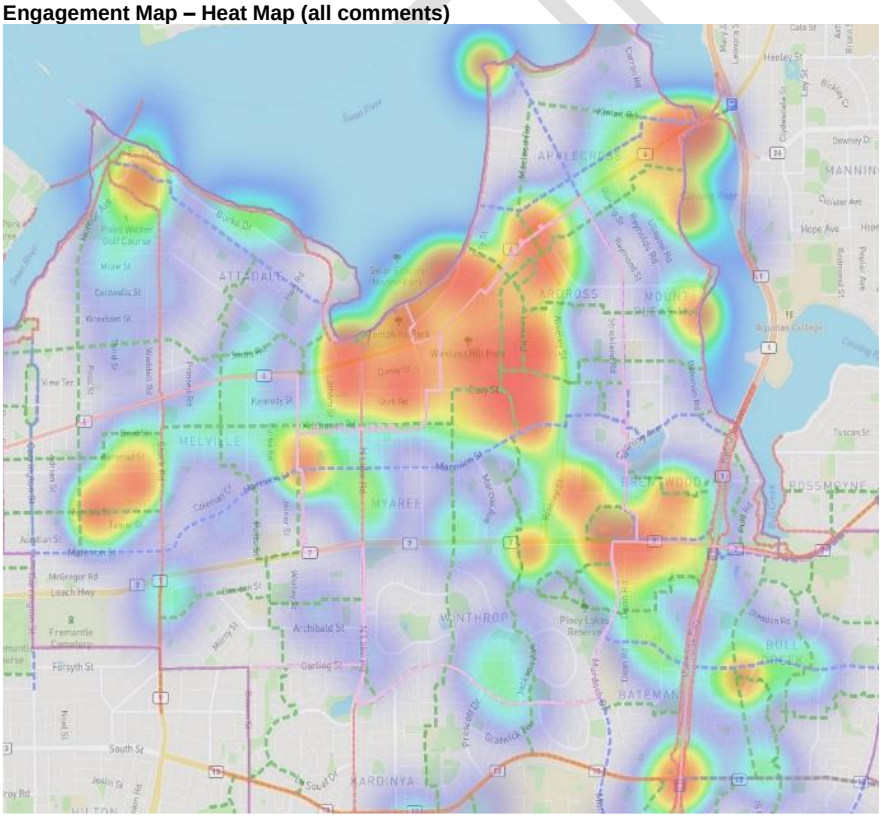
The below figures show the outcome of the interactive map, as a heat map and showing the markers placed by the community. This created a visual tool to understand where exactly residents had issues or commendations on walking and riding facilities.

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Engagement Map – All Markers



Engagement Map – Heat Map (all comments)



D.6External Workshop 1

A workshop with external stakeholders was held online on 10th February 2022 to coordinate the Melville Walk and Ride Plan. The following organisations were in attendance:

- South West Group
- WALGA
- City of Cockburn
- City of Canning
- Department of Transport
- City of South Perth
- Main Roads WA
- Westcycle
- Town of East Fremantle

The City of Fremantle was invited but was unable to attend. Several key themes were discussed during the meeting.

D.6.1 Quality/Quantity

Regarding footpaths, the group discussed whether providing high-quality footpaths would be likely to increase walking and cycling or whether providing as many footpaths, of varying quality, as possible is a better way forward. Considerations for shade are also important for the comfort of those people walking.

D.6.2 Footpath Placement

There was some discussion of the merits of placing a footpath on the kerb line versus the property line. Often, this decision must be based on existing utilities and/or the presence of trees. Some residents do extensive maintenance of the verge and view this as an extension of their garden.

D.6.3 Reduction in Space for Traffic

Providing high quality places for people to walk and ride was also discussed. Cycle infrastructure is often combined with areas where there are also high walking volumes. If possible, trials of using the road reserve for bicycling and walking infrastructure over motor vehicle infrastructure could be explored. Speed reduction should also be considered across the City of Melville where appropriate, according to participants.

D.6.4 Roundabout Design

Roundabouts are a contentious issue for people riding bikes. Often, on-street bicycle facilities will disappear on the approach to a roundabout. There was discussion among the group about putting a ramp in place at roundabouts to allow those that wish to use the pedestrian infrastructure the option to do so. The group also discussed trialling a radial roundabout.

D.6.5 Transport User Behaviour

Many of the participants indicated that there can be conflict between pedestrians, bike riders, and motor vehicles, particularly at locations where different modes interact (roundabouts, LATM squeeze points, etc.). The introduction of E-Rideables has also added another level of complexity to the interaction between modes. The use of education and encouragement programs to support courteous interactions between all transport users should be considered as part of this plan.

D.6.6 Traffic Signal Phasing/Priority Crossings

In particular for pedestrians, traffic signals often lack pedestrian phases or, if pedestrian phasing is included, have very long wait times. Pedestrian crossings at midblock locations lack priority, making it dangerous to cross the road. This is often the case in areas with higher levels of pedestrian traffic, such as near shopping destinations.

D.6.7 Vulnerable Users

Many children wish to take advantage of the walking and cycling network. However, dangerous conditions preclude younger riders from walking and cycling safely.

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D.6.8 Planning Philosophy

Two key planning philosophies were mentioned during the meeting: Healthy Streets and the Safe System Approach. Participants suggested that the City of Melville apply these philosophies in assessing the needs of active transport users on specific roads or in relation to new projects moving forward.
Some additional points were made by stakeholders outside of the workshop, which are summarised below.

- Maintenance – it was suggested that a fundamental part of the plan be the preservation of existing infrastructure
- Rat-running – efforts to combat this behaviour
- E-Rideables –Users of E-Rideable devices will likely use the same infrastructure. Consideration should be given to providing secure parking to E-Ridables and bicycles at key City-owned destinations.
- Wayfinding – Better wayfinding is strongly supported.
- Interfacing Projects
- Town of East Fremantle

  Petra Street: A new section of concrete footpath is proposed to tie into an existing path near the Bicton Baths.

- City of Canning

  Apsley Road: Canning has plans to implement protected bicycle infrastructure on Apsley Rd as well as a new shared path south of Rossmoyne SHS along an existing fire break within Bull Creek Park. This project would create a key connection to the existing shared path network within the park that joins Leach Highway shared path.

- City of South Perth

  Canning Bridge to Curtin University Cycle Route: This project will run along Davilak, Godwin, and Pether Roads.
  The Canning Bridge Train Station will be redeveloped with associated pedestrian and bicycle improvements.

- City of Cockburn

  Intersection of North Lake/Winterfold Road: The City of Melville is working on the signalisation through Black Spot funding
  Shared Path along Hope Road: The City of Cockburn completed the construction of a shared path along Hope Road between Bibra Lake and Freeway.

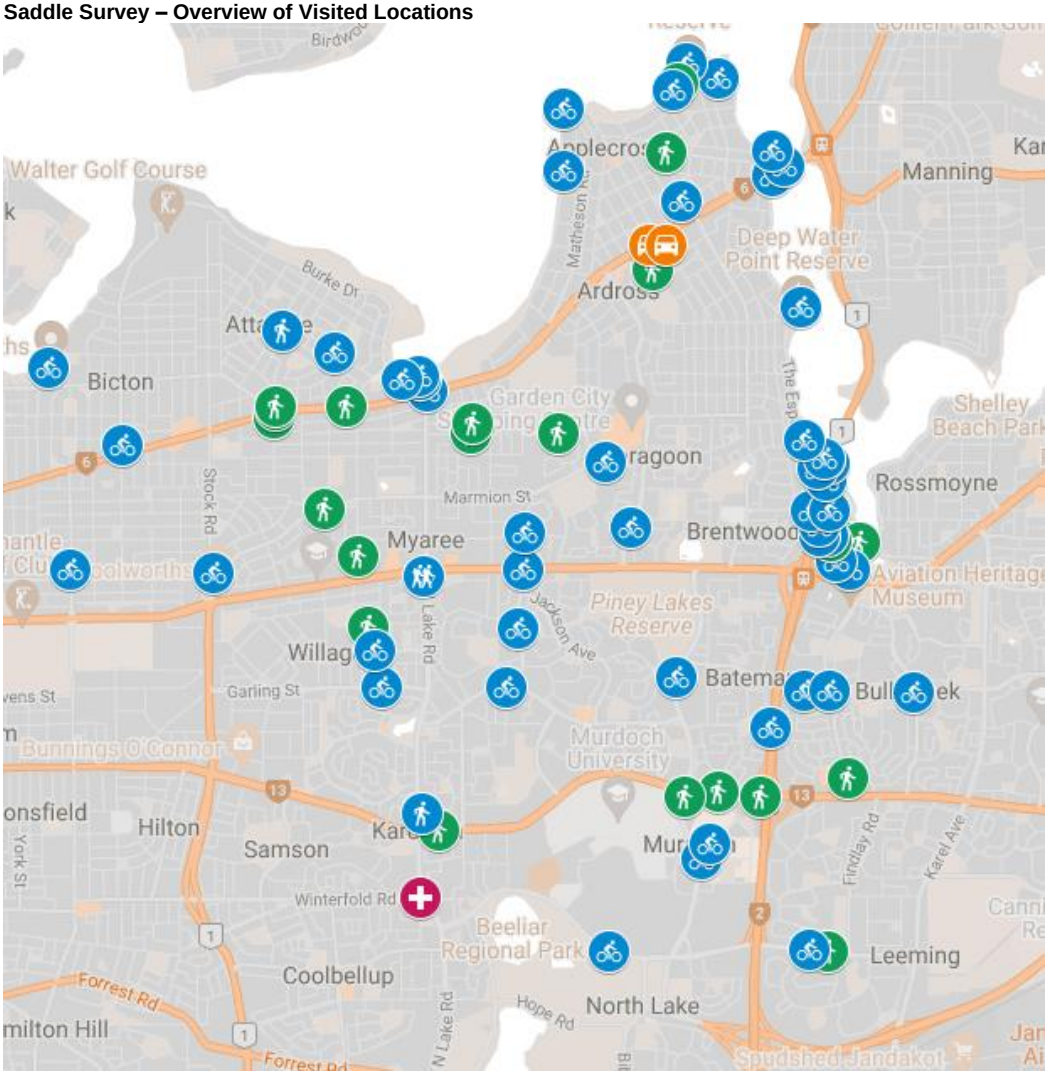
CONFIRMED

D.7Saddle Survey

Stantec and the City of Melville undertook a saddle survey over the course of 2 days, driving and then riding through the locations highlighted within the community survey (see heat map in Appendix D.5) in order to experience the issues presented by the community as someone walking or riding in that area.

A total of 85 site notes were taken at the locations pinpointed below with a sample of the photographs taken from the side visits following.

Saddle Survey – Overview of Visited Locations



Bike parking at Deep Water Point



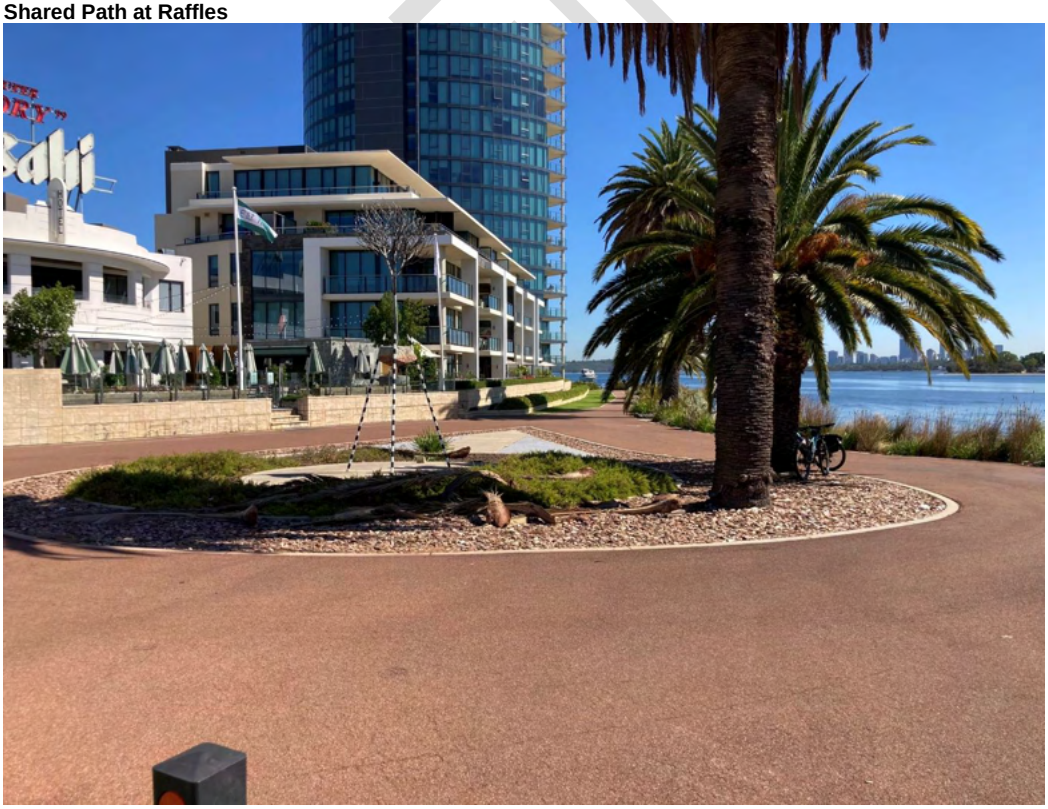
Foreshore shared path near Heathcote Reserve



People congregating at the coffee van at Mount Henry Bridge



Shared Path at Raffles



Apex Reserve Shared Path



Canning Beach Road Convergence of Shared Paths



Canning Bridge Underpass



Foreshore Path Connecting with Dee Road



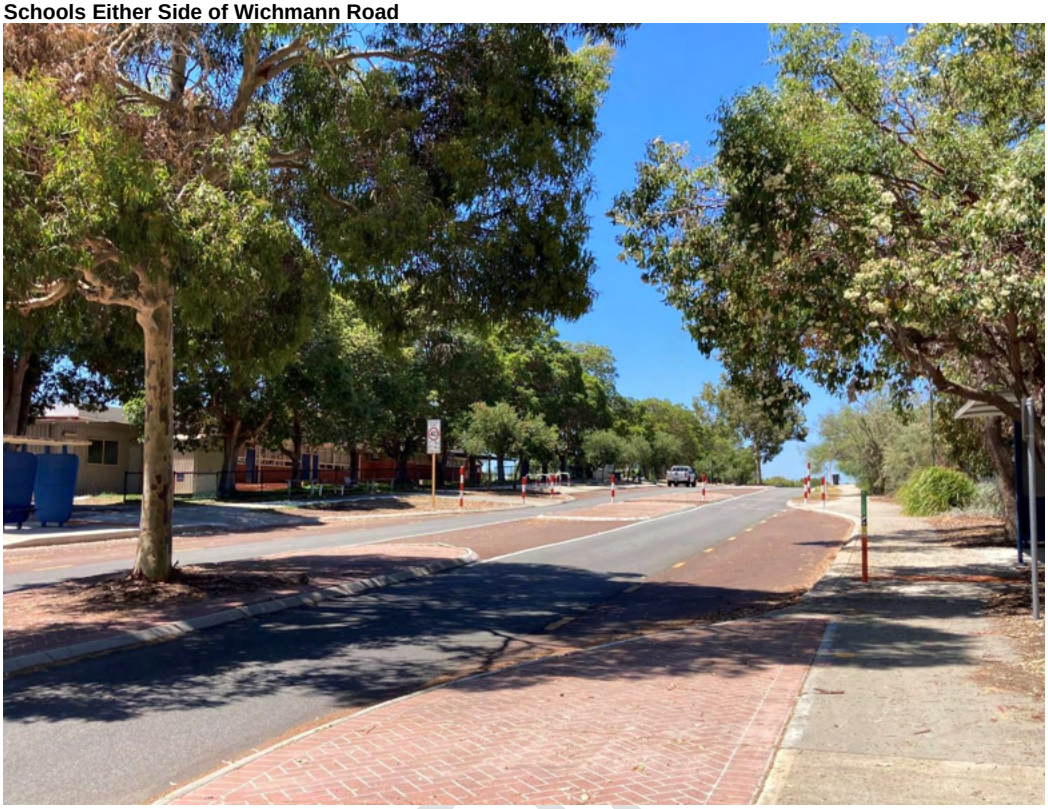
Blind corner on Foreshore Shared Path North of First Avenue



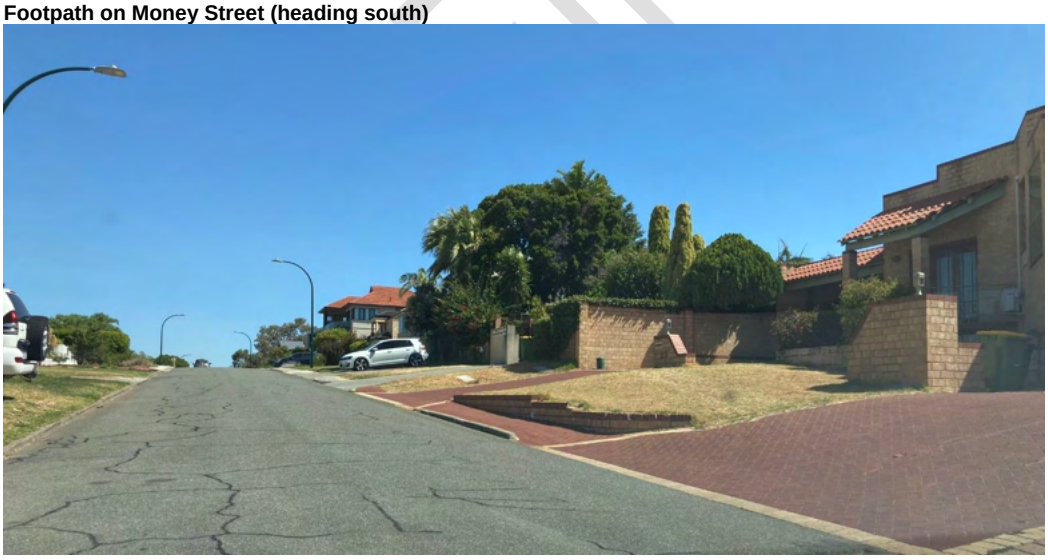
Preston Point Road Intersection with Canning Highway



Schools Either Side of Wichmann Road



Footpath on Money Street (heading south)



Public Access Way (between Leach Highway and Marmion Street opposite Winthrop Drive)



Roundabouts (and bicycle bypass) on Sommerville Boulevard



D.8External Workshop 2

The second external workshop took place on Thursday 28th April 2022. It was held online, and had community representatives present, as well as a number of external stakeholder organisations, and officers from the City. The executive summary from the Community Consultation Outcomes Report was circulated to attendees prior to the session.

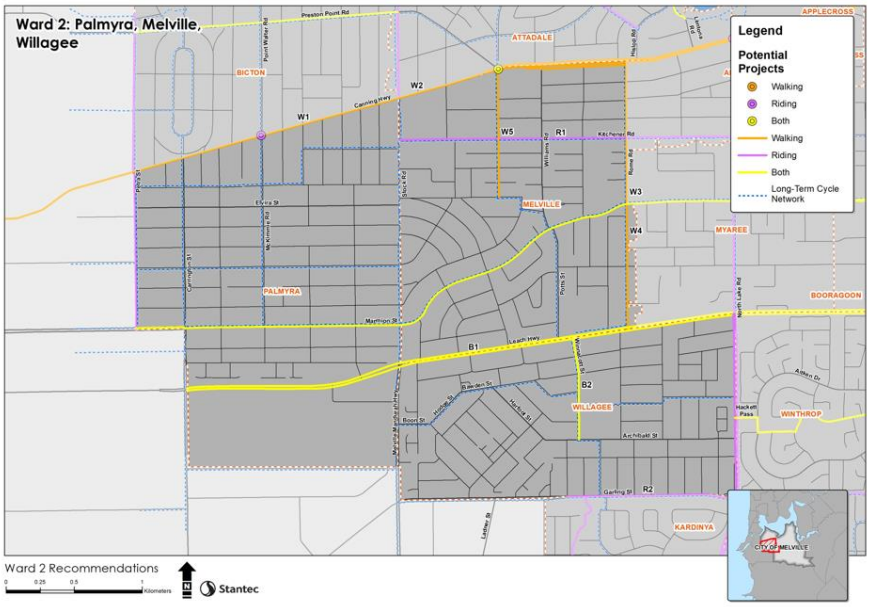
The session covered:

- Purpose of the study and the session
- An overview of the work undertaken to date
- An overview of consultation outcomes
- Proposed changes to the LTCN
- Preliminary Walk and Ride Networks – discussions by Ward
- Proposed approach to the prioritisation of projects
- Next steps.

For the discussion relating to the preliminary walk and ride networks, attendees were allocated to two different online breakout rooms facilitated by the Stantec project team where specific projects that were highlighted through the consultation were discussed by ward and by priority.

Each ward map showed the identified project (either location specific or along a corridor or section of road), whether they related to walking or riding (or both), and how they interacted with the LTCN (see below).

Project Map Example (by ward) – Ward 2



Information relating to the issue and its preliminary priority score was also provided (see below). The score was determined by how often this issue came up in internal/external stakeholder consultation and whether it was corroborated by data and during site observations. A score of 1 is low priority.

Example Ward Project List – Issues and Priorities – Ward 2

ID	Location	Issue	Preliminary Priority
W1	Canning Highway	Safer crossings	2
W2	Canning Highway	footpath quality	1
W3	Rome Road	High traffic volumes,needs calming	4
W4	Rome Road	Footpath issues, accessing schools, aged care facility	1
B1	Leach Highway (Stock Road to Potts Road)	School children crossing Leach Hwy	1
R1	Kitchener Road	Problematic intersections	4
B2	Winnacott St (Leach hwy to Archibald)	Multiple schools, park	2
W5	Money Street	Footpath width	2
R2	Garling Street	Cycle lanes too narrow	2

The session provided an opportunity for attendees to accept or reject the proposed projects as well as a final chance to suggest additional issues or projects for consideration.

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Appendix E Internal Workshop Survey Results

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What's your vision for walking in and around the City in 10 years time?

Mentimeter

Well connected, accessible, and safe for all ages and abilities.

Shared paths seats places to rest shade

Connecting places and centres and attractions

Safer crossings in hot spot areas and more footpaths throughout the coty

People who are happy, able and willing to walk around the City of Melville in an accessible, safe and enjoyable way.

Accessible walking paths, more people on the streets.

Better infrastructure, network & safety for all users.

Pedestrians given priority on the street and in our budgets.

Little as possible

18

What's your vision for walking in and around the City in 10 years time?

Mentimeter

City of Melville is a place that puts pedestrians first in places, infrastructure, connections and centres

Safe connections, accessible, inviting.

Connection, separation from bikes, shade, rest points, lighting,

Improved infrastructure for walk and ride

More people walking to local areas

Provide safer walking facility

Safe, quick, protected and connected infrastructure

Safe and well connected, suitable for all users

People who feel comfortable to walk out their door with kids for recreation and school, kids playing on the street.

18

What's your vision for riding in and around the City in 10 Years time?

Mentimeter

Riding given priority over cars on the road

Well connected to public transport and activity centres

All centres easy to access by bike. Bike lanes separated from cars.

Separated bike lanes. Safe crossing at major intersections slow vehicle speeds

Dedicated cycle lanes and we'll appointed bike charging stations

More people on bikes, commuting safely around the city. Dedicated bike paths for electric bikes/scooters.

Increased safer riding facility that encourages riding

More dedicated cycle or shared paths. Increase in cycling and younger people getting around

Separation between ebikes and pedals, less intersections,

17

What's your vision for riding in and around the City in 10 Years time?

Mentimeter

Safe for faster electric cycles.

A bigger network for cyclists with end of journey facilities.

Address conflicts between pedestrians and riders on shared paths.

Safe riding, protected paths. CoM invests in road infrastructure. CoM has fleet electric bikes.

Better connections in and out of the City.

Safer connections, more riders than cars! Better sharing of spaces

Where riding is normalised, comfortable and accepted by drivers

Our places/centres are easily accessible by riding to a centre from its catchment, between centres and regionally

17

What do you think is the biggest number one issue for encouraging people to start riding and walking around the City?

Mentimeter

Slowing vehicle speeds

Wayfinding (or lack there of)

Speed of traffic next to bikes

Time

Behavioural change.

Cost of bikes, negative experiences , time

Fear of the unknown.

Connections. Pathway. Education.incentives

Providing a network that takes people to where they want to go

17

What do you think is the biggest number one issue for encouraging people to start riding and walking around the City?

Mentimeter

Lack of accessible and connected routes

Not the first travel mode people think of..

Speed and behaviour of drivers

Motivation to get started

SafetyUnprotected riding facultyUnconnected riding facilities

Convenience. Diret paths to destinations

Footpaths are narrow, lack of shade, poor way finding, vehicle speed, convenience.

Safety - not enough separated paths. Habit- people are so used to getting in the car.

17

If you had no constraints - what's your number one idea for improving the experience of people walking and riding in and round the City?

Mentimeter

- Remove cars
- Take space away from cars and give it to walkers and riders.
- Provide protected riding and walking facilities
- Separate paths for walking & cycling.
- No cars, no helmet fines, secure facilities
- Reduce road widths
- Shade and an interesting interactive environment
- Dedicated walking and riding facilities
- Model other countries were cycling and walking is the norm

17

If you had no constraints - what's your number one idea for improving the experience of people walking and riding in and round the City?

Mentimeter

Close road access to cars, so spaces are only available to pedestrians or bikes, like in the city.

Seperate lanes

Foot paths along all roads

Slower streets

Implement best practice from around the world, without concessions to the main roads hierarchy and network.

Remove cpnflict point s

Implement safe active streets everywhere! Narrow roads, increase footpaths, separated bike lanes, lots of shade, more interest in activity centres, increased local employment.

Dedicated cycleways.

17

Appendix F Community Survey Outcomes Report

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City of Melville Walk and Ride Plan
Online Engagement Outcomes Report
Social Pinpoint Analysis
31 January 2022

CONFIRMED

Exploring New Boundaries

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Director
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CONFIRMED

Prepared by: Isabelle Nunn, Associate Consultant
Reviewed by: Claire Paddison, Director
Date: 2 February 2022
Version: Final

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Executive Summary

As part of the City of Melville's (the City) development of a Walk and Ride Plan, the City developed a community and stakeholder engagement program to better understand the future vision key stakeholders have about how people move around the City, using active transportation in a safe, convenient and connected manner.

A stakeholder engagement program was developed, using a number of engagement tactics to gather a range of perspectives from both internal and external stakeholder groups, with a key interest in shaping the future of pedestrian and cycling facilities in the City of Melville.

An initial step in the engagement process utilised the City's 'Melville Talks' online engagement platform, to canvass the community about their aspirations for walking and cycling in and around the city. Leveraging the online survey and interactive mapping functionality of Social Pinpoint, the city undertook a far-reaching promotional campaign, inviting both residents and visitors to the City, to provide feedback on key elements of the Plan.

Between November 11th[nd] and December 12th, 2021

- 140 people completed an online survey,
- 299 comments were attributed to the interactive map; and
- over 1000 visits were made to the City's engagement platform.

A wide range of feedback was gathered on how individuals utilise footpaths and streets for walking and riding around the City, as well as where they feel most safe in doing so. Stakeholders were also encouraged to provide feedback on popular routes across the City including routes that adjoined with neighbouring Local Government boundaries.

A summary of the feedback received is outlined below.

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Walking

Community facilities are the most frequented walking destinations within the City, with 34% of locals walking to them on a daily basis.

- People between the ages of 25–34 years of age and over 65 years of age walk to these facilities the most.
- People living in Myaree, Alfred Cove and Brentwood using walking as the most popular active mode of transport to get to these facilities.

Schools were identified as the place least walked to by residents.

- 31% of locals who walk to school do so daily.
- when considering the data without those who responded never (73%) due to the likelihood this group do not attend or visit school.
- The majority of those who walk to a school daily are between 35 and 64, (likely age of parents or carers of school ages children.
- Residents of Bull Creek, Bateman and Myaree are most likely to walk to school daily.

The top primary motivations of residents for walking include Exercise (37%) and Wellbeing (21%)

The most common barriers that prevent people from walking include lack of footpath, difficulty crossing roads and traffic speeds/volume.

Majority of the community stated they would prefer a footpath on one side of the road (69%) rather than on both sides of the road (27%). There is a need for more footpaths around the city.

36% of the community identified that overall, the **City is good or very good – in terms of pedestrian friendliness.** with 33% of residents identified the city as poor or very poor.
Results demonstrated **Booragoon, Mount Pleasant, and Palmyra were the most pedestrian friendly suburbs.**
The **least friendly suburbs for pedestrians include Brentwood, Leeming (part) and Willagee**.



Riding

The **most popular mode of mobility used by residents is bicycles at 58%** followed by E-bikes at 13%.

- 15% of residents don't have access to alternative mobility options.

Community facilities are the most frequented riding destinations with 10% of locals riding to them on a daily basis, and 21% a few times a week.

- People over 45 years old ride to these facilities the most
- People living in Myaree and Attadale ride to these facilities the most

School is identified as the place least rode to by residents

- 22% of locals who ride to school do so daily when considering the data without those who responded 'never' due to the likelihood this group do not attend or visit school.
- Majority of those who ride to a school daily are between 18 and 24, likely as university students.
- Suburbs in which people ride daily to school include Kardinya, Palmyra and Myaree.

The primary motivation for riding includes Exercise (52%) followed by Transport (20%)

When asked to indicate where residents feel safe riding, busy main roads are an area that people feel most unsafe in and separated footpath facilities for riding was where people felt the safest.

When asked how rider friendly the city is**, majority (43%) state good, while 25% state very poor and 29% state poor.**

CONFIRMED

Comments from Interactive Map

Participants were able to place markers on a map which either corresponded with Riding, Walking, Footpaths and Routes.

299 markers were placed along with comments, the public were able to have discussions under these comments to raise issues or appreciations.

6.4% were Route markers

Users outlined the routes they took around the city, and the themes of accessibility, safety and need for more paths.

7% were Footpath markers

The community raised ideas on accessibility, safety and many areas that need footpaths or require maintenance.

39.5% were Walking markers

Many of the walking markers were regarding the safety of pedestrians, concerns around traffic and the sharing of paths with riders. Other themes raised included specific streets such as Canning Hwy and Riseley street that are unsafe. The community also focused on accessibility, amenity, and safety, in particular difficulty crossing major roads.

47.1% were Riding markers

Many markers for riding regarded how unsafe the community feels crossing major intersections and roundabouts around the city, along with feeling unsafe on roads with cars. Other themes included accessibility, amenity, and safety. 17% of comments relating to riding mentioned roundabouts and the need for traffic calming.

Other issues mentioned include illegal parking making it dangerous for anyone using footpaths.

The most popular comment made with 13 upvotes by the community was *"Canning Bridge underpasses (both east and west) are dangerous, narrow, have blind spots and sand piles on entry or exit, and are frequently under water during winter or high tides."* **A main frustration in the community is the difficulty and lack of safety crossing major roads.**

The below figures show the outcome of the interactive map, as a heat map and showing the markers placed by the community. This created a visual tool to understand where exactly residents had issues or commendations on walking and riding facilities.

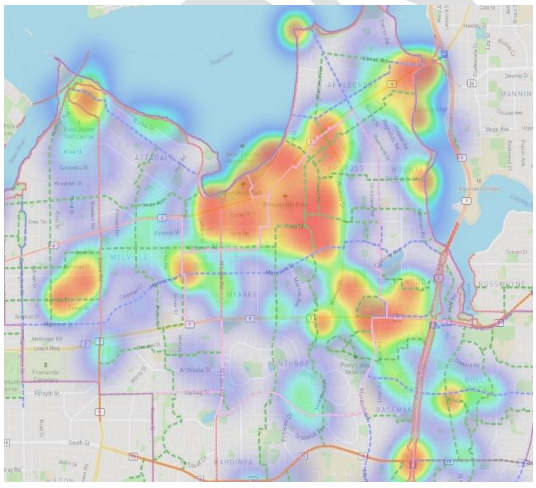


Figure 1 - Heat Map generated on Social Pinpoint

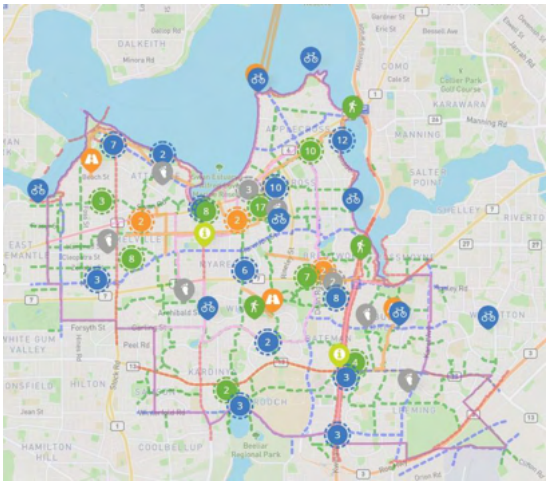


Figure 1.1 - Markers Engagement Map generated on Social Pinpoint

Introduction

As part of the City of Melville's (the City) development of a Walk and Ride Plan, the City created a community and stakeholder engagement program to better understand key stakeholders' future visions for how people move around the City using active transportation in a safe, convenient, and connected manner.

A survey and associated interactive map were undertaken to provide a clear vision of walking and riding facilities within the City of Melville, informed by input from the local community. The city aims to provide more opportunities for the community to use active transport in a safe, accessible, and connected way. The community has provided a range of informative feedback through the engagements which are outlined in this report. This engagement was part of a broader engagement program to provide a long-term walking and cycling network for the City, and has supplied a range of key information to inform this process.

The survey and map were available for the community to respond to from:

11th November 2021 – 12th December 2021

Below shows an overall summary of the online stakeholder engagement.

1013	381	2:59	169	299	140
Total Visits	Unique Users	Avg Time (min)	Unique Stakeholders	Comments	Survey Responses

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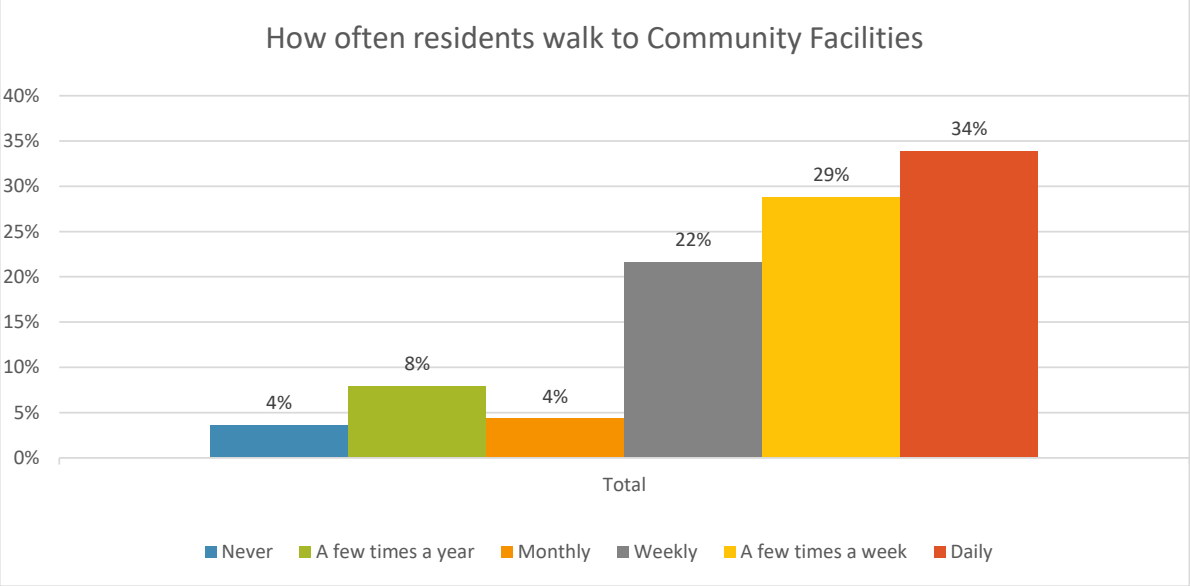
Survey Findings

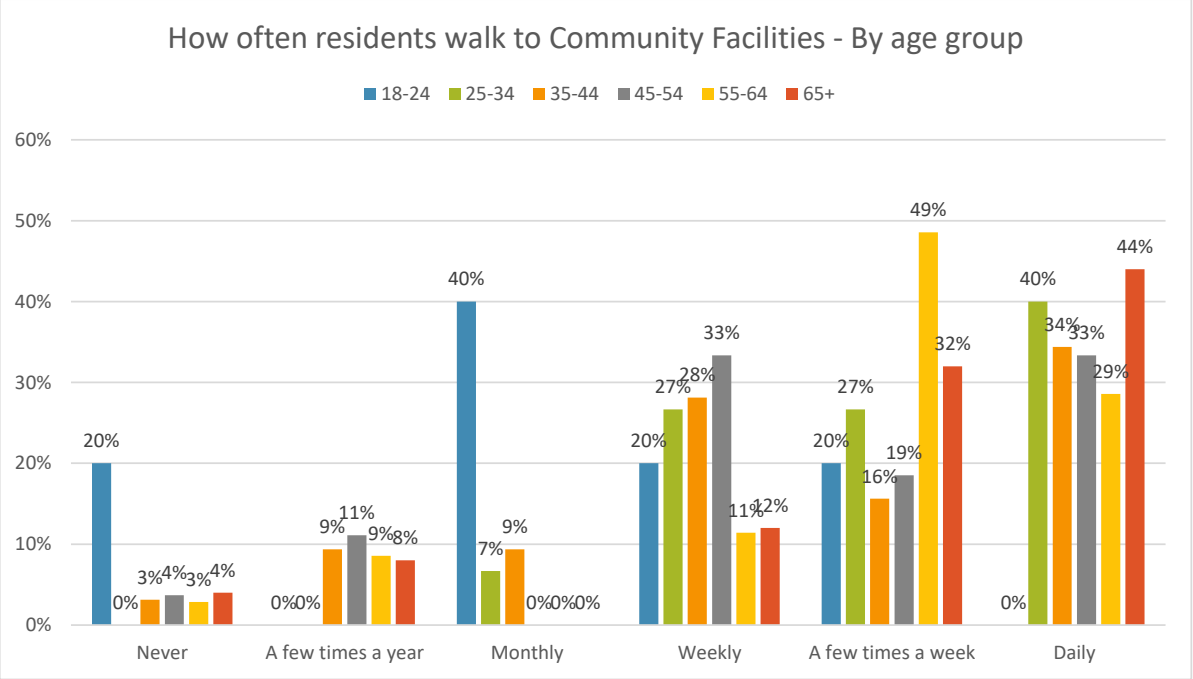
The survey questionnaire is attached in Appendix 1 for context.

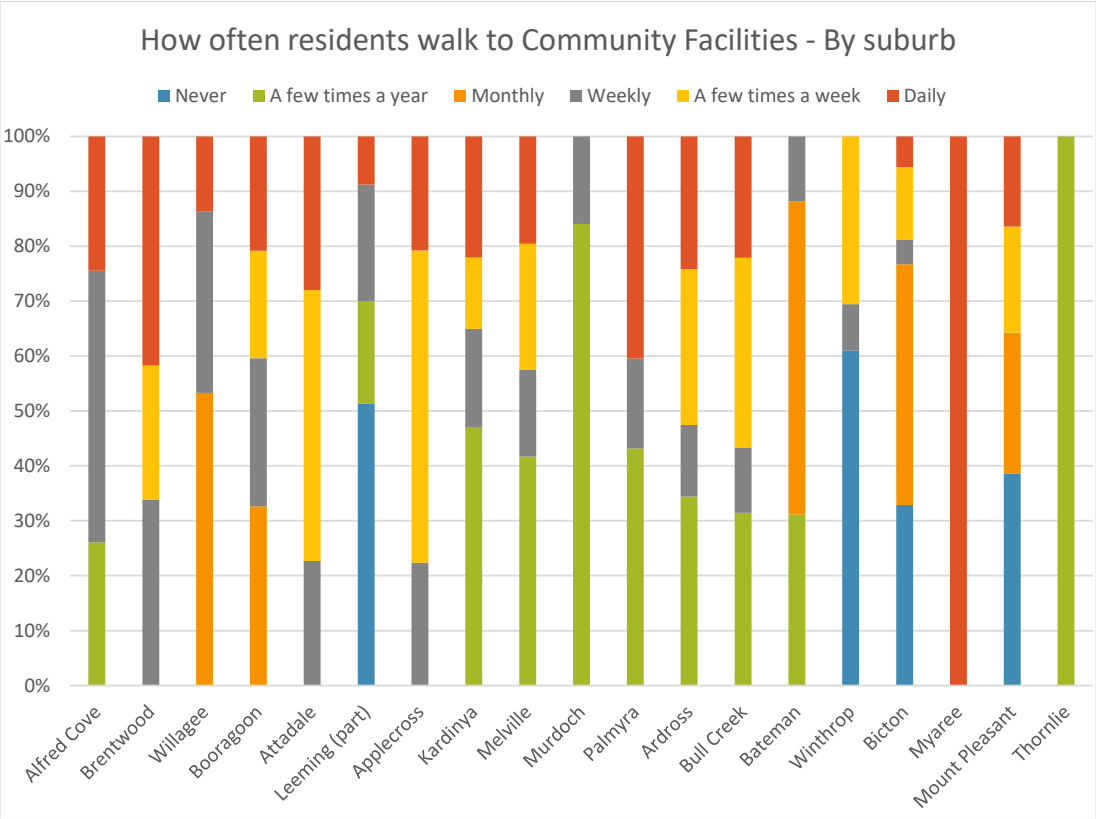
WALKING

Q1. If you walk in the City of Melville, where do you walk to and how often?

When asked **where people walk most often, majority identified community facilities** as a main place to walk to, the following graphs shows how often people walk there, and crosstabulation by age group and suburb.



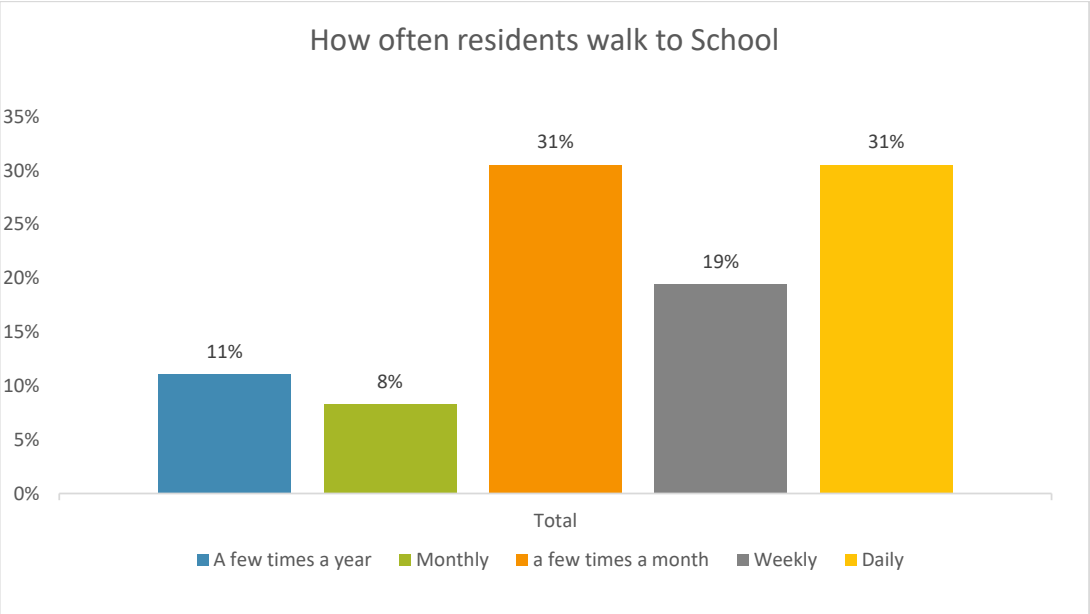


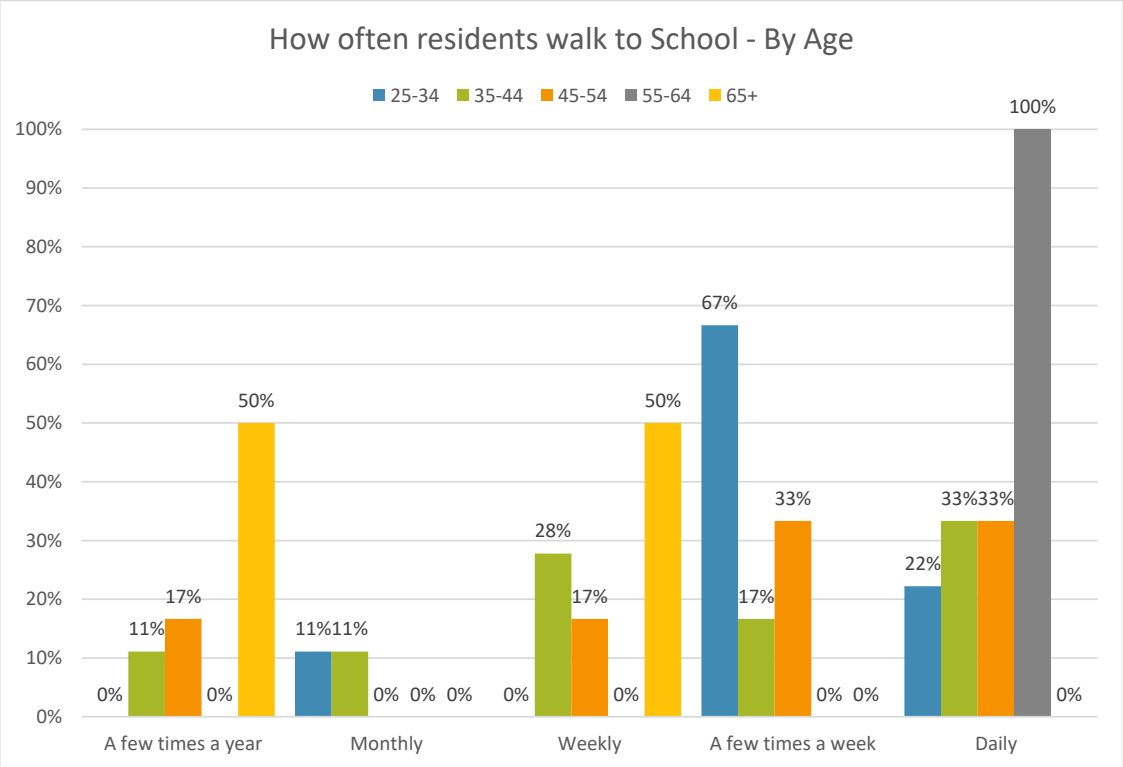


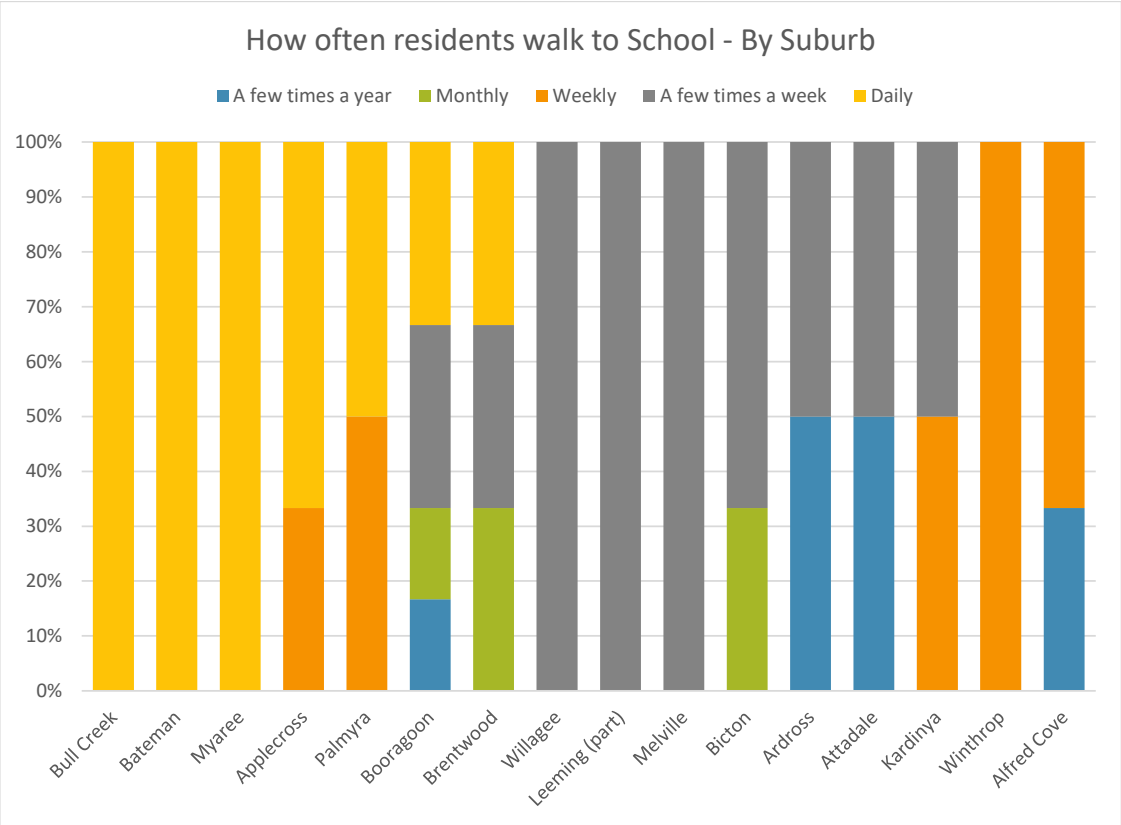
When asked where people walk most often, **results demonstrated school as the place least walked too**. The following graphs show how often people walk there, and crosstabulation by age group and suburb.

NOTE: This data needs to be considered in the broader context that the results are due to the likelihood of respondents not required to attend / visit a school. A main concern of the community reflected in the map data and the survey data was access to school, by parents and children. Of all residents, 73% stated they never walked to school, the following graph is represented without this statistic due to the likelihood of many of these respondents not attending school.

CONFI


How often residents walk to School
35%
30%
25%
20%
15%
10%
5%
0%
11%
8%
31%
19%
31%
Total
A few times a year
Monthly
a few times a month
Weekly
Daily

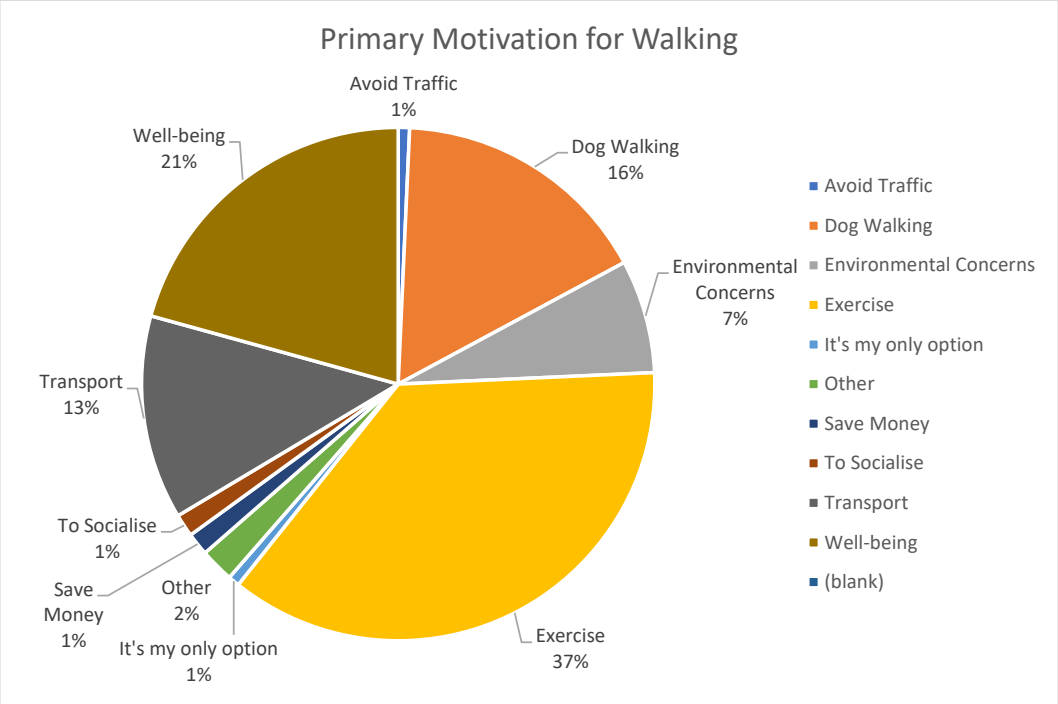

How often residents walk to School - By Age
25-34
35-44
45-54
55-64
65+
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
11%
17%
0%
50%
11%
11%
0%
0%
0%
0%
28%
17%
0%
50%
67%
17%
33%
0%
0%
22%
33%
33%
100%
0%
A few times a year
Monthly
Weekly
A few times a week
Daily

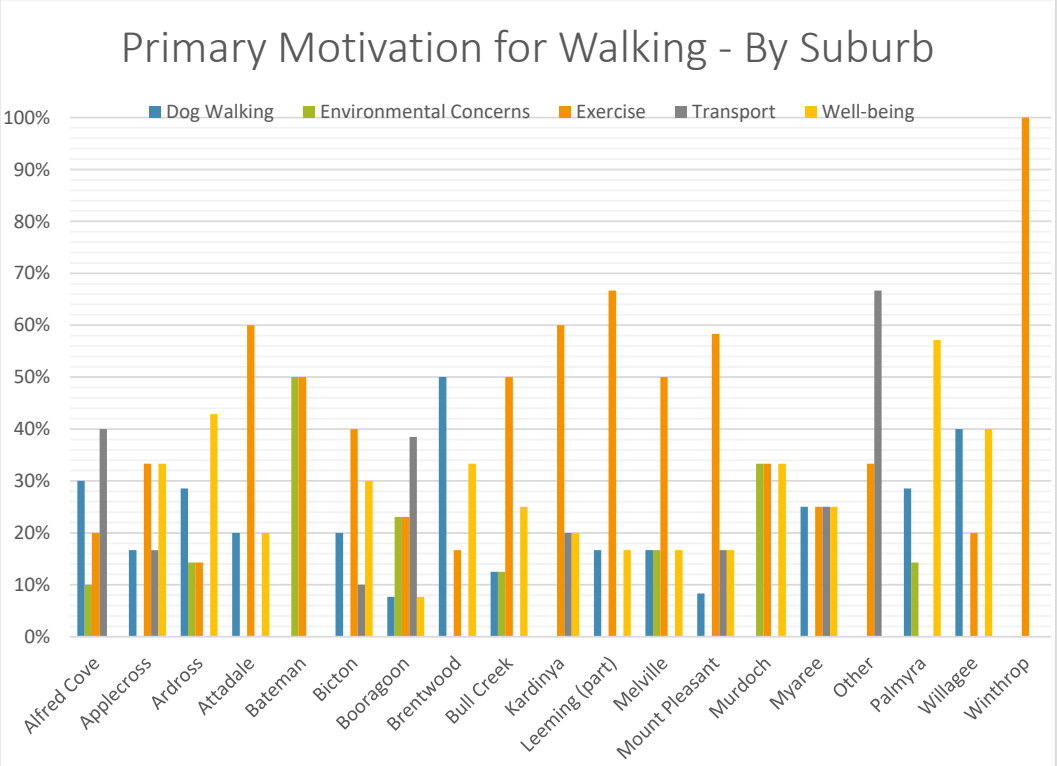

How often residents walk to School - By Suburb
A few times a year
Monthly
Weekly
A few times a week
Daily
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Bull Creek
Bateman
Myaree
Applecross
Palmyra
Booragoon
Brentwood
Willagee
Leeming (part)
Melville
Bicton
Ardross
Attadale
Kardinya
Winthrop
Alfred Cove

CONFI

Q2. What is your primary motivation for walking?

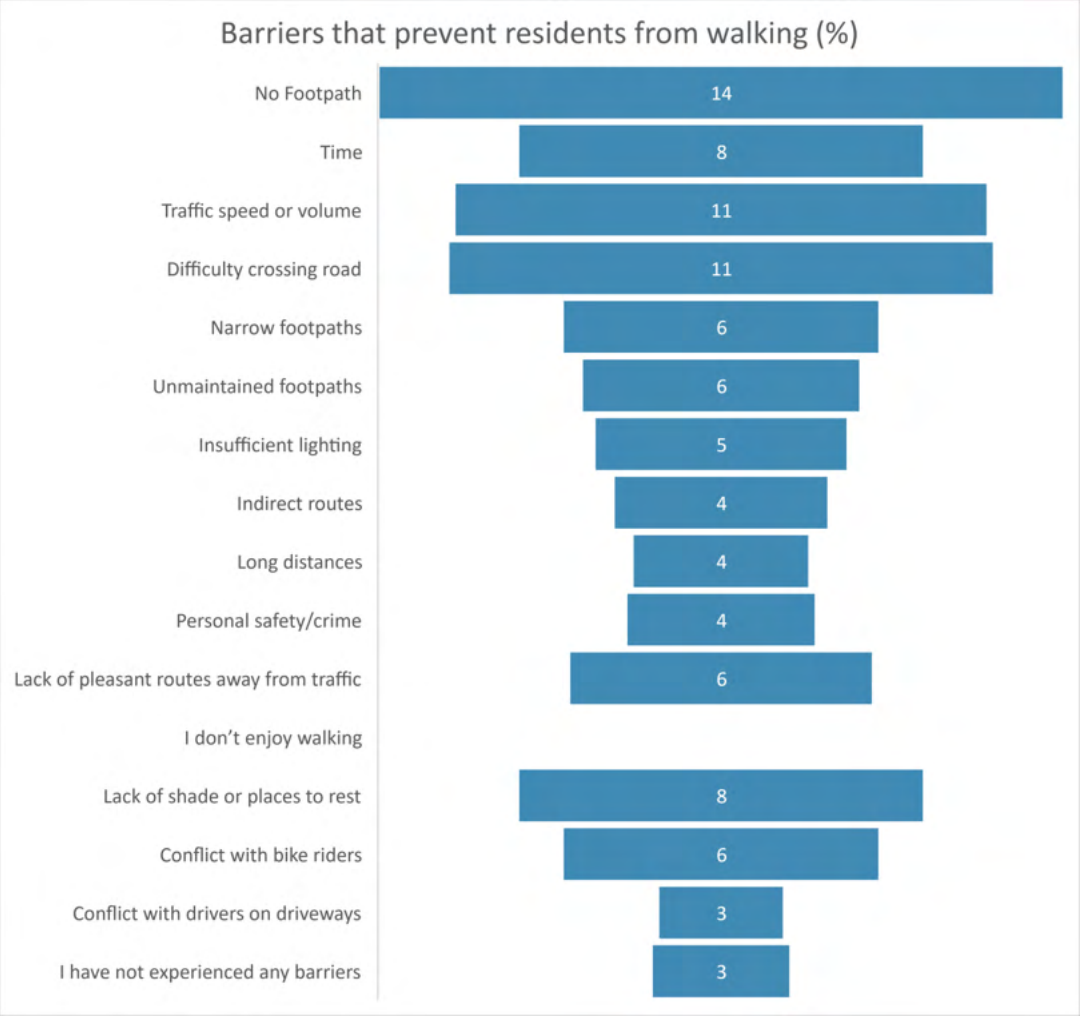
When asked what residents' primary motivation for walking was, the community identified **exercise, well-being, transport, environmental concerns, and dog walking** as top motivations. Data is shown by suburb.





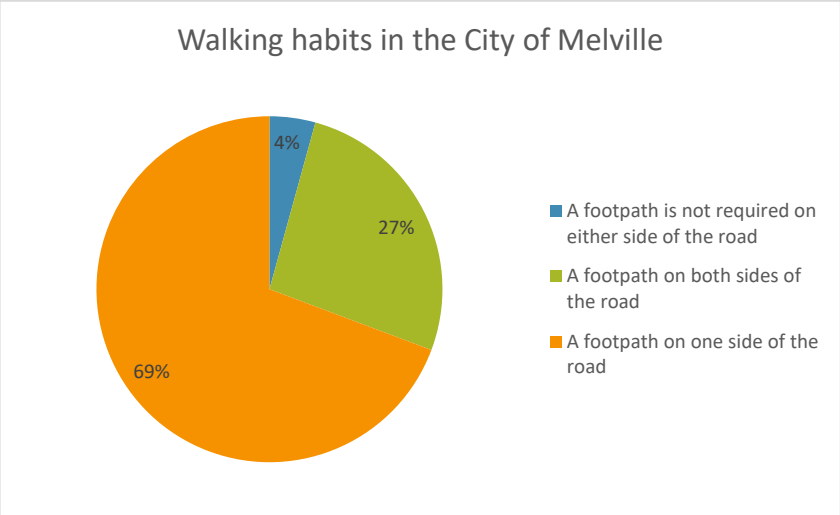
Q3. What are the barriers (if any) that prevent you from walking or from walking more frequently?

From options provided the community identified that having **no footpath, not being able to cross the road and traffic speeds** as main concerns to prevent them from walking around the city. These themes are also identified in the mapping comments. Nobody surveyed stated that they didn't enjoy walking.

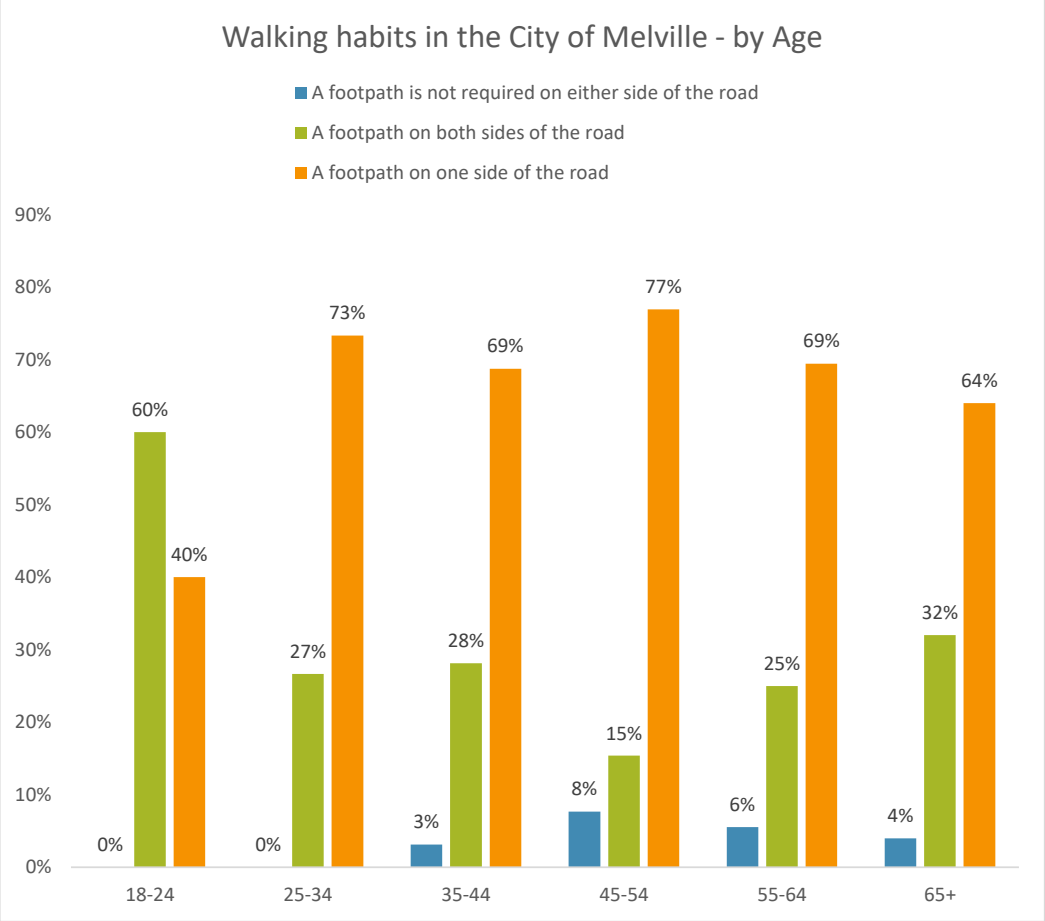


Q4. When thinking about your walking habits and footpaths on local, quiet streets around the City of Melville, which footpath option do you prefer?

When surveyed on footpath options, **the majority of the community stated they would prefer a footpath on one side of the road than both** (69% and 27% respectively). **A recurring theme** throughout the map comments **was the need for more footpaths around the city.** These walking habits are shown by age in the following graph.

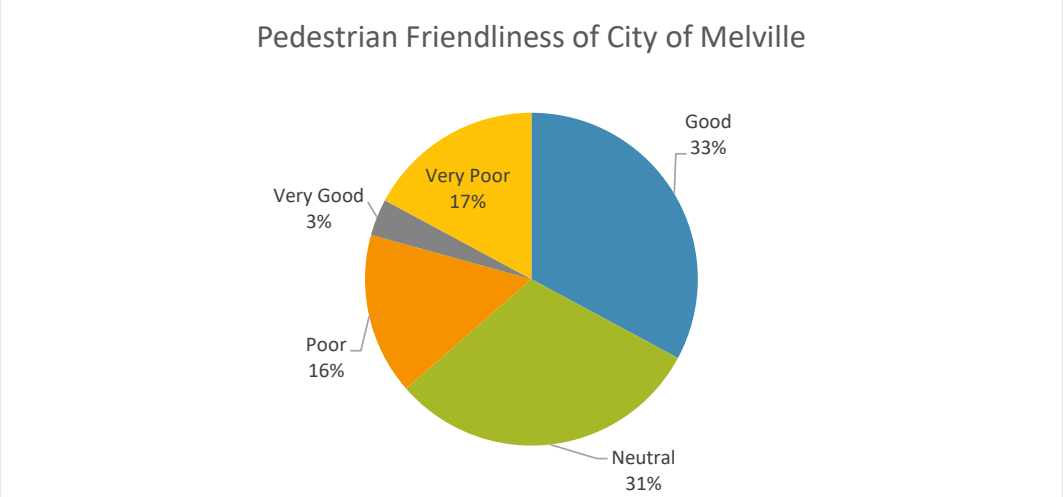


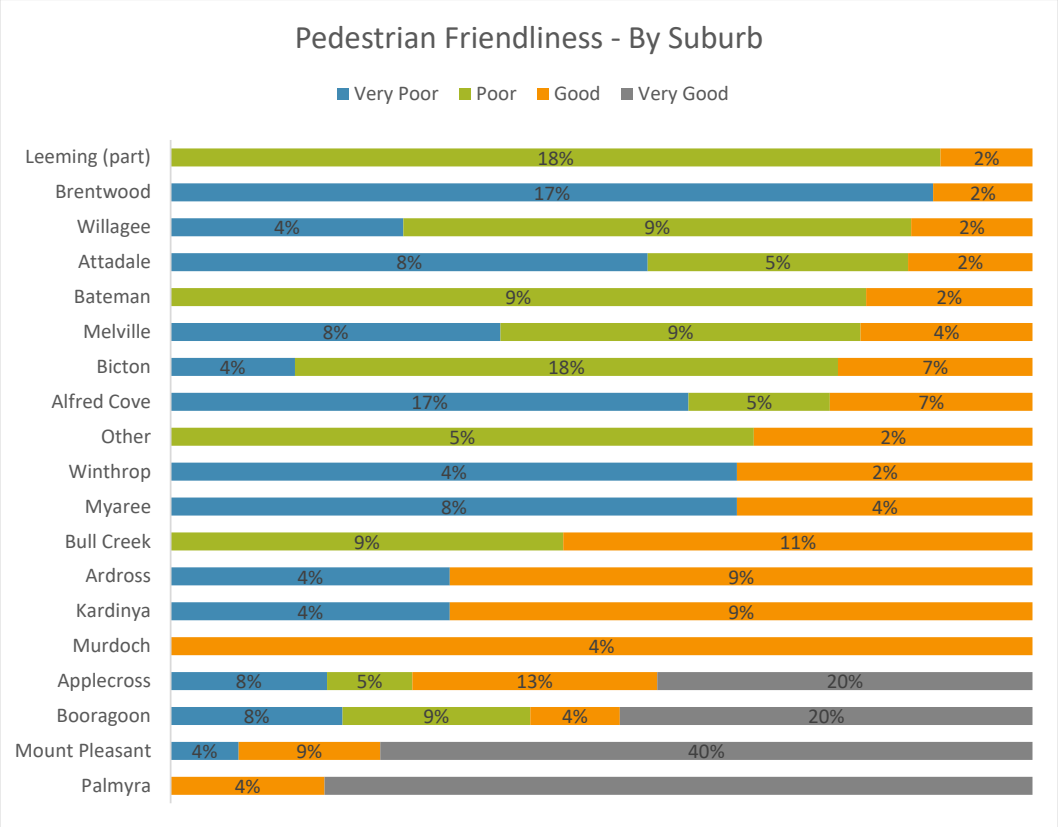
CONFIRMED



Q5. Thinking about other places in Perth, and now comparing these places to the City of Melville, how pedestrian friendly is the City of Melville?

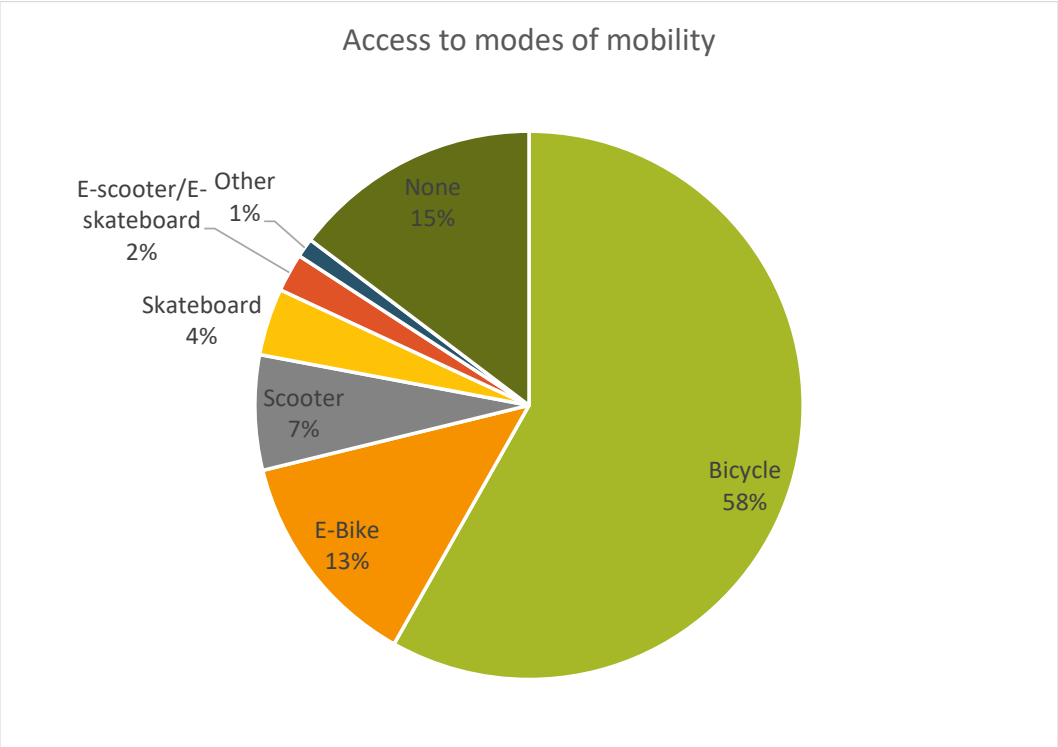
36% of the community identified that overall, the city is good or very good – in terms of pedestrian friendliness. 33% of residents identified the city as poor or very poor. By suburb the results vary, which shows which suburbs are perceived to be not pedestrian friendly. Booragoo, Mount Pleasant and Palmyra were of the most pedestrian friendly suburbs. The least friendly suburbs for pedestrians include Brentwood, Leeming (part) and Willagee.





Q7. Do you have access to any of the following modes of mobility?

The **most popular mode of mobility used by residents is bicycles** at 58%, 15% of residents don't have access to alternative mobility options.

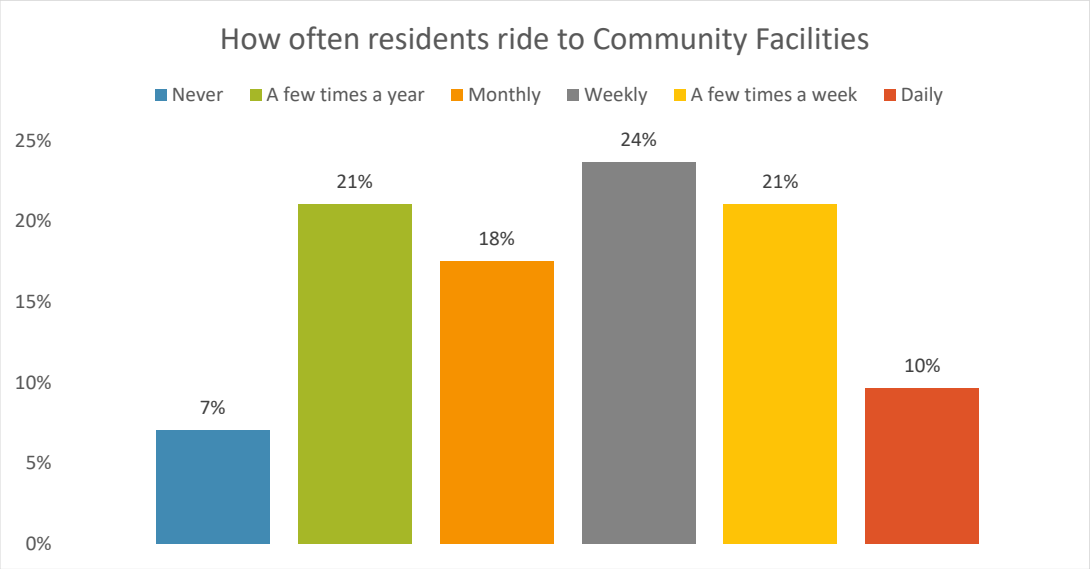

Access to modes of mobility
None 15%
Other 1%
E-scooter/E-skateboard 2%
Skateboard 4%
Scooter 7%
E-Bike 13%
Bicycle 58%

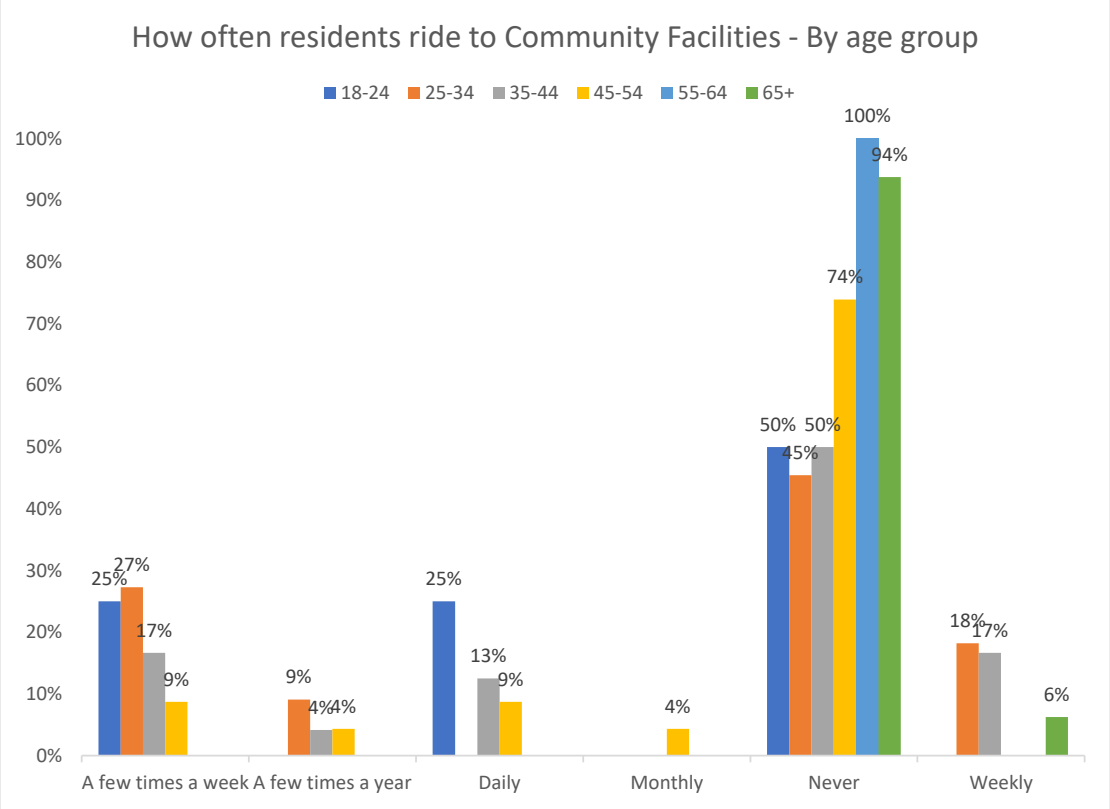
CONFIRM

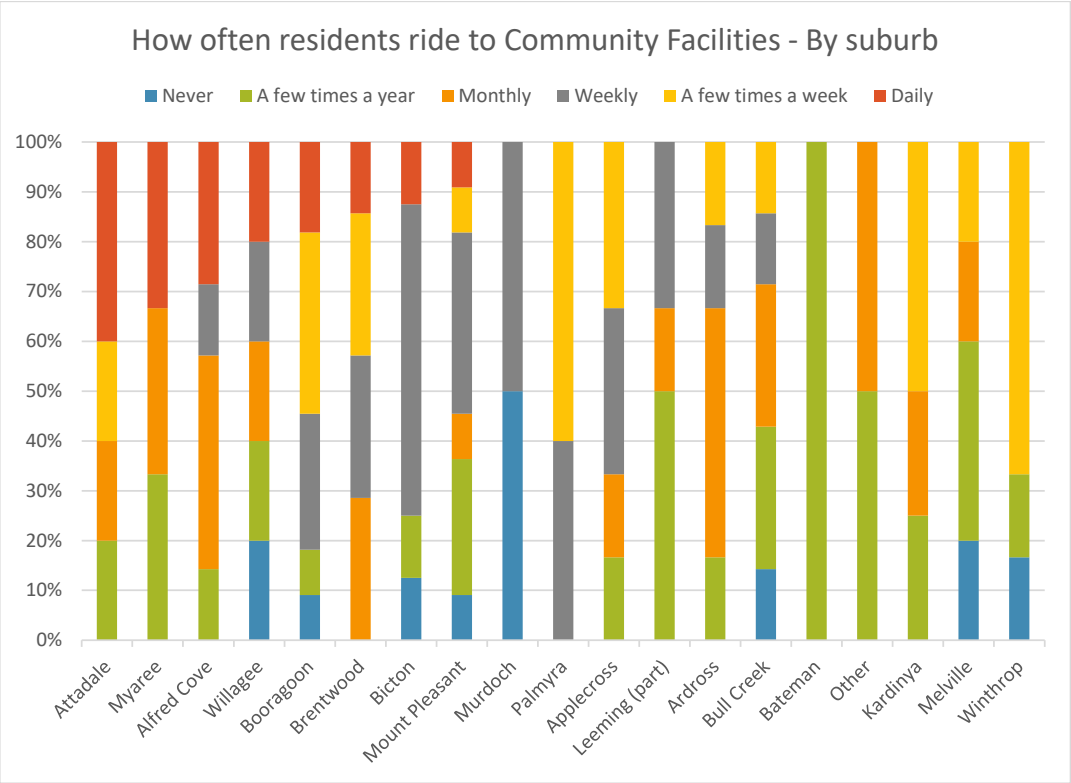
RIDING

Q8. If you ride in the City of Melville, where do you ride to and how often?

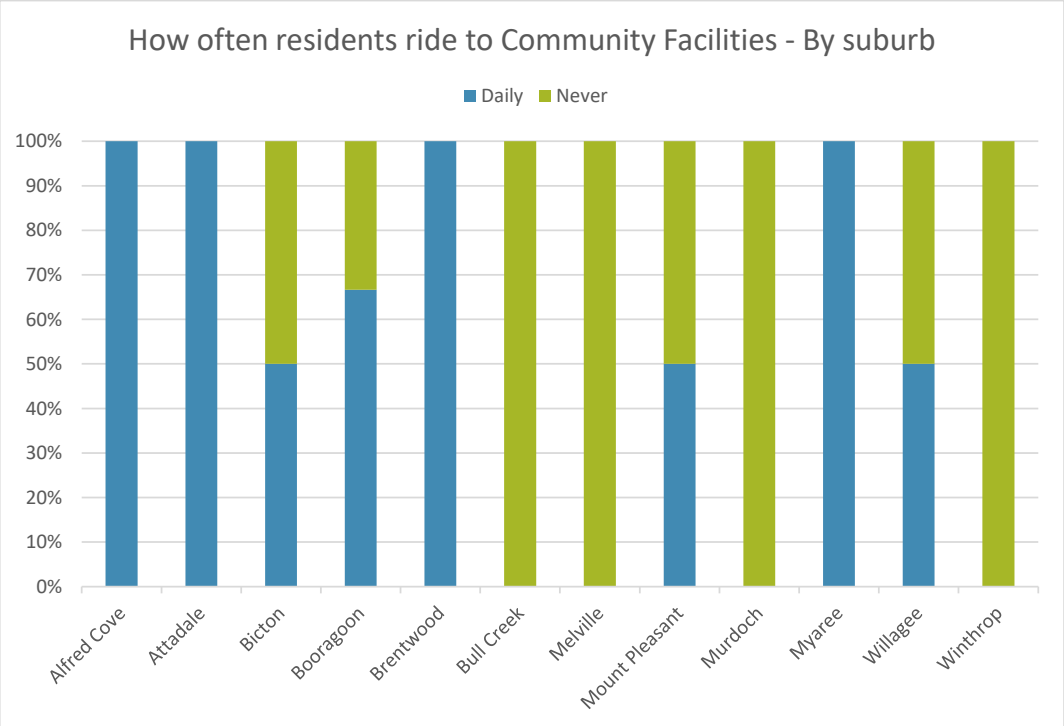
When asked **where people ride most often**, **majority identified community facilities** as a main place to ride to, the following graphs show how often people ride there, and crosstabulation by age group and suburb, also by suburb limited to those who stated daily or never.



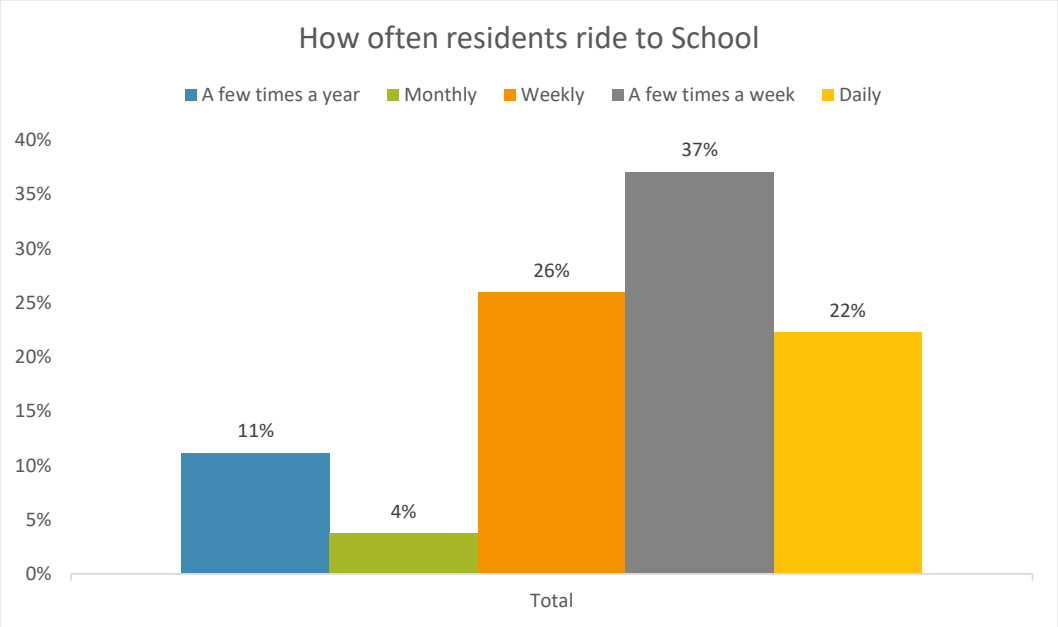


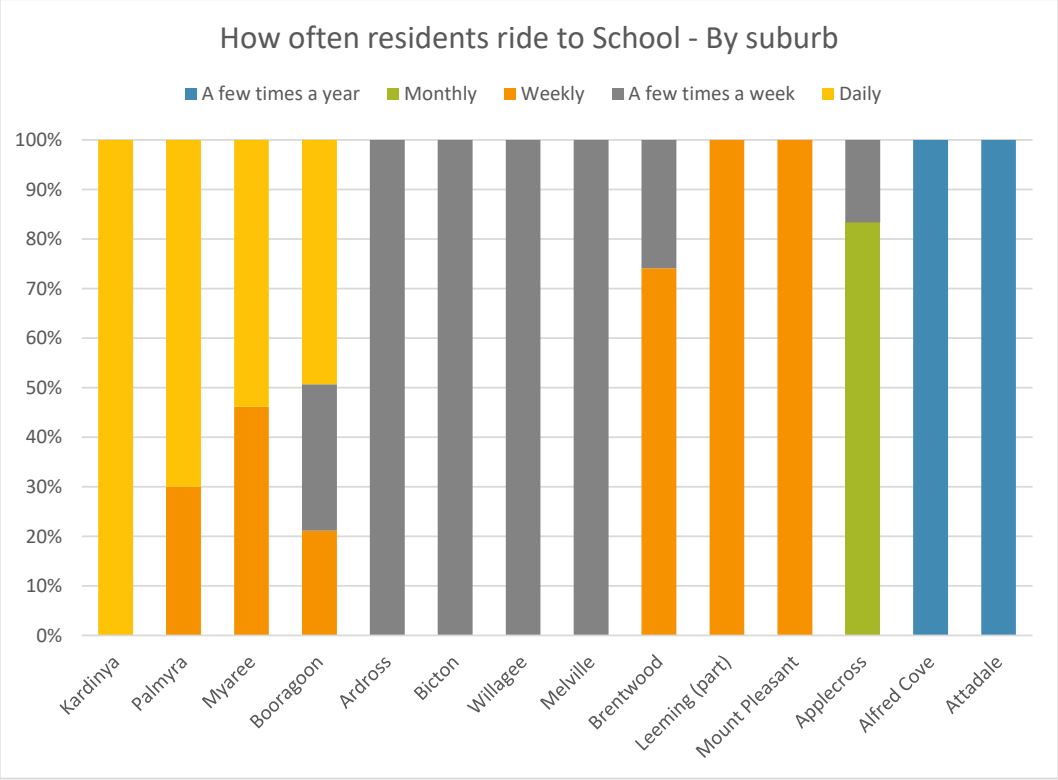


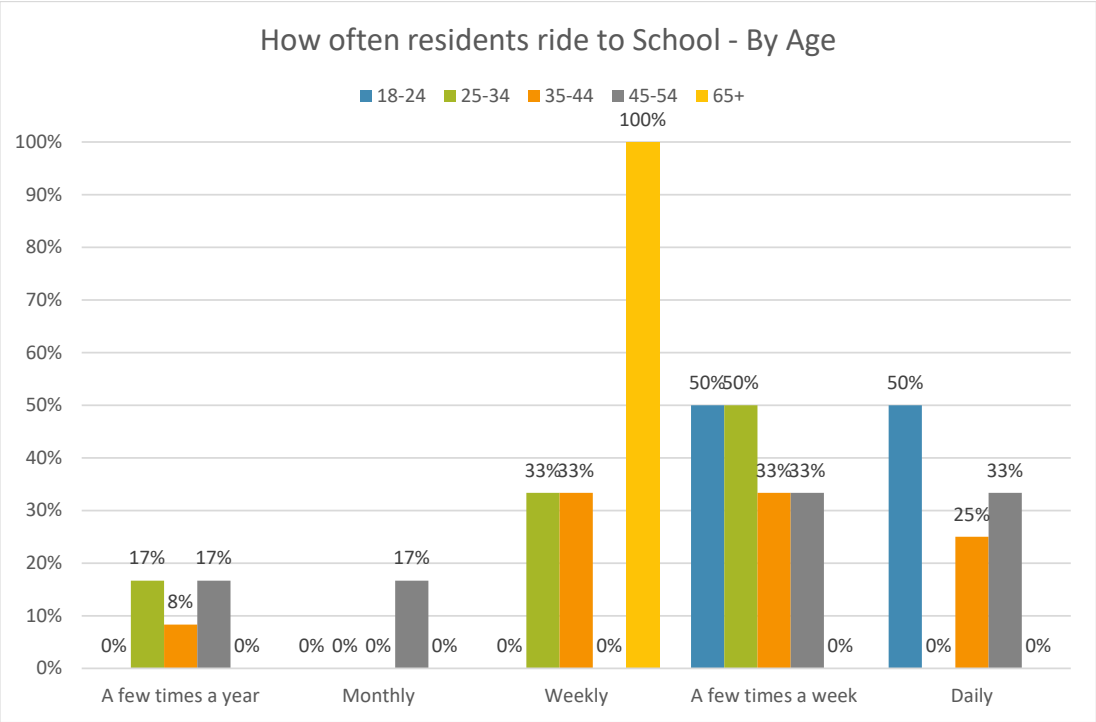
The most popular suburbs in which people ride to community facilities include Attadale, Myaree and Palmyra. The suburbs where people choose to ride the least to community facilities include Kardinya, Winthrop and Melville.



When asked where people ride most often, school was identified as the least most popular place, the following graphs show how often people ride there, and crosstabulation by age group and suburb, also by suburb limited to those who stated daily or never. In some graphs we have removed the option for 'never' to show a better representation of those who actually attend school or have children in school, and what transportation they choose.



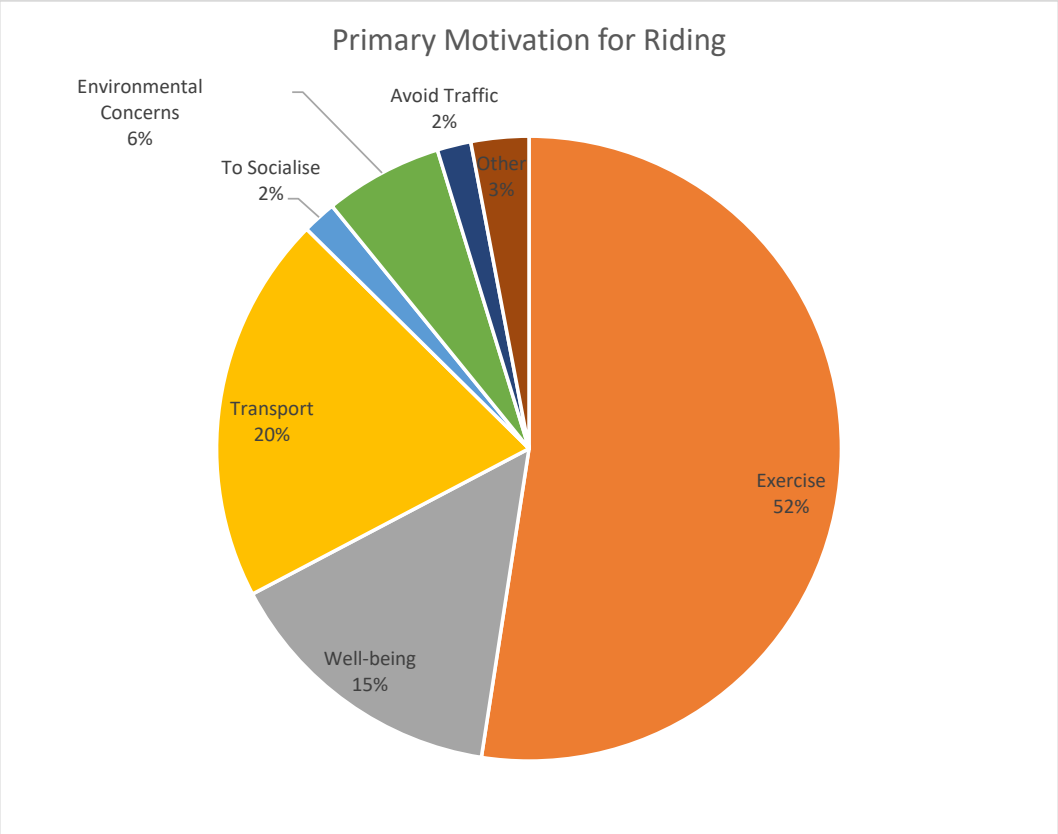



How often residents ride to School - By Age
18-24
25-34
35-44
45-54
65+
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
17%
8%
17%
0%
0%
0%
0%
17%
0%
0%
33%
33%
0%
100%
50%
50%
33%
33%
0%
50%
0%
25%
33%
0%
A few times a year
Monthly
Weekly
A few times a week
Daily

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Q9. What is your primary motivation for riding?

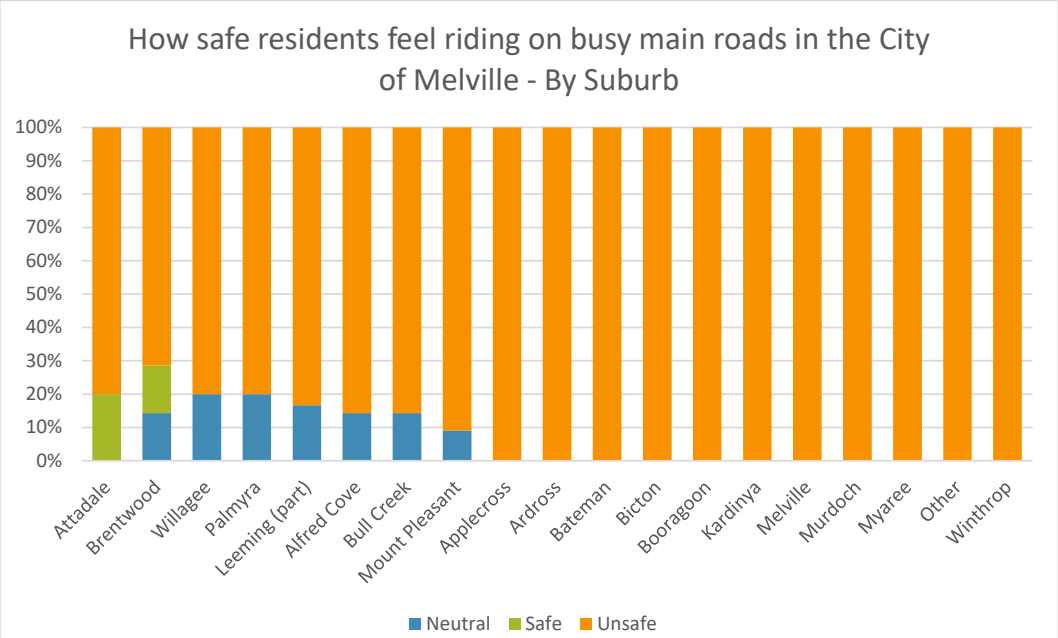
The **community's primary motivation for riding is exercise** at 52%, followed by well-being and transport.



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Q10. Please indicate how safe you feel riding on the following roads and pathways in the City of Melville?

When asked to indicate where residents feel safe riding, **busy main roads are an area that people feel most unsafe** in and **separated footpath facilities for riding was where people felt the safest**. These aspects are shown by suburb in the following graphs.



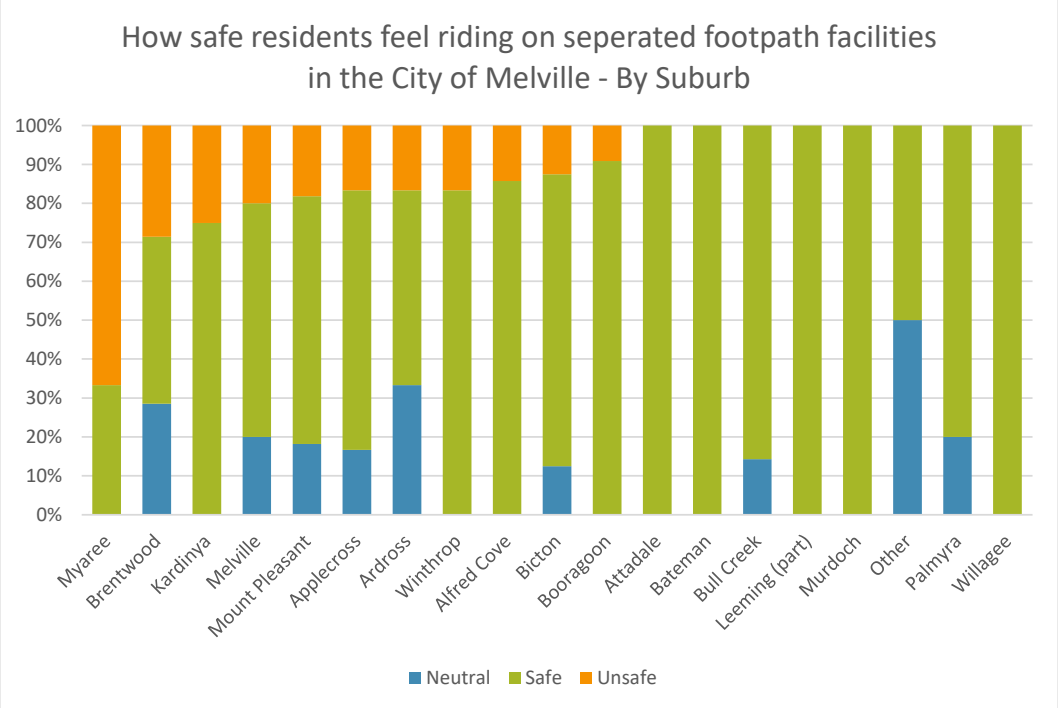
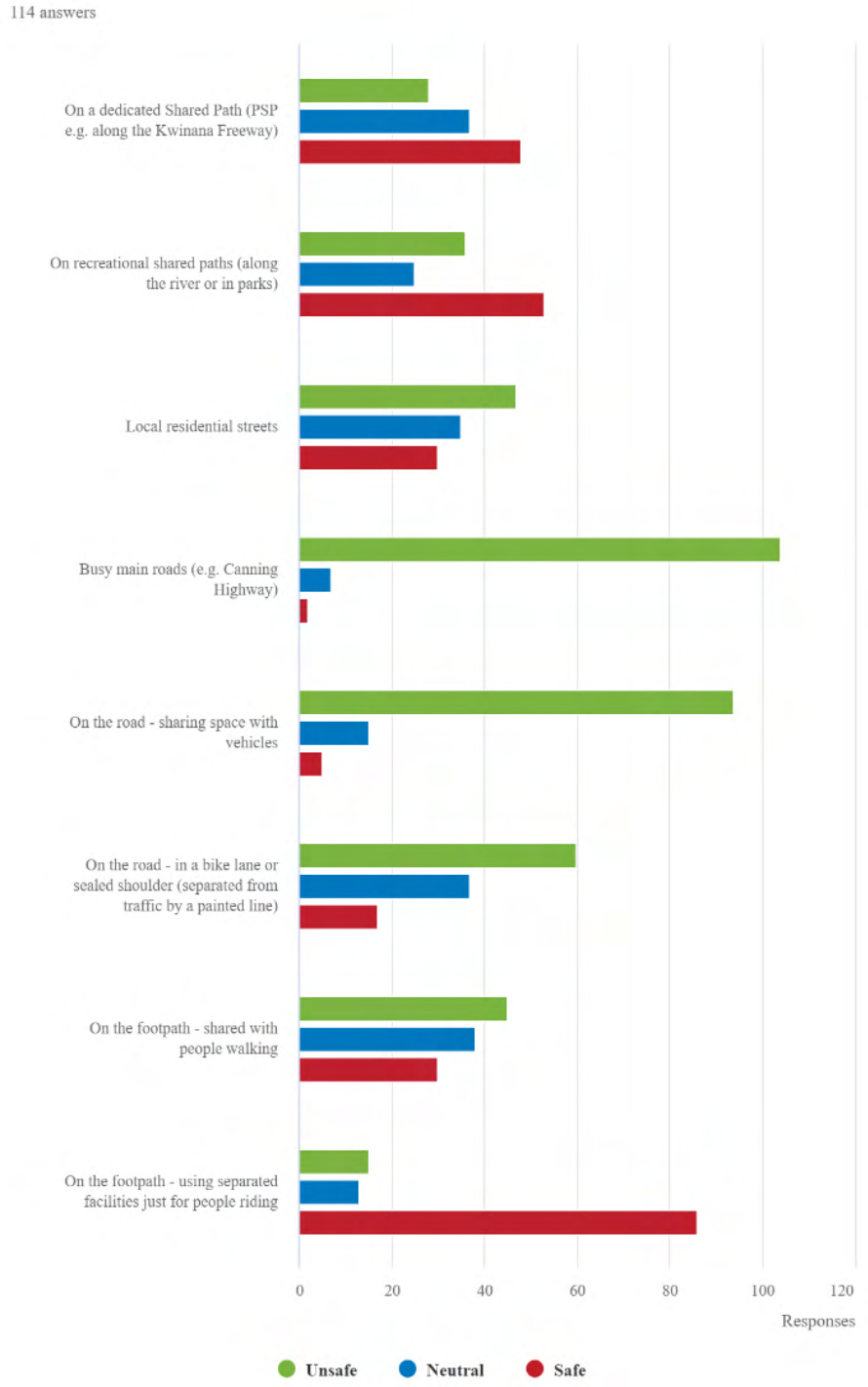
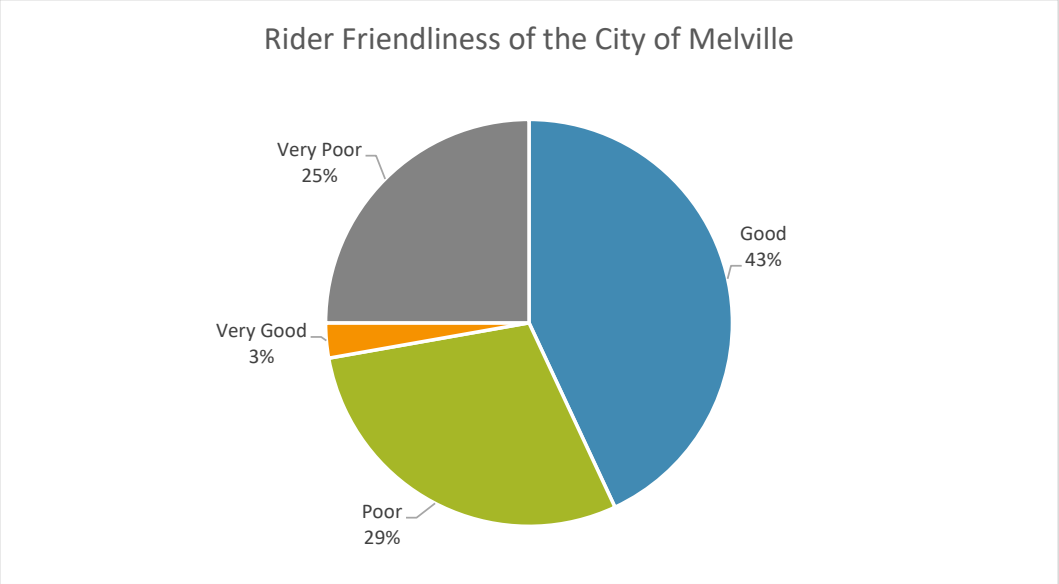


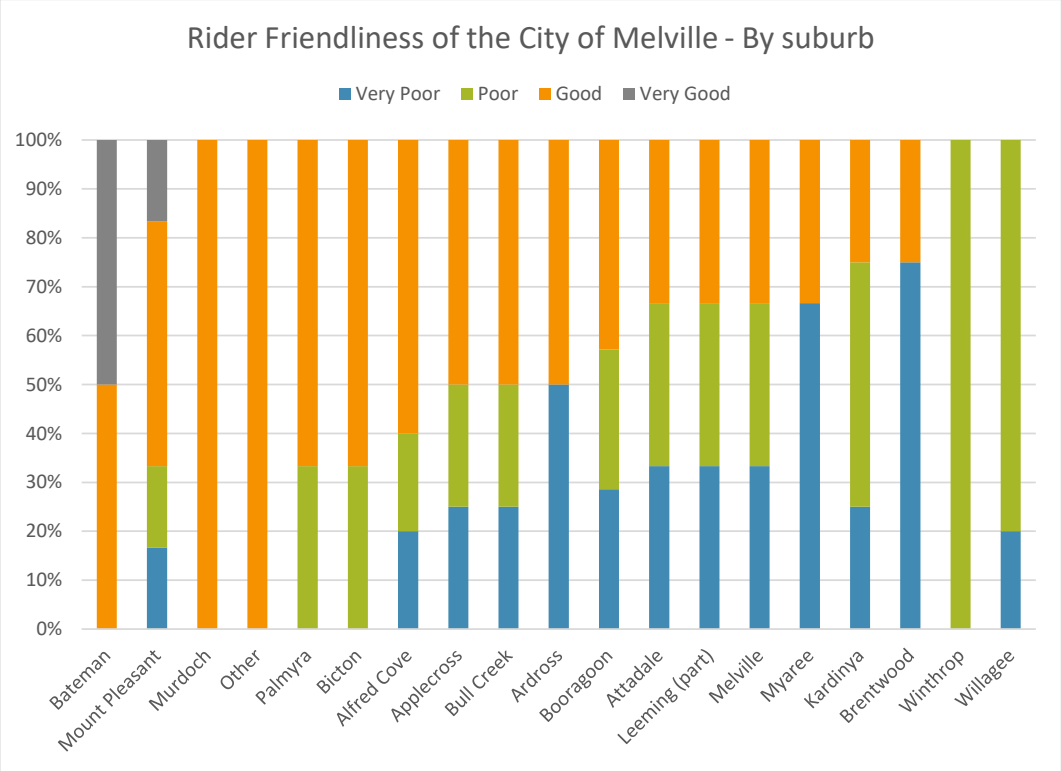
Fig 1.3 – How safe residents feel on various footpath options in the City



Q11. Thinking about other places in Perth, and now comparing these to the City of Melville, how rider friendly is the City of Melville?

When asked how rider friendly the city is, majority (46%) state good or very good, which is much higher than the rates of walkability in Q5, yet far more residents identified the 'very poor' option. By suburb, as shown in the graph below there are large differences throughout the city.

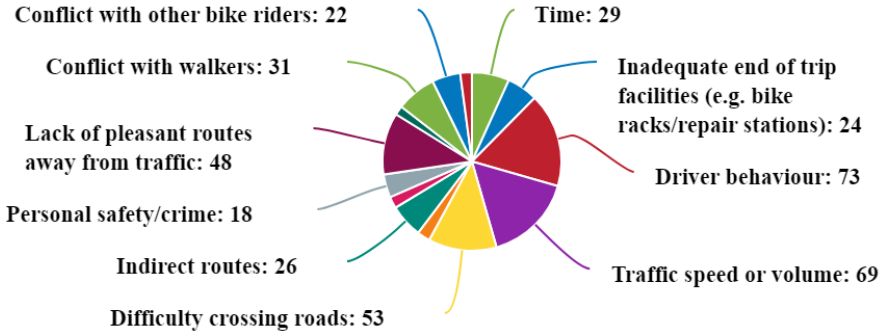


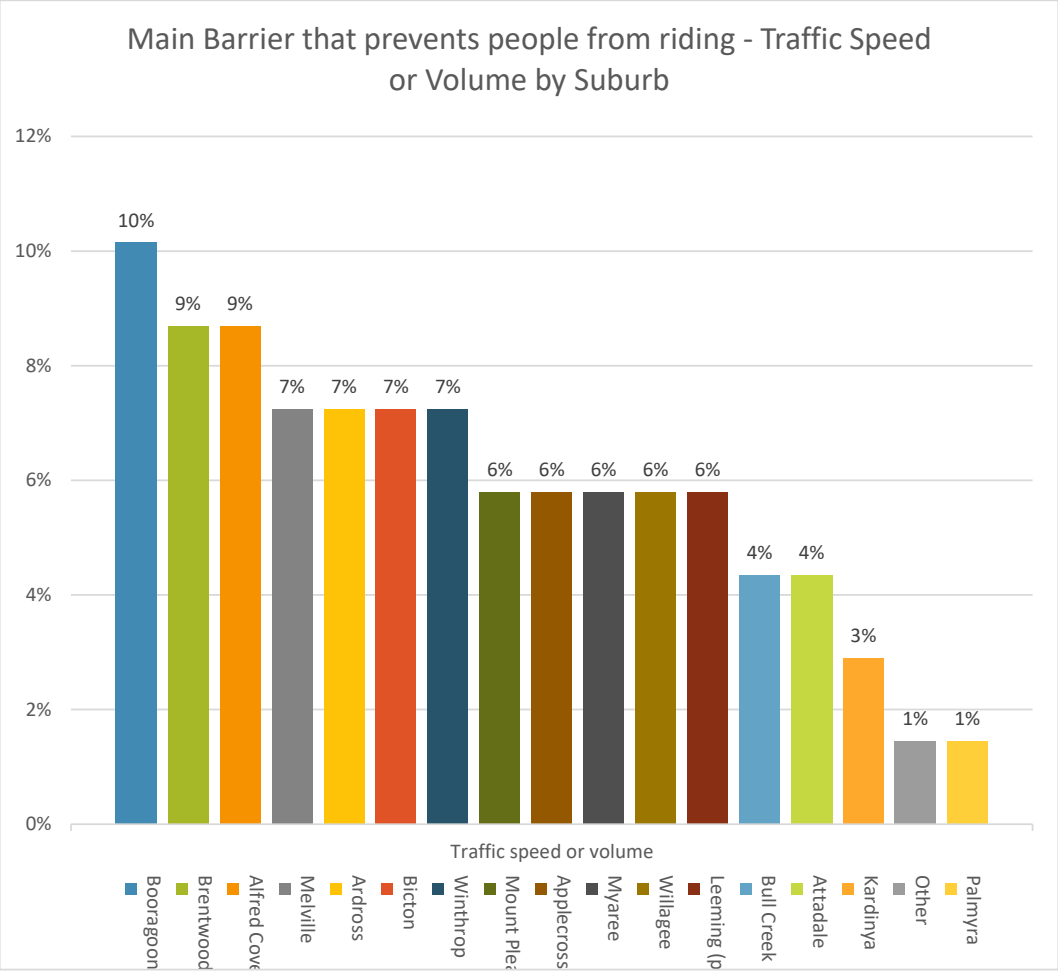


Q12. What are the barriers (if any) that prevent you from riding or riding more frequently?

The **main barriers that prevent people from riding are identified as traffic speed or volume, and driver behaviour.** Traffic volume by suburb is shown below, identifying Booragoon, Brentwood and Alfred Cove with a greater number of issues.

Figure 3 Barriers that prevent people from riding

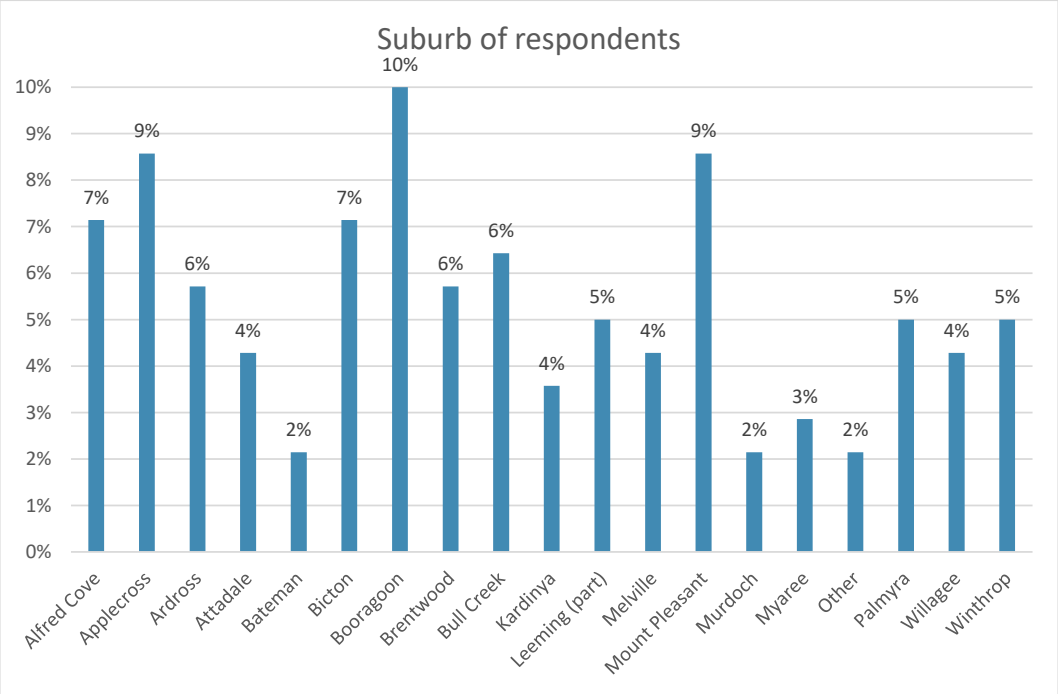




DEMOGRAPHICS

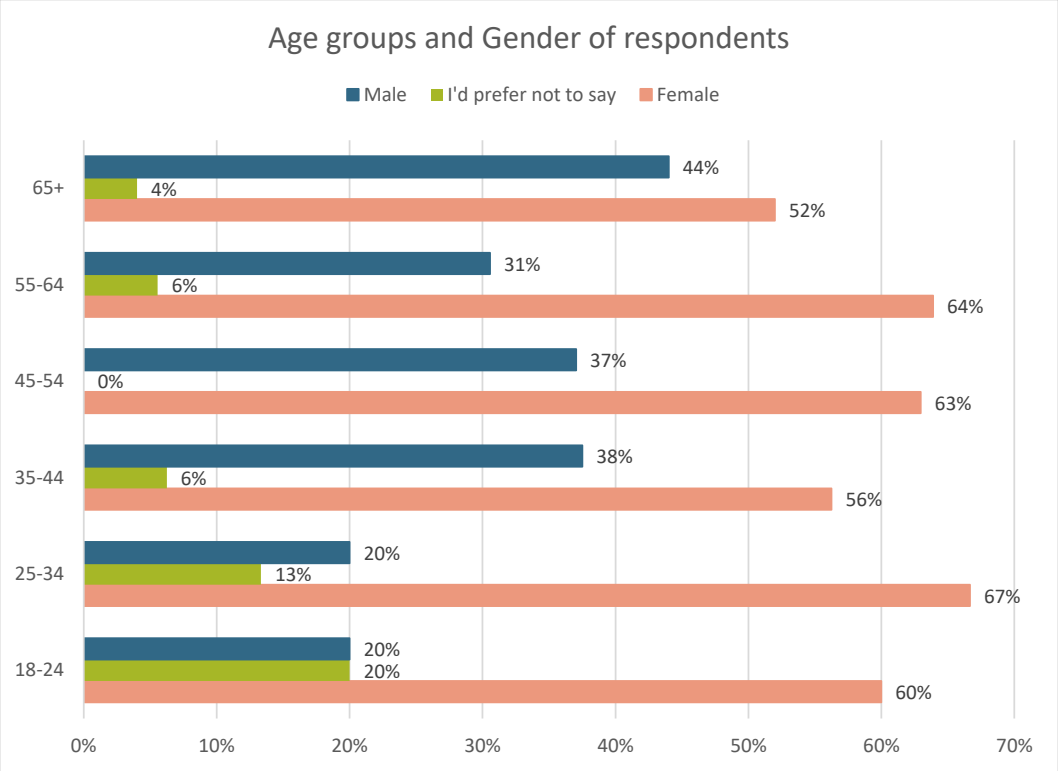
The graphs in this section show the demographics of the respondents to the survey, which supports a better understanding of how to plan for walking and riding in the community, and who to plan for.

Q13. What suburb do you live in?



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Q14. & Q15. What Age Group do you belong to? What Gender do you identify as?

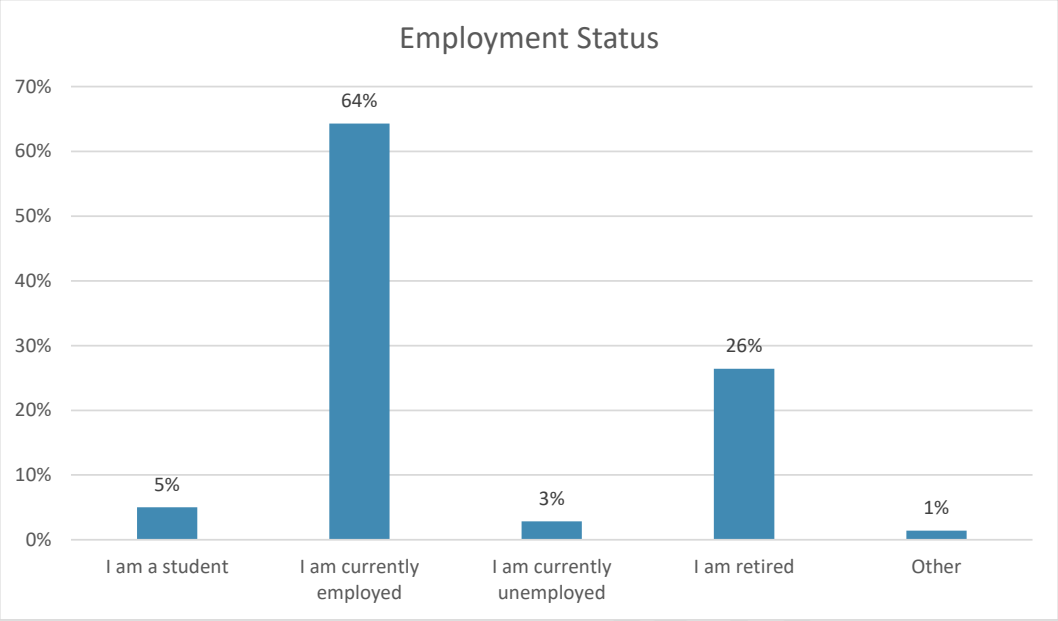


Q16. Does your household have access to a vehicle?

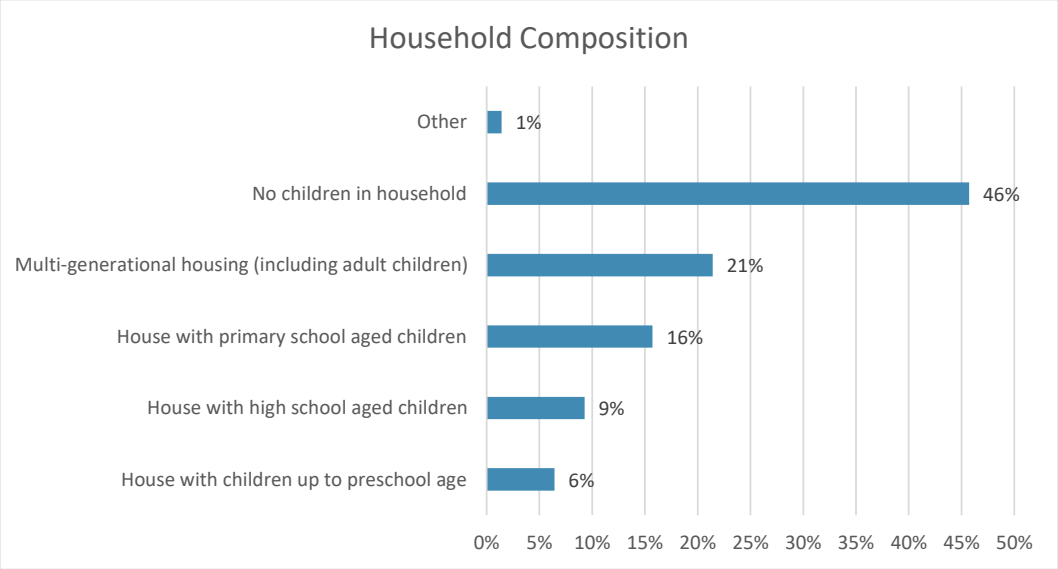
100% of respondents (140 people) had access to a vehicle.

CONFI

Q17. What is your current employment status?



Q18. Do you have children in your household?



Interactive Map Data and Comments

Heat Maps

The maps in this section present where respondents placed markers onto Social Pinpoint's interactive map. Four types of markers were provided, including Riding, Walking, Footpaths and Routes.

Markers/themes were coded as follows:

- Walking (green)
- Riding (blue)
- Footpaths (grey)
- Routes (orange)

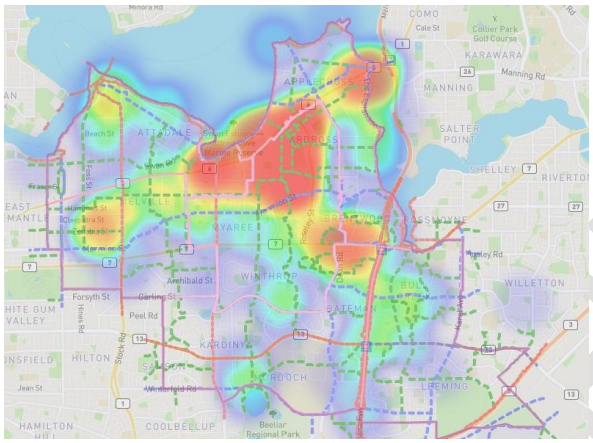


Figure 2.1 – Presents overall comments provided on the interactive map

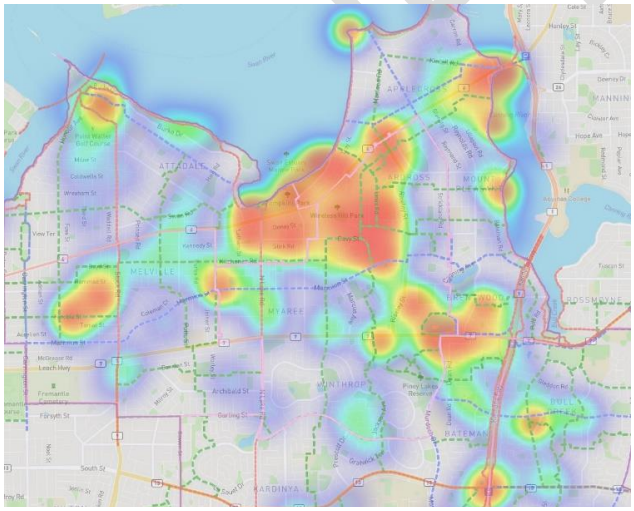


Figure 2.2 – Presents a closeup of hot spot area heat map of all provided

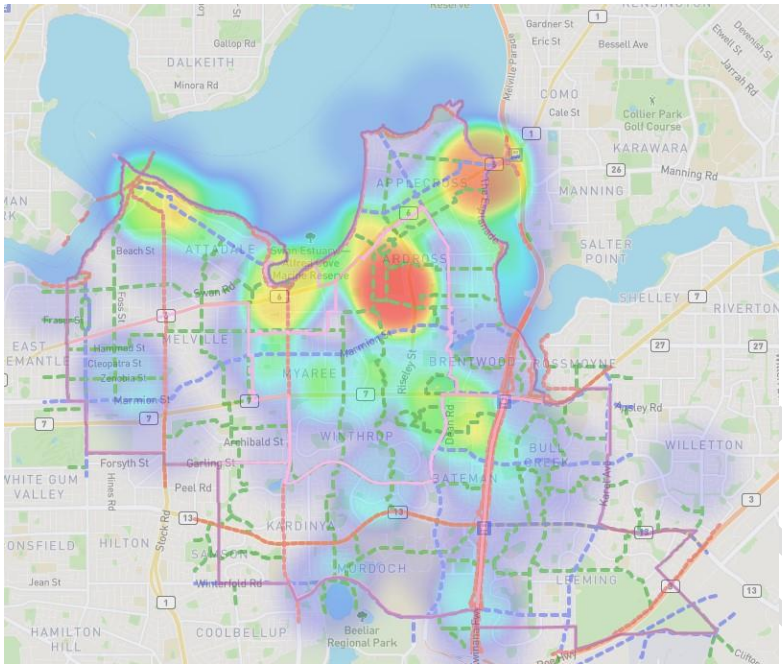


Figure 2.3 – Presents an overall heat map of riding comments provided

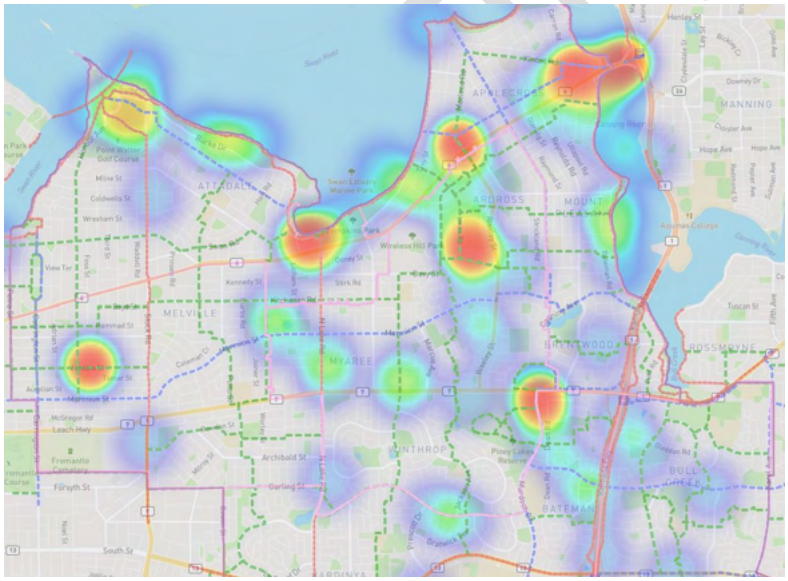


Figure 2.4 – Presents a closeup of hot spot area heat map of all riding comments

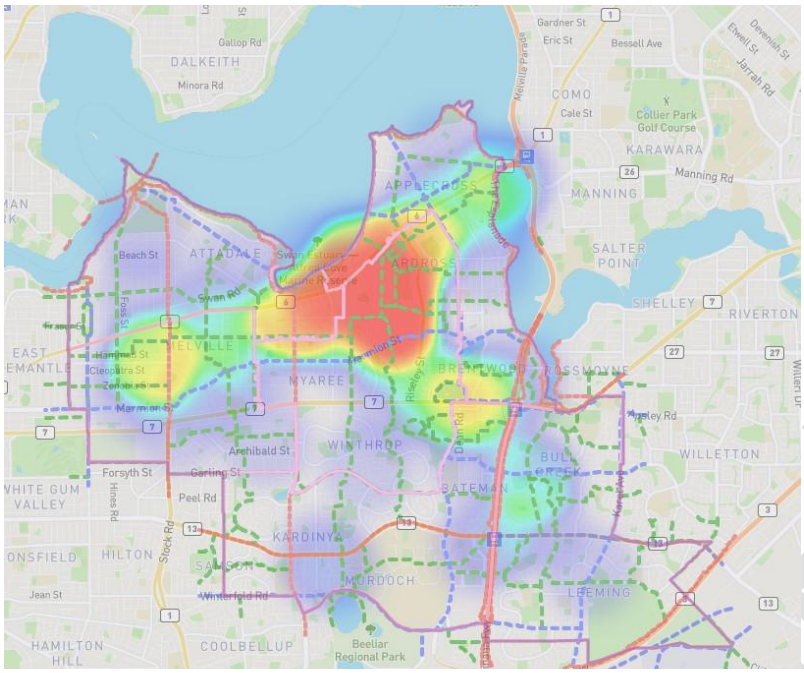


Figure 2.5 – Presents an overall heat map of comments provided on Walking and Footpaths

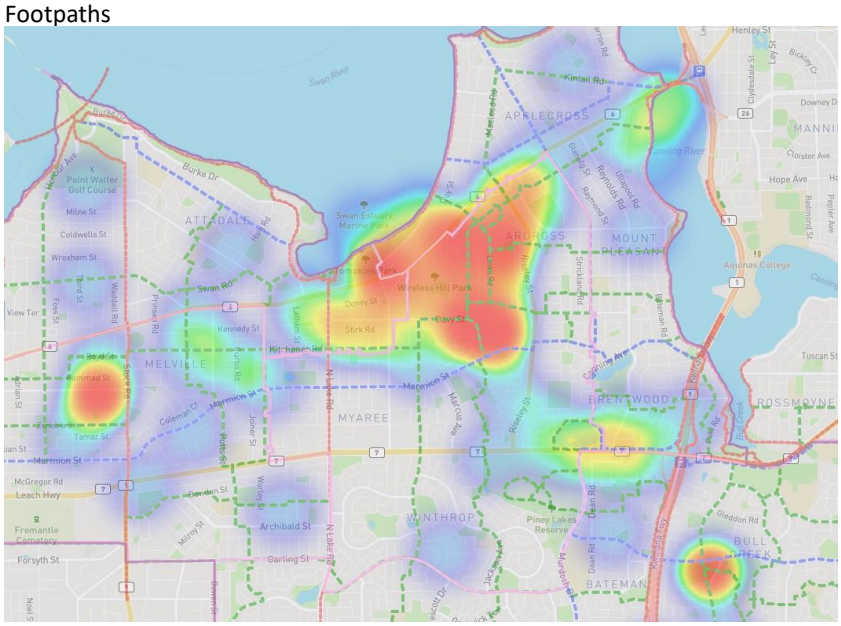


Figure 2.6 – Presents a closeup heat map of hot spot area of provided comments on walking and footpaths

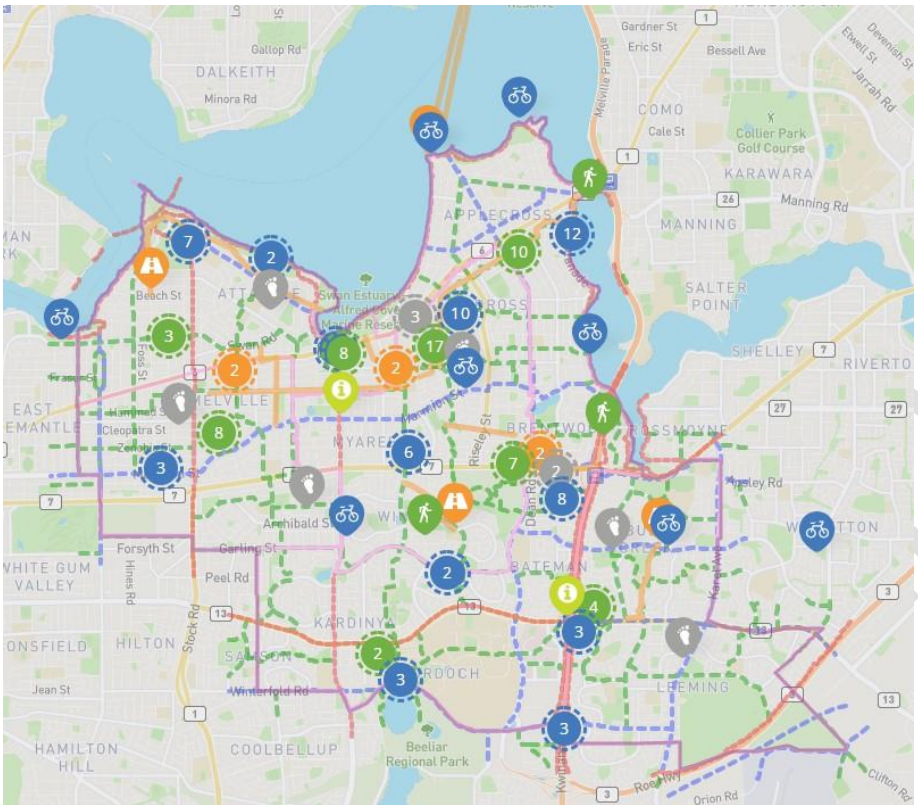


Figure 3.1 - Demonstrates the areas where respondents placed markers and made comments


Figure 3.2 – Demonstrates close up of the hot spot areas where comment markers

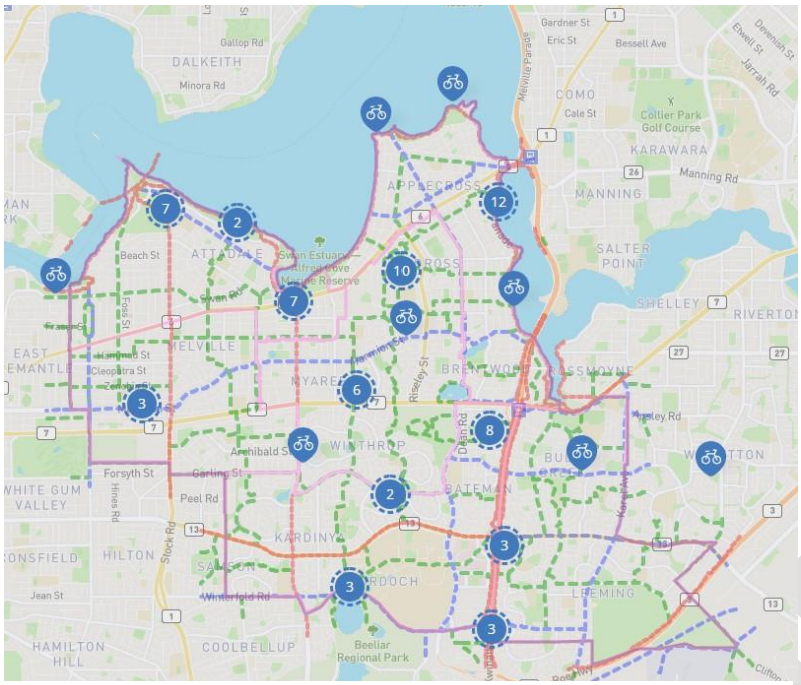


Figure 3.3 – Presents an overall map of where riding markers were placed.

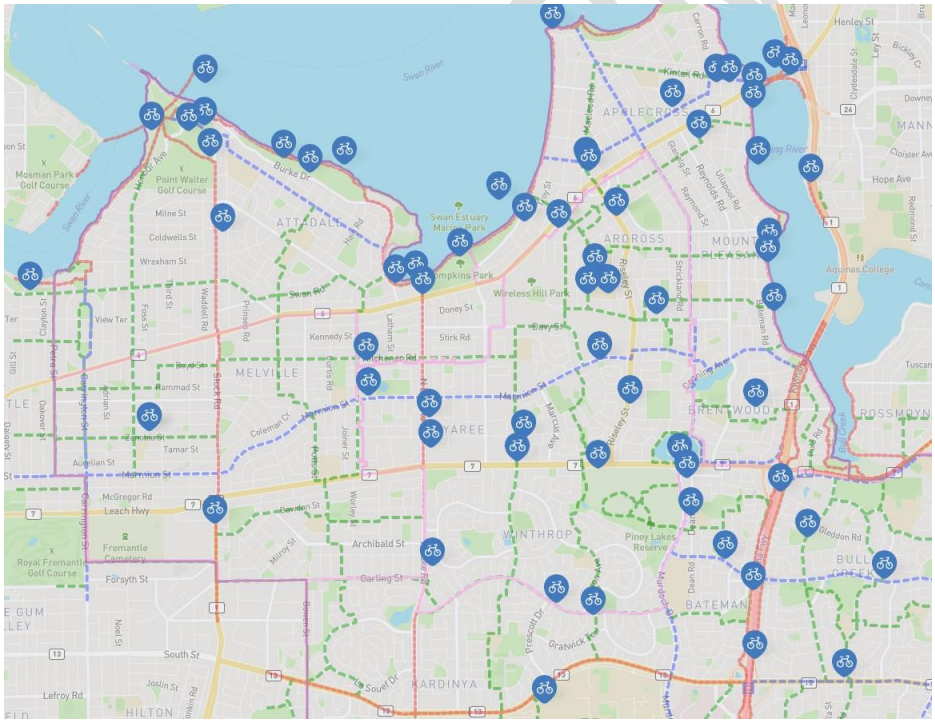


Figure 3.4 – Demonstrates a close up of hot spot areas identified through riding markers

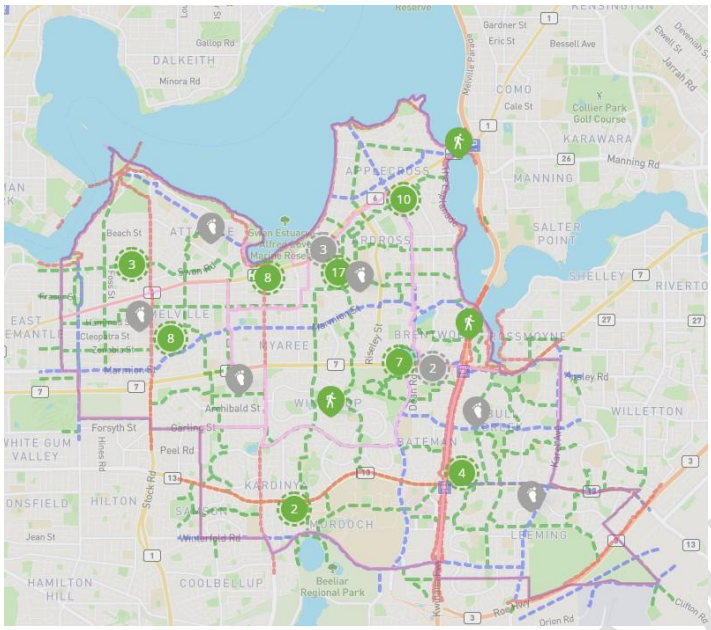


Figure 3.5 - Demonstrates where walking markers were dropped

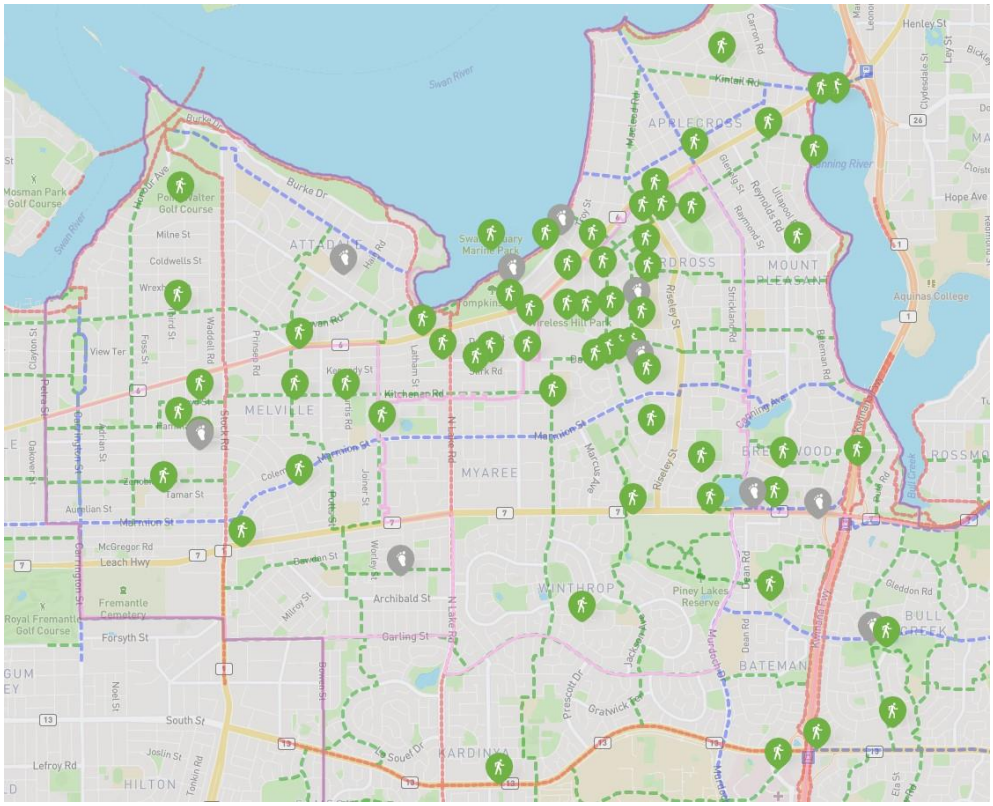


Figure 3.6 – Provides more detail on key areas of interest regarding walking

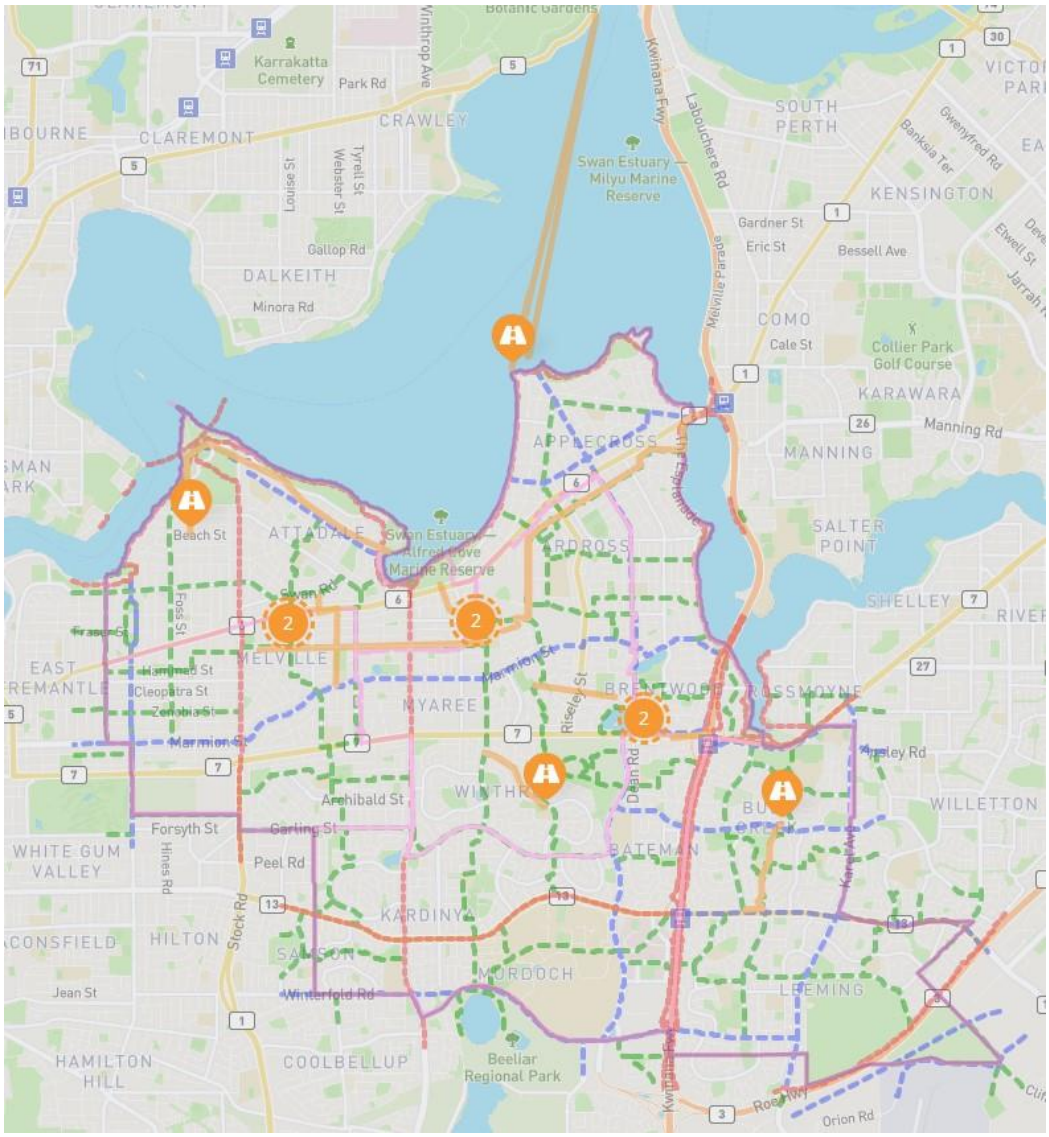


Figure 3.7 - outlines the key routes respondents wanted to comment on interactive map

Below presents the top voted comments by the community in the Social Pinpoint map, under various markers. For more detail on comments provided, please refer to Appendix 1.

Theme	*Comment*	*Up Votes*
Riding	*Canning Bridge underpasses - both east and west - are dangerous, narrow, have blind spots and sand piles on entry or exit, and are frequently under water during winter or high tides.*	*13*
Riding	*The islands in the middle of the road along The Esplanade Mount Pleasant make cycling dangerous because cars are unable to overtake the cyclists. It frustrates the car drivers and some attempt to squeeze between the cyclist and the island.*	*12*
Walking	*Can't even cross the road to catch a bus. It is a dangerous and unpleasant pedestrian environment. Shame on City of Melville - we have been raising this for 20 yrs!!!!*	*12*
Riding	*PSP between Canning Bridge and Mount Henry Bridge is narrow and congested esp. on weekend mornings. Path condition is deteriorating and is often overrun with sand or leaves - tree roots are lifting the path surface in places. The PSP is unlit and unsafe at night for walking or riding.* *Separated infrastructure is desperately needed on this stretch.*	*11*
Riding	*Preston Point Road between Petra Street and Wauhop Road needs to have bike infrastructure installed and a number of the traffic islands removed.* *The stretch is the only part along the entire length of Preston Point Road without any designated lanes.* *The road reserve is wide enough, so why isn't this already fixed by Melville and East Fremantle councils?*	*10*
Footpaths	*With infill housing more cars are parking over footpaths. This is a major issue for someone in a wheelchair as they cannot always safely get around the car.*	*10*
Riding	*Try riding East West! At Leach you have to get off and walk through train station, or cross to North side of Hwy, cross to middle to go across bridge, then cross Hwy again. You end up on the North side of the hwy, despite the dual use path being on the south!!*	*9*
Riding	*The cycle path has two dangerous corners with 90 degree bends. It is difficult to see around these corners. Vegetation on one corner is often protruding onto the path making it difficult to negotiate and stay on your side of the path. A couple of years back on a wet morning my husband slowed to take the corner his back tyre slipping on the paint markings causing a dislocated ankle with 2 fractures. This is not the first accident to happen here many cyclists have seen or experienced a close call.*	*9*
Footpaths	*Walking in the shopping centre car parks is really unenjoyable. Paths often end/don't connect. The path under the movie theatre footbridge is really narrow and dangerous. The roads are also badly maintained and full of significant potholes. I have twisted*	*9*
Riding	*Path in the vicinity of the rowing club needs to be separated.* *Too many walkers and bicycles attempting to be in the same place at the same time.*	*9*
Riding	*I understand the idea... but why on earth nominate a boardwalk as part of the LTCN?* *A boardwalk is made for casual cyclists and pedestrians, not those who would use a Primary Route.*	*9*

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Appendix 1

Comments

To specify where comments are on the map, please visit the website, which will enable you to see the interactive map and view comments. https://www.melvillecity.com.au/walkandride

Figure 1 - Markers

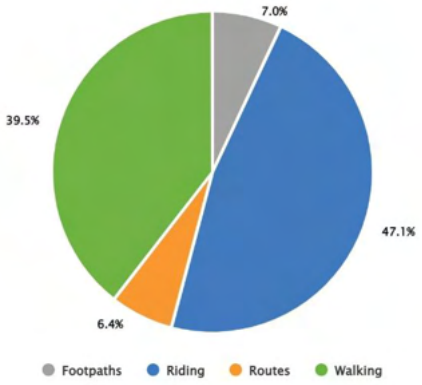
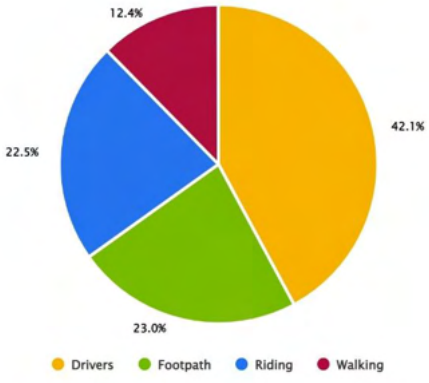


Figure 2 – Themes in comments





This word cloud has been generated from the comments made on the interactive map, identifying key themes the community has created.

To view threads look at the discussion and top comments.

Long Term Cycle Network/Routes

The LTCN aims to provide a network of safe and attractive bicycle routes:

- Provide continuous routes along major corridors
- Establish links between activity centres and public transport services
- Provide connections to schools, education sites and local centres

It is important that the community has input into the LTCN as they will be using it each day.

6.4% of markers were aligned to route markers placed along with comments. Users outlined routes they take across the City, with multiple comments flowing along the LTCN proposed paths, with some showing other areas that could be added to the LTCN.

Themes within these comments include;
Accessibility – More overpasses, lights and ease of crossing major roads such as Canning Highway and Riseley Road. Access to community facilities via LTCN, bike paths and routes
Paths – need for more footpaths and cycle paths, paths that are wide therefore accessible for multiple users.
Safety – better lighting, crossings over roads and ramps for ease of use.

Footpaths
7% of markers were regarding Footpaths.

Themes from comments included;
Accessibility –
- Need for overpass over major roads
- Cars parked over footpaths, need action against as people must walk onto the roads

Safety – There as a general preference for:
- Paths setback from the kerb
- Separation of riders and walkers
- Shopping centre carparks need to be more pedestrian friendly
- Around Leach HWY and Canning HWY major safety issues

Areas that need footpaths or require maintenance
- Footpath on EVERY street
- Stirk road (needs path)
- Attadale
- Leeming all along Matthew Ave, Irwin St, Beresford Place, Collinson Way, Laughton Way and some parts of Gladstone Rd
- East of Carrington Street
- West side of Canning Bridge (suggested by walking group of 20)
- Realigning and widening at the intersection of Dunkley and Cunningham
- Milligan Street
- Preston Point Road (no crossings)
- Swan Road and Money Road (reconstruction)
- Hammad and Harris St (narrow path)
- Almondbury Rd to COM Office
- John Creaney Park and Bob Gordon Reserve
- Reserve Street
- Melson way
- Nisbet Road
- Murdoch Train station (maintenance)

Walking
39.5% of markers were on walking. 16% of markers contain the word pedestrians.

Positive – Street specific

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- Wireless Hill (great to walk in – needs more paths leading there)
- Palmyra pleasant for walking, shady with established peppermint trees

Negative – Street Specific

- Canning Highway (unable to cross)
- Riseley Street (unable to cross)
- McCallum Crescent (speeds unsafe, near school)
- Leach Highway (unable to safely cross)

Accessibility (6% of markers are regarding accessibility)

- Unable to walk to school or public transport
- Carparks open short hours, need longer hours
- Footpaths needed on EVERY street
- Roads around all schools need better traffic calming measures
- More paths to and around shopping centres/activity centres

Amenity

- Shadier streets for walkability
- Heat island effect - need more trees/verge gardens along paths

Safety – 24% of comments on walking contain the words safe or unsafe
23% of comments on walking contain the word dangerous (25% of ALL comments contain this word)

- Concern due to bikes sharing paths with walkers
- Many areas of danger for pedestrians crossing major roads
- Roundabouts unsafe
- Reduce speeds on local residential streets
- Many more safe road crossing points needed
- Elderly people, children, those in wheelchairs or visually impaired having to walk on road creating unsafe environment

Driver behaviour/ Danger
18% of comments mention Canning Highway

- Intersection of Benningfield and Dartford
- Car park entrances/exits (dangerous for pedestrians)
- Illegal parking making paths inaccessible/dangerous
- Drew Road (drivers speed needs to be reduced)
- Roam Road (traffic calming needed)
- North Lake Road/Canning Highway intersection is dangerous
- Andrea Lane (drivers ignore signs, cameras?)
- Cars turning from Moolyeen – Leach cannot see pedestrians
- Benningfield Road crossing (blind spot)

Riding

Positive – Street specific

- Zenobia Street is a great route for cycling
- Good standard path from Brentwood to Murdoch
- Near Kwinana Fwy/Bateman – pleasant and safe cycle path

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Negative – Street Specific

- Traffic lights at Murdoch Drive and Leach Highway (dangerous crossing)
- The Esplanade mount pleasant (islands frustrate drivers and make it unsafe for riders)
- Benning field roundabout (dangerous)
- Riseley and Wilcock St (needs traffic calming, needs separated cycle lane)
- Matheson Road (incidents between bike/car)
- Leach Hwy and Winthrop Drive lights (narrow)
- The dual use path along Blackwall Reach (seal the track and make it a dedicated cycling path while reclassifying the dual use path as a dedicated pedestrian path)
- Macleod Rd, Risely St, Ness Rd (obscured drivers cannot see cyclists)
- Preston Point Road between Petra Street and Wauhop Road needs to have bike infrastructure installed
- PSP between Canning Bridge and Mount Henry Bridge is narrow and congested
- Wren Street (narrow, needs traffic calming)
- Path in vicinity of rowing club needs separation (rider/walker conflict)
- North lake road – riders unable to join path
- Cranford Ave (traffic calming)
- McCoy St/Pitt Way (blind corners)
- Bike path from Parry Ave bridge to Scandrett Way requires an upgrade.
- Transition between the shared path and Lentona St / Burke Dr (confusing, unsafe)
- Add a marked cycle lane on Kintail Road and Forbes Road.
- "North Lake Road is pretty bad for walking and cycling in general. The footpath often gets very narrow (especially around poles), there are plenty of almost-blind driveways, cars speed a lot, and one of the pedestrian crossings has a button but no actual crossing light. The only way I can see this becoming a safe route is with an elevated veloway."
- Honor Ave (dangerous)
- Need a dedicated cycling route to Fremantle from Leeming/Bullcreek. (South Street is too dangerous)
- Burke Drive is a major well used route (adding on-road cycling infrastructure such as cyclist signage, cyclist stencils and even consider on-road bike lanes space permitting - anything to make it safer for the cyclists)
- Jackson Ave (dangerous blind spots)
- Links Road (bad environment to cycle)

Accessibility –

- General narrow paths (cannot be used by walkers and cyclists)
- Roundabouts (people choose to drive rather than use active transport due to danger of roundabouts and inability to get places easily)
- Unable to cross Farrington road to reach Playground, needs a crossing with lights and traffic calming

Amenity –

- Underpasses that do exist around Canning Bridge are unsafe, narrow, and flood in high tide
- Separation of road and bike path with raised barrier (example Bulwer St)
- Shadier routes required
- More bike repair stations, drink fountains

Safety –

- Roundabouts unsafe, making traffic faster to the detriment of those using active transport
- Need speed reductions near major cycling routes

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- Cycle paths too close to the road and not wide enough, need a separation/barrier between the road
- A lot of pedestrian/bike conflict due to lack of paths
- PSP's unlit and unsafe at night
- Between Rowing Club and raffles hotel – need separation of walkers and cyclists
- Need much better safety measures (CPTED) as people are uncomfortable cycling at night

Driver behaviour/ Road Danger –

- 17% of comments on riding are related to roundabouts
    - Cycle lanes disappear at them
    - Unsafe and unrideable or walkable
- Many areas are used as 'rat runs' by cars and make for hostile environments for riders, on some areas of proposed LTCN included
- Traffic calming measures are needed
- Riders want to be separated from drivers

Walker/Rider

- Infrastructure is needed to separate walkers and riders to keep everyone safe
- Major shared paths in the city are unsafe for these groups to share
- Facilities for fast riders to have their own space
- Footpaths everywhere around the city are needed
- Roundabouts propose a large risk to these groups
- Need safer crossings at major roads to make places such as schools and PT accessible
- Paths need to be separated from the road with verges and or kerbs

Crosstab/Other

This section contains other niche problems that the community raised in the engagement process.

- Large amount of illegal parking
- Lack of water fountains
- Better facilities at Southside BMX tracks
- Move drinking fountain at west end of Attadale Foreshore Dog Park to east side of path (dogs and walkers have to cross over)

Specific issues relating to **Bombard Street**, Mount Pleasant provided by a long term resident

- Residential Street with serious volume of traffic issues.
- This street is close to St Benedicts Primary School and earmarked as a **Local Walk and Bike Route** on the plan. But some more urgent action is needed.

The Melville Traffic Engineers have provided Raw Data (from recent traffic Counts) to analyse the current traffic.

Here are just a few of the key findings of the recent Traffic Counts so far:

- Bombard runs parallel to Canning Highway, one street back from Canning Highway and has a significant bicycle and pedestrian usage.
- Bombard Street is open to traffic at both ends and has become a Rat-Run.
- Bombard Street has significantly more road traffic than Macrae Road did at the time of it's closure.
- In October 2015, Bombard Street had **17,846** vehicles use the road in a 7 day period whereas is September 2015 Macrae Road (before closure) had **12,709** vehicles in a 7 day period (so that's 40% more traffic in Bombard - the Rat Run).

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- Many cyclists are now resorting to using the pedestrian footpath on Bombard to avoid the vehicles.
- In September 2015 there were 1,065 cyclists that used Macrae Road in a 7 day period. In October 2021 there were 563 cyclists that use Bombard (less than Macrae but this count does **not** include the many of us that have to use the Footpath with our bikes during peak times)
- Bombard Street now has 396 large vehicles (Trucks etc) using the road each week whereas Macrae had 178 in a week (ie: Bombard had **122%** more traffic from these large vehicles. Most of these Tracks are heading to Woolworths.
- Approximately 20% of all vehicles exceeded 50 kmph
- Bombard Street already has 40% MORE Traffic than Macrae Road did prior to it's closure.

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Appendix 2

City of Melville Walking and Riding Survey

Preamble -

WALKING

1. If you walk in the City of Melville, where do you walk to and how often? * (Allow multiple choices)

	Never	A few times a year	Monthly	Weekly	A few times a week	Daily
to community facilities (parks, sporting amenities, playgrounds, etc.)?	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐	☐
to work						
to school	☐	☐	☐	☐	☐	☐
to public transport?	☐	☐	☐	☐	☐	☐
to restaurants or shops?	☐	☐	☐	☐	☐	☐
to meet with friends or family?	☐	☐	☐	☐	☐	☐

Other – open ended

2. What is your primary motivation for walking?* (Select one)
   - Well-being
   - Exercise
   - Transport
   - To socialise
   - Save money
   - Environmental concerns
   - Avoid traffic
   - It's my only option
   - Dog walking

   Other (open ended)
3. What are the barriers (if any) that prevent you from walking or from walking more frequently? * (Allow multiple choices)
   - Time
   - No footpath
   - Traffic speed or volume
   - Difficulty crossing the road
   - Narrow footpaths
   - Unmaintained footpaths
   - Insufficient lighting
   - Indirect routes
   - Long distances
   - Personal safety/crime
   - Lack of pleasant routes away from traffic
   - I don't enjoy walking
   - Lack of shade or places to rest
   - Conflict with bike riders
   - Conflict with drivers on driveways
   - I have not experienced any barriers

4. When thinking about your walking habits and footpaths on local, quiet streets around the City of Melville which footpath option do you prefer?
   - A footpath on one side of the road

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- A footpath on both sides of the road
- A footpath is not required on either side of the road

If you have any other specific feedback on footpaths located in the City of Melville, please provide your comments on the interactive map

5. Thinking about other places in Perth, and now comparing these places to the City of Melville, how pedestrian friendly is the City of Melville?* (rank)

1 = Very Poor 2= Poor 3= Neutral 4= Good 5= Very Good

If you have other feedback about walking in the City of Melville, please provide your comments on the interactive map.

RIDING

6. Do you have access to any of the following modes of mobility? (multi choice)
   - Bicycle
   - E-bike
   - Scooter
   - Skateboard
   - E-scooter / E-skateboard
   - Gopher
   - No – I don't ride – (logic takes people to the barriers question)

   Other (open ended)

7. If you ride in the City of Melville, where do you ride to and how often?* (allow multiple choices)

	Never	A few times a year	Monthly	Weekly	A few times a week	Daily
to community facilities (parks, sporting amenities, playgrounds, river etc.)?	☐	☐	☐	☐	☐	☐
to work	☐	☐	☐	☐	☐	☐
to school?	☐	☐	☐	☐	☐	☐
to public transport?	☐	☐	☐	☐	☐	☐
to restaurants or shops?	☐	☐	☐	☐	☐	☐
to meet with friends or family?	☐	☐	☐	☐	☐	☐

Other – Open ended

8. What is your primary motivation for riding?* (Select one)
   - Well-being
   - Exercise
   - Transport
   - Social
   - Save money
   - Environmental
   - Avoid traffic
   - It's my only option

   Other (open ended)

9. If you ride, please indicate how safe you feel riding on the following roads and pathways in the City of Melville?* (Likert Scale - Very unsafe, Safe, Neutral Safe, Very Safe)
   - On a dedicated Shared Path (PSP e.g. along the Kwinana Freeway)
   - On recreational shared paths (along the river or in parks)
   - Local residential streets
   - Busy main roads – i.e Canning Highway
   - On the road – sharing space with vehicles
   - On the road – in a bike lane or sealed shoulder (separated from traffic by a painted line)

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- On the footpath -shared with people walking
- On the footpath – using separated facilities just for people riding

10. What are the barriers (if any) that prevent you from riding or riding more frequently?* (Allow multiple choices)
    - Time
    - Inadequate end of trip facilities (e.g. bike racks / repair stations)
    - Driver behaviour
    - Traffic speed or volume
    - Difficulty crossing roads
    - Insufficient lighting
    - Indirect routes
    - Long distances
    - Personal safety/crime
    - Lack of pleasant routes away from traffic
    - I don't enjoy riding
    - Conflict with walkers
    - Conflict with other bike riders
    - I have not experienced any barriers

11. Thinking about other places in Perth, and now comparing these to the City of Melville, how rider friendly is the City of Melville?* (rank)

1 = Very Poor 2= Poor 3= Neutral 4= Good 5= Very Good

If you have other feedback about riding in the City of Melville, please provide your comments on the interactive map.

Demographic Info

12. Which suburb do you live in?
    - Alfred Cove
    - Applecross
    - Ardross
    - Attadale
    - Bateman
    - Bicton
    - Booragoon
    - Brentwood
    - Bull Creek
    - Kardinya
    - Leeming (part)
    - Melville
    - Mount Pleasant
    - Murdoch
    - Myaree
    - Palmyra
    - Willagee
    - Willetton
    - Winthrop.
    - Other (Suburb) (manual)

13. What is your age group?
    - Under 12
    - 12-17
    - 18-24
    - 25-34
    - 35-44
    - 45-54
    - 55-64
    - 65+

14. Do you identify as:
    - Male
    - Female
    - Other
    - I'd prefer not to say

15. Does your household have access to a vehicle?
    - Yes
    - No

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16. What is your current employment status?
    - I am currently employed
    - I am currently unemployed
    - I am unable to work
    - I am a student
    - I am retired
    - Other (please state)

17. Do you have children in your household?
    - House with children up to preschool age
    - House with primary school-aged children
    - House with high school-aged children
    - Multi-generational house (including adult children)
    - Household with people living with a disability
    - No children in household
    - Other (please specify

Preamble for the Map:
Using our interactive map, tell us about your walking and riding experiences here in the City of Melville to help inform our Walk and Ride Melville Plan. We want to provide more opportunities for people to walk, ride, skate, scoot and travel in and around the City in a safe, connected and active way. Show us where you frequently walk and/or ride and pinpoint any issues you have experienced.
We want to provide more opportunities for people to walk, ride, skate, scoot and travel in and around the City in a safe, connected and active way. Using our interactive map, tell us about your walking and riding experience in, or through the City of Melville. You can share with us where you like to walk or ride, how often you use this route, or even drop a pin to let us know of any issues or safety concerns.

Walking Pin (for participants)
Tell us about your walking experiences in the City of Melville by dropping a pin:
- Streets or places of interest where you enjoy walking and tell us why?
- Issues you have experienced walking and tell us what can be improved?
- Highlight any areas where you may have been involved in a traffic incident whilst walking.
- Pinpoint areas where you have feedback on footpaths or shared paths.

Riding Pin (for participants)
Tell us about your riding experiences in the City of Melville by dropping a pin:
- Roads, pathways or places of interest where you enjoy riding and tell us why?
- Issues you have experienced whilst riding and tell us what can be improved?
- Highlight any areas where you have been involved in a traffic incident whilst riding a bike?
- Provide us with your feedback on the State Government's proposed Long Term Cycle Network in Melville. (LTCN)?

Footpaths Pin (for participants)
We are keen to hear more about what you think about footpaths around the City of Melville, drop a pin:

- Pinpoint any issues you have experienced with footpaths/shared paths
- Highlight streets where you would like a new footpath to be constructed

Route Marker (for participants)
Show us the routes you take around Melville
Using the Route feature, click to outline a route that you often take walking or cycling.
- Are there any issues with this route?
- Should this route have a bike path, is there quality paving?
- Comment on why you outlined this particular route.

Pre amble for the LTCN Marker to provide detail on the map layer
The Long Term Cycle Network (LTCN) has been developed by the Department of Transport in collaboration with the City. The LTCN identifies a network of routes.
We would like your feedback regarding this proposed network;
- Does it go where you would like it go?
- Are there any missing routes?
- Do you have any other concerns?

This exercise is about testing the routes contained in the LTCN, rather than the specific types of infrastructure that they will feature.

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Appendix G Resolved Projects

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Resolved Projects

Ward	Location	LTCN	Issues	Outcome
Ward 1 - Bicton, Attadale and Alfred Cove	First Avenue Shared Path	Primary	Dangerous bends with reduced sight lines	▪ River boardwalk proposed within Attadale Foreshore Management Plan
	Burke Drive/The Close	Primary	Bike riders hopping up the kerb onto the river path at speed	▪ Attadale Foreshore Plan will address this issue
	Canning Beach Road	Primary	Multiple crashes on road	▪ Resolved through new Riviere Development
	Kintail Rd	Local	Vegetation growing onto path	▪ City undertakes regular pruning of vegetation required in this location to increase the effective width for walking
	Mount Henry Coffee Van		Bike racks parked informally and not using rack provided	▪ More bikes racks have been installed
	Cranford Avenue		Access to PSP from the bridge	▪ Resolved in recent PSP works
	Ardross Street	Secondary	Number of vehicles accessing St Benedict school from Bombard Street	▪ Slip lane being constructed by 2026
	South of Perth Yacht Club / Heathcote Reserve		Path quality	▪ Works to improve path quality to be complete by 2025
	Riseley Street		Narrow cycle lane/sealed shoulders	▪ City to re-evaluate the sealed shoulder on Riseley St
Ward 3 Applecross and Mount Pleasant	Leach Hwy		Dangerous crossing to access the school on Moolyeen Rd	▪ MRWA jurisdiction
	Farrington Road (east)		Dangerous pedestrian crossing near the shops (between Aulberry Parade and Findlay Rd)	▪ Currently under investigation
	Leach Hwy		Hard to cross in general	▪ MRWA jurisdiction

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Resource Recovery Group
Recycle. Innovate. Educate.

22 December 2022

Ms Gail Bowman
Chief Executive Officer
City of Melville

Sent by email to:
ceo-office@melville.wa.gov.au; karen.wheatland@melville.wa.gov.au
paul.molony@melville.wa.gov.au

Dear Gail

RE: Review of Establishment Agreement

The Resource Recovery Group's updated Establishment Agreement was endorsed by Member Councils earlier this year and forwarded to the Minister of Local Government for approval. Recently the Minister proposed a number of further amendments be made to the draft Establishment Agreement.

These changes were considered by the RRG Council on 18 December 2023 and Council resolved:

1. *The amendments recommended by the Minister for Local Government to the draft Establishment Agreement be adopted and forwarded to the participants for comment and/or endorsement.*

2. *On endorsement by the Member Participants the Establishment Agreement be formally amended and forwarded to the Minister for approval.*

CARRIED UNANIMOUSLY 2/0

The attached updated draft provides tracked changes of these amendments. In summary they are:

Clause	Comment
5.1	The Clause does not explicitly address the appointment of deputy members. Consider amending the clause to either expressly provide for either (a) the appointment of deputy members or (b) a confirmation that no deputy members are to be appointed.
5.4(c)	This clause is not required, may lead to instability in RRG and clashes with analogous provisions in the Local Government Act 1995. It is recommended it is removed.
6.3(b)	Consider amending the clause to clarify whether the business plan must be produced in accordance with section 3.59 of the LG Act on all occasions, or whether this only occurs when the requirement under the Act is enlivened.
	Consider including a formal mechanism for giving notice under the AEA.
	The AEA provides that the Original EA was entered into on 22 January 1998, when the original EA was entered into on 13 December 1991. Consider amending the recitals to provide the complete history.

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resourcerecoverygroup.com.au

	Consider removing the definition of '*Regional Purpose*'. The definition is not required as the term is only used in clause 4.
6.7(a)(iii)	Remove an unnecessary ')'
6.8	Consider replacing '*Trade Practices Act 1974* (Cth)' with '*Competition and Consumer Act 2010* (Cth)' (assuming the reference remains relevant).
16.45(h)(i)	Consider amending to state the value as '*$500,000 (five hundred thousand dollars)*'.
16(5)(a)(i)	Consider amending to provide 'clause 16.3(b) and (c)', as both clauses operate together.

The Minister has requested that we seek formal endorsement by participant local Councils of the proposed further changes. Once endorsed by all parties the agreement will be returned for approval by the Minister in order to become effective.

Should you have any questions or concerns please don't hesitate to contact me.

Yours sincerely

BRENDAN DOHERTY
ACTING CHIEF EXECUTIVE OFFICER

TOWN OF EAST FREMANTLE

and

CITY OF FREMANTLE

and

CITY OF MELVILLE

ESTABLISHMENT AGREEMENT OF THE RESOURCE RECOVERY GROUP

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AGREEMENT

THIS ESTABLISHMENT AGREEMENT dated

BETWEEN **TOWN OF EAST FREMANTLE** of 135 Canning Highway, East Fremantle, Western Australia

AND **CITY OF FREMANTLE** of William Street, Fremantle, Western Australia

AND **CITY OF MELVILLE** of 10 Almondbury Road, Booragoon, Western Australia

RECITALS

A On 30 October 1991, the City of Canning, City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville, and City of Rockingham entered into the constitution of the Southern Metropolitan Regional Waste Management Council (**Constitution Agreement**)

B ~~A~~On 22 January 1998, the City of Canning, City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville, and City of Rockingham ~~entered~~ amended the Constitution Agreement by entering into the "Establishment Agreement of the Southern Metropolitan Regional Council" (**Original Establishment Agreement**).

C ~~B~~On 30 October 1998 the Original Parties entered into the "Deed of Variation of the Establishment Agreement of the Southern Metropolitan Regional Council", which varied the Original Establishment Agreement.

D ~~C~~City of Canning, City of Cockburn, Town of Kwinana and City of Rockingham have subsequently withdrawn from the Regional Local Government and this Agreement.

E ~~D~~On 16 February 2022, the Southern Metropolitan Regional Council was formerly renamed Resource Recovery Group.

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OPERATIVE PART

1. DEFINITIONS AND INTERPRETATION

In this Agreement unless the context requires otherwise:

'Act' means the Local Government Act 1995;

'Chairperson' means the Council Member elected to that office pursuant to clause 5.3;

'CEO' means the Chief Executive Officer of the Regional Local Government;

'Council' means the Council of the Regional Local Government as required by the Act;

'Council Member' means a member of the council of the Participant appointed pursuant to clause 5.1;

'Deputy Chairperson' means the Council Member elected to that office pursuant to clause 5.3;

'Dispute' means any dispute, question or difference arising between the Participants or between any of the Participants and the Regional Local Government at any time in connection with this Agreement or a Proposal or Project;

'Dispute Notice' means a written notice given by a party pursuant to clause 16.2;

'Existing Undertaking' means an undertaking of the Regional Local Government which is being carried out when this Agreement becomes operative including, without limitation;

(a) research and education with respect to the removal, processing, treatment and disposal of waste; and

(b) the administrative functions of the Regional Local Government related to any purpose other than a Project;

'Minister' means the Minister of the Crown to whom the administration of the Act is for the time being committed by the Governor and includes a Minister of the Crown for the time being acting for or on behalf of the Minister;

'Original Establishment Agreement' as the meaning given to it in the Recitals;

'Participants' means the Town of East Fremantle, the City of Fremantle and the City of Melville;

'Population' means the population of a Region as calculation in accordance with clause 14;

'Project' means a project or undertaking defined in a business plan referred to in clause 6.3;

'Project Participant' in relation to a Project, means a Participant which is participating in that Project under clause 6;

'Proposal' means a proposal to undertake a Project;

'Region' means the districts of the Participants declared under the Act;

'Regional Local Government' means the regional local government known as the Resource Recovery Group;

~~**'Regional Purpose'** means any regional purpose referred to in clause 4.~~

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1.2 Interpretation

In this Agreement unless the context requires otherwise:

(a) clause headings, subclause headings and footnotes are for convenience only and are not to be used in the interpretation or construction of this Agreement;

(b) words importing the singular include the plural and vice versa;

(c) words importing any gender include all genders;

(d) references to persons include corporations and bodies politic;

(e) references to a person include the legal personal representatives, successors and assigns of that person;

(f) a reference to a statute or statutory provision includes:

(i) a statutory provision which supplements, amends, extends, consolidates or replaces it; and

(ii) any applicable orders, regulations, instruments or other delegated legislation;

(g) references to this or any other document include the document as varied or replaced, and notwithstanding any change in the identity of the parties;

(h) references to a right or obligation of any two or more persons confers that right, or imposes that obligation, jointly and severally;

(i) references to a person which has ceased to exist or has been reconstituted, amalgamated, reconstructed or merged, or the functions of which have become exercisable by any other person or body in its place, must be taken to refer to the person or body established or constituted in its place or by which its functions have become exercisable;

(j) reference to a month and cognate terms means a period commencing on any day of a calendar month and ending on the corresponding day in the next succeeding calendar month but if a corresponding day does not occur in the next succeeding calendar month the period must end on the last day of the next succeeding calendar month;

(k) references to this Agreement include its schedules;

(l) references to time are to local time in Perth, Western Australia; and

(m) where time is to be reckoned from a day or event, such day or the day of such event must be excluded.

2. NAME

The name of the Regional Local Government is the Resource Recovery Group.

3. REGION

The Regional Local Government is established for the Region.

4. REGIONAL PURPOSES

The purposes for which the Regional Local Government is established are:

(a) to actively plan, coordinate and implement the removal, processing, treatment and disposal of waste, with the intention of implementing and advocating for the adoption of best practice processes and activities;

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(b) to lead and influence local, State and Federal Governments in the development of regional waste management policies and legislation;

(c) to educate by providing tools to recycle right, reduce waste and live more sustainably; and

(d) to carry out and do all other acts and things which are reasonably necessary for the bringing into effect of the purposes referred to in clause 4(a) or 4(b),

5. THE COUNCIL

5.1 Appointment of Members

(a) Each Participant must appoint two members of the council of the Participant as a Council Member.

(b) Participants and Council Members are not required, or permitted, to appoint deputy Council Members.

5.2 Tenure of Council Members

Council Members hold office until:

(a) the member ceases to be a member of the council of the Participant;

(b) the member is removed by the Participant by written notice to the CEO; or

(c) the member resigns or retires.

5.3 Election of Chairperson and Deputy Chairperson

(a) The election of the chairperson and a deputy chairperson is to be conducted by the CEO in accordance with the procedure prescribed under the Act for the election of a mayor and a deputy mayor, respectively, by a council.

(b) The Council Members must elect a chairperson and a deputy chairperson at the first meeting of the Council following:

(i) an ordinary election held under the Act; or

(ii) the resignation or retirement of the Chairperson or the Deputy Chairperson~~; or~~ .

~~(iii) a vacancy in the office of the Chairperson or the Deputy Chairperson caused by the operation of clause 5.4(c)(i) or 5.4(c)(ii).~~

5.4 Term of Chairperson and Deputy Chairperson

The term of the Chairperson and Deputy Chairperson is not to exceed two (2) years and ends:

(a) at the start of the first meeting of the Council following the next ordinary election held under the Act; or

(b) if the Chairperson or Deputy Chairperson resigns or retires by giving written notice to the CEO~~; or~~ .

~~(c) if all Council Members unanimously agree that:~~

~~(i) the Chairperson is unable to fulfil the role of the Chairperson; or~~

~~(ii) the Deputy Chairperson is unable to fulfil the role of the Deputy Chairperson.~~

5.5 Role of Chairperson

The Chairperson:

(a) presides at meetings of the Council;

(b) carries out civic and ceremonial duties on behalf of the Regional Local Government;

(c) speaks on behalf of the Regional Local Government;

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(d) performs such other functions as are given to the Chairperson by the Act, any other written law or this Agreement; and

(e) liaises with the CEO on the Regional Local Government's affairs and the performance of its functions.

5.6 Role of Deputy Chairperson

The Deputy Chairperson performs the functions of the Chairperson if:

(a) the office of Chairperson is vacant; or

(b) the Chairperson is not available, or unable or unwilling to perform the functions of the Chairperson.

5.7 Role of Council Member

A Council Member:

(a) represents the interests of the ratepayers and residents of the Region;

(b) facilitates communication between the community of the Region and the Council;

(c) participates in the Regional Local Government's decision-making processes at meetings of the Council and its committees; and

(d) performs such other functions as are given to the member by the Act or any other written law.

6. PROPOSALS

6.1 Requirements

The Regional Local Government must only adopt a Proposal and undertake a Project in accordance with the requirements of this clause.

6.2 Absolute Majority to Adopt Proposal

The Regional Local Government must only adopt a Proposal when authorised to do so by an absolute majority of the Council.

6.3 Business Plan for each Project

(a) Where the Regional Local Government has adopted a Proposal it must:

(i) prepare and adopt a business plan; and

(ii) provide a copy of the business plan to each of the Participants.

(b) The business plan must clearly define the Project and where the Act applies, the contents of the business plan must meet the requirements of the Act ~~and the business plan must clearly define the Project.~~.

6.4 Decision to Participate in Project

Each Participant must, within a reasonable period determined by the Council after the adoption of the business plan, decide whether to participate in the Project by giving notice of its decision to the Regional Local Government.

6.5 Meeting of Project Participants

As soon as practicable after the period referred to in clause 6.4, the Regional Local Government must convene a meeting of all the Project Participants.

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6.6 Unanimous Agreement to Terms of Project

Before the Regional Local Government undertakes the Project, the Project Participants must, by unanimous resolution of the Council Members who are appointed by those Project Participants, agree upon:

(a) the proportion (and the basis of its calculation) in which the Project Participants will make contributions towards:

(i) the acquisition of any asset of a capital nature required for the Project;

(ii) the operating expenditure, including administrative expenses, relating to the Project;

(b) the manner of payment of the contributions referred to in clause 6.6(a);

(c) the proportional entitlement or liability, as the case may be (and the basis of its calculation), of a Project Participant when the withdrawal of that Project Participant from the Project takes effect; and

(d) the manner of payment of the entitlement or liability referred to in clause 6.6(c).

6.7 Basis on which contributions are Calculated

(a) Where the contributions referred to in clause 6.6(a) are calculated on the basis of a unit of measurement (for example):

(i) number of tonnes of waste processed;

(ii) number of bins of waste collected;

(iii) numbers of hours of advice given~~)~~,

then that basis must be applied equally to all Project Participants.

(b) This clause must not apply where, by unanimous resolution, the Project Participants decide otherwise with respect to a particular Project.

6.8 Project Participants Not to Provide Same Services by Agreement

(a) Where the Regional Local Government undertakes a Project in accordance with this clause 6, the Project Participants may agree that, for an agreed term, none of them will provide any service or facility of the same kind as those the subject of the Project.

(b) No Project Participants must provide any service or facility contrary to an agreement of the Project Participants made under clause 6.8(a).

Footnote:
The Participants envisage that in no circumstances, will any agreement reached pursuant to this clause 6.8 have an anti-competitive effect or otherwise contravene the ~~*Trade Practices Act 1974*~~*Competition and Consumer Act 2010*.

7. PROJECT PARTICIPANT PAYMENTS

7.1 Manner of Payment of Operating Expenditure Contributions

Unless otherwise agreed, the contributions referred to in clause 6.6 towards operating expenditure must be paid by each Project Participant to the Regional Local Government by equal and successive quarterly instalments:

(a) the first of which must be made within 42 days (or such greater period as may be determined by the Regional Local Government) of service of a copy of the annual budget of the Regional Local Government on that Project Participant; and

(b) the subsequent instalments must be made in advance at the commencement of each quarter of the financial year.

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7.2 Late Payment

Unless otherwise agreed, if a Project Participant fails to pay to the Regional Local Government a sum of money owing under this clause ~~7~~6 on or before the due date for payment, that Project Participant must, in addition to the sum of money due and payable, pay to the Regional Local Government interest at the overdraft rate charged by the Regional Local Government's bank on amounts of the same size as the unpaid sum, calculated from and including the due date of payment to but excluding the actual date for payment.

8. WITHDRAWAL FROM A PROJECT

8.1 Right to Withdraw

A Project Participant may at any time give notice of its intention to withdraw from a Project.

8.2 When Withdrawal to Take Effect

The withdrawal of a Project Participant must take effect:

(a) from the end of the financial year after the financial year in which notice under this clause 8 has been given by the Project Participant to the Regional Local Government; or

(b) on any earlier date agreed by the Project Participants.

9. JOINING A PROJECT

9.1 Participant Wishing to Join Existing Project

A Participant which is not a Project Participant may at any time after a Project is undertaken, give notice of its wish to participate in the Project.

9.2 Preparation of Amended Business Plan

(a) As soon as practicable after receipt of a notice under this clause 9, the Regional Local Government must:

(i) prepare an amended business plan for the Project in respect of the current financial year having regard to the effect of the participation of the Participant giving the notice; and

(ii) provide a copy of the amended business plan to the Participant and the Project Participants.

(b) The amended business plan must include details of any additional capital expenditure necessitated by the participation of the Participant giving the notice under this clause 9 and an estimate of that additional capital expenditure.

(c) The Participant giving the notice under clause 9 must meet the cost of preparation of the amended business plan.

9.3 Determination of Participation Date

(a) As soon as practicable after preparation and adoption of the amended business plan under clause 9.2:

(i) the Participating Local Governments acting reasonably, must determine the date upon which any decision by the Participant to participate in the Project is to become effective;

(ii) the Regional Local Government must advise the Participant of that date.

(b) The date determined under clause 9.3(a) must not be earlier than:

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(i) the commencement of the financial year after the financial year in which the notice was given by the Participating Local Government to the Regional Local Government;

(ii) unless otherwise agreed by the Project Participants and the Participant.

9.4 Participant to Decide

Within 35 days after receipt of the advice referred to in clause 9.3, the Participant may give to the Regional Local Government notice of its decision to participate in the Project.

9.5 When Decision to Take Effect

A Participant which gives notice under clause 9.4 is to become a Project Participant in that Project with effect on the date referred to in clause 9.3.

9.6 Calculation of New Member's Contributions

(a) As soon as practicable after a Participant becomes a Project Participant in a Project under clause 9.5 ("**the New Member**"), the Regional Local Government must:

(i) calculate the amount of the contribution of that New Member towards:

(I) the value of any existing assets of a capital nature acquired for the Project; and

(II) the operating expenditure for the current financial year in respect of the Project; and

(ii) ascertain the amount of the additional capital expenditure referred to in the amended business plan prepared under clause 9.2; and

(iii) give notice to the Project Participant and the New Member of the calculation referred to in clause 9.6(a)(i) and the amount referred to in 9.6(a)(ii).

(b) In calculating the amounts of the contributions under clause 9.6(a)(i), the Regional Local Government must use the proportions referred to in clause 6.6(a) which have been agreed for the Project.

(c) Unless the Project Participants agree upon another method of payment, the New Member must pay the amounts:

(i) in the case of the contribution towards capital assets – immediately after receipt of the notice of the calculation referred to in clause 9.6(a)(iii);

(ii) in the case of the contribution towards operating expenses – in the same manner as has been agreed in respect of the Project pursuant to clause 6.6(a) or as specified in clause 7 (whichever is applicable); and

(iii) in the case of the amount for additional capital expenditure immediately after receipt of the notice of the amount referred to in clause 9.6(a)(iii).

9.7 Adjustment of Equities

As soon as practicable after payment of the contribution referred to in clause 9.6(a)(i), the Regional Local Government will pay to the Project Participants other than the New Member any amount due in respect of their equities in the capital assets which results from the participation of the New Member in the Project.

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10. WINDING UP OF A PROJECT

10.1 Winding up of Project by Resolution

The Council Members appointed by the Project Participants of a Project may resolve, by absolute majority, to wind up the Project.

10.2 Division of Assets

If a Project is to be wound up and their remains, after satisfaction of all its debts and liabilities, any property and assets of the Project then the property and assets must be realised and the proceeds along with any surplus funds must be divided among the Project Participants in the agreed proportions referred to in clause 6.6(a).

10.3 Division of Liabilities

If a Project is to be wound up and there remains any liability or debt in excess of the realised property and assets of the Project then the liability or debt is to met by the Project Participants in the agreed proportions referred to in clause 6.6(a).

10.4 Indemnification by Project Participants of the Regional Local Government

If a Project is wound up pursuant to this clause 10, the Project Participants must indemnify the Regional Local Government (in the agreed proportions referred to in clause 6.6(a)) with respect to that liability or debt.

11. EXISTING UNDERTAKINGS

11.1 Application of Clause

This clause only applies to an Existing Undertaking.

11.2 Contribution to Operating Expenditure

The annual contribution of each Participant towards the operating expenditure, including administrative expenses, relating to an Existing Undertaking as disclosed in the municipal fund budget of the Regional Local Government for that financial year must be an amount which bears the same proportion to that operating expenditure as the Population of that Participant bears to the total of the Populations of all Participants.

11.3 Contributions to Capital Assets

The contribution of each Participant towards the acquisition of any asset of a capital nature required for and Existing Undertaking must be an amount which bears the same proportion to the cost of the acquisition disclosed in the municipal fund budget of the Regional Local Government for that financial year as the Population of that Participant bears to the total of the Populations of all Participants.

11.4 Manner of Payment of Contributions

Unless otherwise agreed, contributions referred to in clauses 11.2 and 11.3 must be paid by each Participant to the Regional Local Government by equal and successive quarterly instalments:

(a) the first of which must be made within 42 days (or such greater period as may be determined by the Regional Local Government) of service of a copy of the annual budget of the Regional Local Government on that Participant; and

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(b) the subsequent instalments must be made in advance at the commencement of each quarter of the financial year.

11.5 Late Payment

If a Participant fails to pay to the Regional Local Government a sum of money owing under this clause on or before the due date for payment, that Participant must, in addition to the sum of money due and payable, pay to the Regional Local Government interest at the overdraft rate charged by the Regional Local Government's bank on amounts of the same size as the unpaid sum, calculated from and including the due date for payment to but excluding the actual date for payment.

11.6 Winding up of Existing Undertakings

The Council may resolve, by absolute majority, to wind up an Existing Undertaking.

11.7 Division of Assets

If an Existing Undertaking is to be wound up and there remains, after satisfaction of all its debts and liabilities, any property and assets of the Existing Undertaking then the property and assets must be realised and the proceeds along with any surplus funds, must be divided among each of the Participants in the same proportion as the contributions of a particular Participant to the assets of that Existing Undertaking bear to the total of the contributions of all Participants.

11.8 Division of Liabilities

If an Existing Undertaking is to be wound up and there remains any liability or debt in excess of the realised property and assets of the Existing Undertaking then the liability or debt is to be met by each of the Participants in the same proportion as the contributions of a particular Participant to the assets of that Existing Undertaking bear to the total of the contributions of all Participants.

12. WINDING UP OF THE REGIONAL LOCAL GOVERNMENT

12.1 Winding Up by Council Resolution

The Council may resolve, by absolute majority, to wind up the Regional Local Government.

12.2 Procedure on Winding up

If the Council resolves to wind up the Regional Local Government then:

(a) each Project is to be wound up separately;

(b) each Existing Undertaking is to be wound up separately;

(c) the provisions of clauses 10.2, 10.3 and 10.4 must apply to the winding up of each Project; and

(d) the provisions of clauses 11.7 and 11.8 must apply to the winding up of each Existing Undertaking.

13. WITHDRAWAL OF A PARTICIPANT FROM THE REGIONAL LOCAL GOVERNMENT

13.1 Withdrawal

A Participant may, at any time, give notice of its intention to withdraw from the Regional Local Government.

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13.2 When Withdrawal to Take Effect

The withdrawal of a Participant must take effect from the end of the financial year after the financial year in which notice of the withdrawal has been given by the Participant to the Regional Local Government.

13.3 Entitlement or Liability of Withdrawing Participant

As soon as practicable after the withdrawal of a Participant takes effect, the Regional Local Government must:

(a) distribute to the Participant an amount equal to the proceeds and any surplus funds which would have been payable if the Regional Local Government was wound up; or

(b) be entitled to recover from the Participant an amount equal to the liability or debt which would be payable by the Participant if the Regional Local Government was wound up,

as the case may be.

14. POPULATION

The Population of a Participant means the estimated resident population of that Participant as set out in Table 5 (Estimated Resident Population, Local Government Areas, Western Australia) of the statistics last published by the Australian Bureau of Statistics titled "Regional Population" or any substitute therefor accepted by the Government of the Commonwealth of Australia from time to time as a measure of resident population provided that if at any time the statistics are discontinued or suspended or if in the opinion of the Regional Local Government the method of computation thereof is substantially altered there must be substituted therefor such alternative method of establishing resident populations of the Participant as the Regional Local Government may resolve.

15. BORROWINGS

Part 6, Division 5, Subdivision 3 of the Act is to apply.

Footnote:

1. Section 3.66(4) of the Act provides that Part 6, Division 5, subdivision 3 does not apply in relation to a regional local government unless this Agreement provides that it does.
2. Part 6, Division 5, subdivision 3 of the Act deals with borrowings and includes the power to borrow and restrictions on borrowings.

16. DISPUTE RESOLUTION

16.1 Dispute

(a) The parties agree that any Dispute will be resolved in accordance with this clause 16.

(b) It is a condition precedent to the commencement of proceedings for the resolution of a Dispute under clause 16.5 that the parties have first complied with clauses 16.2 and 16.3.

(c) Nothing in this clause 16 prevents the parties from agreeing to implement an alternative dispute resolution procedure, such as mediation, in addition to the requirement of this clause 16.

16.2 Notice of Dispute

If any Dispute arises then the party raising the Dispute must deliver by hand or send by certified mail to the other parties a written Dispute Notice which:

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(a) adequately identifies and provides details of the Dispute; and

(b) states that the notice is a Dispute Notice given under this clause.

16.3 Conferences

(a) If the Dispute is not resolved within 10 business days after a Dispute Notice is given to the other parties, each party must nominate one representative from its management to confer to resolve the Dispute.

(b) If the Dispute is not resolved within 15 business days after a Dispute Notice is given to the other parties, each party must nominate one representative from its senior management to confer to resolve the Dispute.

(c) If the Dispute is not resolved within 20 business days of the conference held in accordance with clause 16.3(b):

(i) if this Agreement requires it, or the parties otherwise agree, a party may refer the Dispute to expert determination in accordance with clause 16.4; or

(ii) a party may refer the Dispute to arbitration in accordance with clause 16.5.

16.4 Expert Determination

(a) An **Expert** is a person, having the qualification set out in clause 16.4(b):

(i) selected by the parties within 10 Business Days after the Expert Determination Notice is given by the party wishing to progress the relevant Dispute to the other party; or

(ii) if the parties fail to agree as to the Expert, a person nominated by the President at the time of the Resolution Institute (WA Chapter) who must choose the expert on the basis of the type of Dispute and the nature of the expertise necessary to consider the relevant issues.

(b) An Expert must:

(i) have suitable and reasonable qualifications as well as commercial and practical experience in the area of the Dispute;

(ii) be independent of each party and not be, or have been, an employee, agent, contractor, advisor or consultant of either party; and

(iii) have no interest or duty which conflicts or may conflict with the Expert's function as an expert.

(c) If an Expert Determination Notice is given:

(i) the parties must, within 5 Business Days after an Expert is selected or nominated, arrange for the Expert to be appointed; and

(ii) each party must use its reasonable efforts to provide the Expert with any information reasonably required by the Expert (within the time period identified by the Expert) and in any event each party must provide the Expert with its preferred position in relation to the Dispute based on its understanding of the relevant facts.

(d) The Expert acts as an expert and not as an arbitrator.

(e) The Expert will have no power to apply or to have regard to the provisions of any proportionate liability Legislative Requirements which might, in the absence of this clause 16.4(e), have applied to any Dispute referred to the Expert under this clause 16.4

(f) The parties agree that:

(i) the Dispute is to be resolved according to the rules of the Resolution Institute (WA Chapter), current as at the date the Expert Determination Notice is given (**Expert Determination Rules**); and

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(ii) they must abide by the Expert Determination Rules and must procure the Expert's agreement to resolve the Dispute according to those rules.

(g) The parties must use their best efforts to enable the Expert to give the parties a written decision within 30 Business Days after the Dispute is referred to the Expert.

(h) The Expert's decision is final and binding except where:

(i) the monetary value of the claim or the monetary value of the determination is greater than $~~5~~ 500,000.00 (five~~)~~ hundred thousand dollars) and neither party has issued a notice under clause16.2; or

(ii) there has been manifest error.

(i) Each party must pay an equal proportion of the Expert's costs and the costs of the Expert's advisers unless the Expert, in its absolute discretion, decides otherwise.

16.5 Arbitration

(a) If:

(i) ~~a~~ A dispute is not able to be resolved under 16.3(b) and 16.3(c); or

(ii) a matter is referred to an Expert under clause 16.4 and:

(A) the monetary value of a claim or the monetary value of a determination is greater than $5 (five) hundred thousand; and

(B) within 20 Business Days of the Expert making its determination a party notifies the other party that it does not accept the Expert's determination,

either party may commence arbitration proceedings.

(b) The arbitration will be conducted in accordance with the provisions of the *Commercial Arbitration Act 2012* (WA) and the ACICA Rules and will be final and binding.

(c) The arbitral tribunal will (unless otherwise agreed) consist of a single arbitrator appointed in accordance with the ACICA Rules.

(d) The place of arbitration is Perth, Western Australia.

(e) The arbitration will be conducted in English.

16.6 Legal Representatives

The Participants consent to each other and to the Regional Local Government being legally represented at any arbitration.

Footnotes:
Amendment of Agreement
1. The Participants may amend this Agreement by agreement made with the Minister's approval – see section 3.65(1) of the Act.
Admission of Other Local Governments
2. This Agreement can be amended to include another local government as a party to the amending agreement – see section 3.65(2) of the Act.

17. NOTICES AND OTHER COMMUNICATIONS

17.1 Service of notices

(a) A notice, demand, consent, approval or communication under this agreement (**Notice**) must be:

(i) in writing, in English and signed by a person duly authorised by the sender; and

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(ii) hand delivered or sent by prepaid post or facsimile to the recipient's address for Notices specified below, as varied by any Notice given by the recipient to the sender.

(b) Notice details:

(i) Town of East Fremantle:

(A) Address: 135 Canning Highway, East Fremantle, Western Australia

(B) Email: [*insert*]

(ii) City of Fremantle

(A) Address: William Street, Fremantle, Western Australia

(B) Email: [*insert*]

(iii) City of Melville

(A) Address: 10 Almondbury Road, Booragoon, Western Australia

(B) Email: [*insert*]

17.2 Effective on receipt

A Notice given in accordance with clause 17.1 takes effect when taken to be received (or at a later time specified in it), and is taken to be received:

(a) if hand delivered, on delivery;

(b) if sent by prepaid post, on the second Business Day after the date of posting (or on the seventh Business Day after the date of posting if posted to or from a place outside Australia);

(c) in the case of email, on the date of sending if sent prior to 4:00 p.m. local time on a Business Day at the physical address of the intended recipient, provided the sender does not receive an email message showing the failure of the email to be delivered. Non-receipt by the sender within two hours of sending of an email message showing the failure of the email to be delivered shall constitute prima facie evidence that the email was sent and received

but if the delivery, receipt or transmission is not on a Business Day or is after 5.00pm on a Business Day, the Notice is taken to be received at 9.00am on the next Business Day.

17.3 Definitions

For the purpose of this clause

(a) **Business Day** means a day that is not a Saturday, Sunday, public holiday or bank holiday in the place where the notice is sent; and

(b) **Business Hours** means from 9.00am to 5.00pm on a Business Day.

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EXECUTED by the Participants

THE COMMON SEAL of **TOWN OF EAST FREMANTLE** was hereunto affixed by authority of a resolution of the Council in the presence of

Mayor

Chief Executive Officer

THE COMMON SEAL of **CITY OF FREMANTLE** was hereunto affixed by authority of a resolution of the Council in the presence of

Mayor

Chief Executive Officer

THE COMMON SEAL of **CITY OF MELVILLE** was hereunto affixed by authority of a resolution of the Council in the presence of

Mayor

Chief Executive Officer

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Summary Report	
Title	**compareDocs comparison results**
Date & Time	15/May/2024 04:26:40 PM
Comparison Time	1.28 seconds
compareDocs version	v5.1.600.2

Sources	
Original Document	20230309 RRG - Establishment Agreement.docx
Modified Document	20231221 RRG - Establishment Agreement.docx

Comparison Statistics	
Insertions	44
Deletions	12
Changes	18
Moves	2
Font Changes	0
Paragraph Style Changes	0
Character Style Changes	0
TOTAL CHANGES	76

Word Rendering Set Markup Options	
Name	Standard ME
Insertions	
~~Deletions~~	
Moves / ~~Moves~~	
Font Changes	
Paragraph Style Changes	
Character Style Changes	
Inserted cells	
Deleted cells	
Merged cells	
Changed lines	Mark left border.

compareDocs Settings Used	Category	Option Selected
Open Comparison Report after saving	General	Always
Report Type	Word	TrackChanges
Character Level	Word	True
Include Comments	Word	True
Include Field Codes	Word	True
Flatten Field Codes	Word	False
Include Footnotes / Endnotes	Word	True
Include Headers / Footers	Word	True
Image compare mode	Word	Insert/Delete
Include List Numbers	Word	True
Include Quotation Marks	Word	False
Show Moves	Word	True
Include Tables	Word	True
Include Text Boxes	Word	True
Show Reviewing Pane	Word	True
Summary Report	Word	End
Detail Report	Word	End
Document View	Word	Print