



# Council Meeting Agenda

Tuesday 11 May 2021  
Commencing at 7.00 PM

Council Chamber  
Hobsons Bay Civic Centre  
115 Civic Parade, Altona

**HOBSONS**  
**BAY CITY**  
COUNCIL



## OUR MISSION

We will listen, engage and work with our community to plan, deliver and advocate for Hobsons Bay to secure a happy, healthy, fair and sustainable future for all.

## OUR VALUES

Respectful

Community driven and focused

Trusted and reliable

Efficient and responsible

Bold and innovative

Accountable and transparent

Recognised

Council acknowledges the peoples of the Kulin Nation as the Traditional Owners of these municipal lands and waterways, and pay our respects to Elders past and present.

### Chairperson:

Cr Jonathon Marsden (Mayor)

Strand Ward

### Councillors:

Cr Daria Kellander (Deputy Mayor)

Cherry Lake Ward

Cr Tony Briffa JP

Cherry Lake Ward

Cr Peter Hemphill

Strand Ward

Cr Pamela Sutton-Legaud

Strand Ward

Cr Matt Tyler

Wetlands Ward

Cr Diana Grima

Wetlands Ward

Aaron van Egmond  
Chief Executive Officer  
Hobsons Bay City Council

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## **1 Council Welcome and Acknowledgement**

The Chairperson will welcome members of the gallery and acknowledge that Council is gathered on the traditional land of the Kulin Nation and offers its respect to elders past and present.

## **2 Apologies**

The Chairperson will call for apologies received from Councillors who are unable to attend this meeting.

## **3 Disclosure of Interest**

In accordance with sections 127 and 128 of the *Local Government Act 2020* Councillors are required to disclose a general or material conflict of interest. A conflict of interest must be disclosed in accordance with rule 15.3 of the Hobsons Bay Governance Rules.

Disclosure must occur immediately before the matter is considered or discussed.

## **4 Confirmation of Minutes**

### **4.1 Confirmation of Minutes**

Confirmation of the minutes of the Council Meeting of Hobsons Bay City Council held on 20 April 2021 (copy previously circulated).

## **5 Councillor Questions**

## **6 Public Question Time**

Public Question Time provides an opportunity for the public to ask questions related to items on the agenda of the Council Meeting or any other matter within Council's responsibility. Questions must be put in writing and received by 12pm on the day before the Council Meeting.

## **7 Petitions and Joint Letters**

### **7.1 Petitions and Joint Letters Received**

No petitions or joint letters were received at the time of printing the Council Meeting agenda.



## 7.2 Responses to Petitions and Joint Letters

### 7.2.1 Response to Petitions - Requests to Abandon Proposals to Introduce Two-hour Parking in Waratah Street, Wattle Grove and Acacia Avenue and Indented Parallel Parking on Central Avenue, Seaholme

**Directorate:** Infrastructure and City Services

**Responsible Officer:** Manager Capital Works

**Reviewer:** Director Infrastructure and City Services

**Attachments:** 1. Seaholme Parking Resident Survey Results [7.2.1.1 - 3 pages]

#### Purpose

To respond to two petitions, both seeking that Council abandon specific measures from the same proposed plan for parking alterations in Seaholme: one regarding parallel parking on Central Avenue and the other regarding two-hour parking (2P) in Waratah Street, Wattle Grove and Acacia Avenue.

#### Recommendation

**That Council:**

1. Does not proceed with the implementation of new indented parallel car parking spaces along the railway reserve side of Central Avenue, Seaholme.
2. Does not proceed with the implementation of two-hour parking (2P) restrictions in Waratah Street, Wattle Grove and Acacia Avenue, Seaholme.
3. Undertakes further engagement with residents of Central Avenue to determine the level of support for retention of 2P signage on the northern side of Central Avenue and implementation of line marking near driveways.
4. Retains 2P signage on the northern side of Central Avenue and implementation of line marking near driveways if support is received.
5. Notes that the resolution of the 8 September 2020 Council Meeting will be superseded in its entirety by the above actions.
6. Writes to the lead petitioners of the outcome.

## Summary

Having considered feedback from the recent engagement process and details of the two petitions it is recommended that the following items not proceed:

- construction of new indented parallel car parking spaces along the railway reserve (south) side of Central Avenue
- implementation of 2P restrictions in Waratah Street, Wattle Grove and Acacia Avenue

Due to survey results showing no clear direction for the retention of 2P signage on the northern side of Central Avenue and implementation of line markings near driveways, it is proposed to undertake direct engagement with residents of Central Avenue to determine the best outcome.

## Background

In late 2019 Council officers received several enquiries from residents concerned about vehicles that were accessing Seaholme Station parking for long periods and at times obstructing intersections and driveways.

As a result, Council officers developed a proposal that would seek to address these issues and engaged with residents to gain feedback on the proposal. In July 2020, a revised proposal was presented to the community through Council's online engagement platform Participate Hobsons Bay that took this feedback into consideration.

On 22 July 2020 during the engagement period, Council received a petition consisting of 93 signatures requesting that Council abandon the proposal to make Acacia and Central Avenue one-way streets and implement 2P restrictions in the remaining streets. This petition was tabled at the 11 August 2020 Council Meeting.

A Council report was then considered at the 8 September 2020 Council Meeting that took into consideration this petition and other feedback received to resolve on a proposal. This resolution sought for the following outcomes, among others, to be delivered:

- implementation of 2P parking and associated line marking in Central Avenue, Acacia Avenue, Waratah Street and Wattle Grove
- consideration of construction of indented car parking on the southern side of Central Avenue in future budget processes

Council then received two separate petitions that were tabled at the 8 December 2020 Council meeting, reading as follows:

- Petition 1 – request for proposed parallel parking on Central Avenue not to proceed
- Petition 2 – request to abandon the proposal to introduce 2-hour permit parking (2P parking) in Waratah Street, Wattle Grove and Acacia Avenue

The proposal resolved by Council for implementation, on which two petitions were subsequently received, included the following aspects:

- construction of new indented parallel car parking spaces along the railway reserve side of Central Avenue
- implementation of 2P restrictions in Central Avenue, Waratah Street, Wattle Grove and Acacia Avenue
- implementation of line marking on Central Avenue to delineate cars from parking across driveways

Once these two petitions were received, the implementation of Council's previous resolution was deferred until such time as Council considered a response on the matters within the petition.

## Discussion

Engagement was undertaken directly with residents of the relevant streets to understand the level of support for each of the measures noted in the two petitions. The engagement was undertaken via a mailout to residents in February 2021. Residents were asked whether or not they supported each of the elements.

The survey was set up to allow Council officers to differentiate the data based on which street each property owner was located in. It was important to understand the potentially differing views between directly impacted and indirectly impacted property owners. The letter accompanying the survey also identified that should a response not be received they do not support any of these measures. Fifty-five per cent of properties did not respond.

Officers have collated these responses and analysed to understand the level of support that the residents identify for each of these measures. The full results are attached.

Overall, the survey results show that where there is not a direct impact to the property owner, the level of support for the individual measure is greater. This has been a consistent outcome from earlier engagement processes on this matter.

Having considered these results and the contents of the two petitions the following outcomes are recommended:

- do not proceed with the implementation of 2P restrictions (9am to 5pm, Monday to Friday) on both sides of Waratah Street, Wattle Grove and Acacia Avenue as minimal support was received
- do not proceed with the construction of new indented parallel car parking spaces along the railway reserve side of Central Avenue as minimal support was received

Due to results showing no clear direction for retention of 2P signage on the northern side of Central Avenue and implementation of line marking near driveways further resident engagement is required on this matter. It is proposed to undertake direct engagement with the residents of Central Avenue to determine the outcome for this measure as the impacts for the wider community are negligible, with no loss of parking resulting from this measure.

The recommendations within this report supersede the resolution from the 8 September 2020 Council Meeting in its entirety, and none of those outcomes will be implemented.

## Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

### **Hobsons Bay 2030 Community Vision**

**Priority 6:** An accessible and connected community

### **Council Plan 2017-21**

**Goal 3:** A well designed, maintained and environmentally sustainable place

**Objective 3.2:** Deliver and maintain well-designed, accessible and environmentally sustainable community assets.

## Policies and Related Council Documents

The two separate petitions were received and noted by Council at the Council Meeting on 8 December 2020.

The revised proposal has taken into consideration Council's Integrated Transport Plan in facilitating access to sustainable transport options for residents of Hobsons Bay.

## Legal/Statutory Obligations and Risk

The recommendations align with AustRoads Safety Guidelines, Australian Standards, the *Road Management Act 2004* and the *Road Safety Act 1986*.

## Financial and Resource Implications

The proposal to undertake further engagement directly with residents of Central Avenue regarding the retention of 2P signage and implementation of line marking can be delivered within the existing operational resources.

## Environmental, Social and Economic Impacts

The recommendations seek to provide access to sustainable transport options for the community of Hobsons Bay while facilitating good amenity outcomes for local residents.

## Consultation and Communication

### **Consultation with lead petitioners**

The lead petitioners for both petitions have been kept informed throughout the process about the key steps that have occurred. Council officers have also contacted the lead petitioners to provide detail on the proposed recommendations being put forward for Council's consideration.

**Consultation with other parties**

An engagement process was undertaken with residents that reside in streets directly affected by the proposal. This occurred in February 2021 and the results were used in forming the recommendations of this report. As the recommended actions do not alter existing parking conditions or result in loss of parking spaces, engagement with the wider community was not necessary.

**Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 8 Business

### 8.1 Office of the Chief Executive

#### 8.1.1 Chief Executive Officer's Report on Operations

<b>Directorate:</b>	Office of the Chief Executive
<b>Responsible Officer:</b>	Executive Assistant to the Chief Executive Officer
<b>Reviewer:</b>	Chief Executive Officer
<b>Attachments:</b>	1. CEO Report on Operations [8.1.1.1 - 41 pages]

#### Purpose

To present the Chief Executive Officer's (CEO's) Report on Operations.

#### Recommendation

**That Council receives and notes the Chief Executive Officer's Report on Operations, including details of recent issues and initiatives undertaken by the organisation.**

#### Summary

The attached CEO's Report on Operations provides Councillors and community with a regular update from the CEO on key initiatives, projects and performance.

#### Discussion

The purpose of this report is to inform Council and the community of recent issues, initiatives and projects undertaken across Council. The report is provided on a monthly basis.

In accordance with rule 10.7.1 of the Hobsons Bay Governance Rules, Council maintains records of meetings attended by Councillors in the CEO's Report on Operations to ensure transparency and equity of information. A summary of meetings for the period between 1 April 2021 and 30 April 2021 is provided in this month's report.

#### Strategic Alignment

Council provides a wide range of services to the community of Hobsons Bay as well as developing and delivering actions to ensure community assets are maintained and service the needs of the community. Each month this report highlights these activities, initiatives and projects and provides a high-level performance summary.

This report specifically addresses priorities from the following strategic documents:

#### Hobsons Bay 2030 Community Vision

**Priority 2:** Community wellbeing and inter-connection.

## **Council Plan 2017-21**

### **Goal 4: A Council of excellence**

- 4.3 Provide excellent customer service while ensuring all our communications are clear and easy to understand.

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

## 8.2 Corporate Services

### 8.2.1 Mayoral Focus Update

<b>Directorate:</b>	Corporate Services
<b>Responsible Officer:</b>	Coordinator Governance and Information Management
<b>Reviewer:</b>	Director Corporate Services
<b>Attachments:</b>	Nil

### Purpose

To update Councillors and the community on the initiatives and activities that were identified as focus areas for the 2020-21 Mayoral Term by Cr Jonathon Marsden.

### Recommendation

**That Council notes the progress made on initiatives and activities that were identified as focus areas for the 2020-21 Mayoral Term by Cr Jonathon Marsden.**

### Summary

Council elected Cr Jonathon Marsden as Mayor for the 2020-21 Mayoral Term at the Council Meeting on 24 November 2020 and resolved to note the proposed 2020-21 Mayoral Program at the Council Meeting held on 9 February 2021.

Cr Marsden identified that during his term, mayoral activities will focus on the establishment of the Virtual Power Plant (VPP), working towards reconciliation with local First Nations people, continuing to support the business community as it recovers from COVID-19, sustainability, the coastline, active transport and cycling, and placemaking.

This report provides an update on the progress made on initiatives and activities since November 2020 when Cr Marsden was elected Mayor.

### Background

The Mayoral Program provides an opportunity for the Mayor to support the implementation of key strategic actions that will serve the best interests of the Hobsons Bay community and align with the Hobsons Bay 2030 Community Vision and the Council Plan 2017-21.

### Discussion

#### Virtual Power Plant and climate change

Council's commitment to reducing carbon emissions and lowering energy costs through direct action has seen significant progress with the large-scale solar program underway. The program will deliver approximately 4MW of solar energy through the creation of a Virtual Energy Network. The network will support Council's goal of carbon neutrality by 2030, with



solar infrastructure to be installed on more than 40 Council-owned buildings and the opportunity for the community to join the solar network to access low-cost green energy.

Council has established a community reference group that brings together a broad representation of perspectives including homeowners, tenants, businesses and not-for-profits to provide input and guidance on implementing community access to the solar program.

Installation of carbon track units at libraries and community hubs is almost complete along with about 300kW of the total project scope of 4MW installed on Council buildings to date.

### **Towards reconciliation**

There has also been progress with the implementation of Council's Innovate Reconciliation Action Plan 2019-21. Initiatives include community engagement, music and culture, progressing Telling Our Stories projects, and an online community training opportunity on how to give an Acknowledgement of Country as part of NAIDOC Week in November 2020.

Lost Lands Found is an initiative founded by Wemba Wemba Wergaia man Dean Stewart that continues to build connection within the Hobsons Bay community. The ecological art project in Logan Reserve, Altona seeks to inform the community about the impacts of European settlement on ecosystems and the cultural connection to land and to place.



**Figure 1: Dean Stewart and Cr Jonathon Marsden at the Lost Lands Found ecological installation in Logan Reserve, Altona**

Last month the Mayor hosted a performance by Gunditjmara and Bundjalung man, Archie Roach AM. Archie is revered as a songwriter and storyteller, and for his ability to foster understanding and connection by sharing his lived experience of the Stolen Generations. The performance included a smoking ceremony and a Welcome to Country presented by

Boon Wurrung elder N'Arweet Carolyn Briggs. The performance, the first of Council's Arts At Your Doorstep performing arts season, was sold out.

Site assessments are underway for the planting of a she-oak tree to progress the Message Tree project at Nelson Place in Williamstown, with planting to take place in 2021. In keeping with the focus areas of the Mayor, the Message Tree is an important story that was captured in research by the Alliance for Shared History in a report launched by the Mayor in 2019. The tree known as the Message Tree, or "Notice Tree", was a place for shared connection and experience between Yalukit Willam people and colonial arrivals and settlers.

Council convened a meeting with representatives of the Aboriginal and Torres Strait Islander people with links in the community to discuss and provide input on the Hobsons Bay Council Plan 2021-2025 and the Hobsons Bay 2030 Community Vision.

### **COVID-19 recovery and Hobsons Bay has Heart**

Another priority initiative is the continuing revitalisation of Hobsons Bay's business precincts. Council's Hobsons Bay Business has Heart program was launched in October 2020 to support local businesses to survive, recover and thrive. The program supports local businesses through providing grants; precinct promotion; free marketing, communications, graphic design and web design services; and the installation of infrastructure to allow safe outside trading.

The program has delivered 20 grants across the municipality to groups of businesses encouraging the community to engage with and support local business. Projects range from social media campaigns to pop-up events and activations. The program also supports businesses with free one-on-one support from communications and marketing professionals and graphic and web designers. The Hobsons Bay Business has Heart Outdoors program has established 193 outdoor trading areas.

### **Coastal and Marine Management Plan**

At its meeting on 9 March 2021, Council endorsed the Draft Coastal and Marine Management Plan to be placed on public exhibition for four weeks.

Three community drop-in sessions were held during the public exhibition period at the 100 Steps to Federation in Altona Meadows, Weaver Reserve in Altona and Hatt Reserve in Williamstown.

During the public exhibition period Council's Participate Hobsons Bay page was visited 977 times. Thirty-five surveys were completed, and one submission received. All feedback will be reviewed and the final Coastal and Marine Management Plan will be put to Council for formal adoption in June-July 2021.

Works are also progressing on the planning and design of future improvements to the Williamstown Beach Precinct. Site investigations are in progress to help inform a concept that will include increased tree planting, additional picnic facilities, viewing areas and other landscape improvements that improve the amenity of the area. Once a concept design has been prepared, it will be shared with the community for feedback over the coming months.

Another exciting initiative is Council's joint application with the University of Melbourne for funding from the Department of Environment, Land Water and Planning (DELWP) Port Phillip Bay Fund. The funding is for a project called "Citizen Science Drone Network" that is aimed to expand on a successful existing program in Dromana and Sandringham. The

project will involve regular drone monitoring along the Altona foreshore to measure sand movement changes. The monitoring will be carried out by residents who will be trained to undertake this task. Data captured from this program will help inform future decisions on works within the precinct.

The Williamstown Maritime Precinct Plan has also progressed with the development of the Williamstown Maritime Precinct Framework (WMPF) by the Department of Transport. The WMPF was placed on public exhibition between January and March 2021, with feedback submitted via the Victorian Government's online consultation portal, Engage Victoria. The final WMPF is due for release shortly.

## Urban Forest Strategy

The implementation of the Urban Forest Strategy was also included as a focus item.

The tree planting season, which runs from April to September each year, has commenced. Hobsons Bay aims to plant 8,500 semi-advanced trees across streets and open space during the 2021 calendar year.

A community celebration to mark the beginning of the planting season was held on 24 April 2021 at Brooklyn Reserve. Three thousand tubestock trees were given away to residents to plant on their own properties. This will help increase canopy cover in residential areas as well as promoting the Urban Forest Strategy and the benefits of trees for the wider community.



**Figure 2: Cr Marsden lending a hand at the community event at Brooklyn Reserve**

The slogan "Building our Urban Forest" has been used to promote, engage and create familiarity for residents. New factsheets on trees, how-to-plant flyers and YouTube videos have also been developed as part of the implementation of the Urban Forest Strategy.

Development of Stage 1 of the Urban Canopy Delivery Plan has also begun. The Urban Canopy Delivery Plan will focus on directing streetscape and park planting projects in high priority planting locations including main roads, gateways and pathways in locations highly vulnerable to heat.

### **Active transport and cycling**

A focus in promoting active transport, which has boomed within the community during the COVID-19 lockdown as people rediscovered the beauty of Hobsons Bay by walking, cycling and riding in their wheelchairs and scooters, is an important priority for the 2020-21 Mayoral Term.

Completed infrastructure projects that have improved active transport outcomes and created safer crossings for pedestrians and cyclists include the construction of a number of pedestrian refuges and crossings in Altona North, Altona Meadows and Newport, and the construction of a new bridge near Lan Avenue, Altona Meadows.



**Figure 3: Cr Marsden getting around Hobsons Bay**

Council continues to advocate for improved active transport outcomes at both a local, state and federal level. At its meeting on 20 April 2021, Council endorsed the following motion to be put to the Municipal Association of Victoria (MAV) State Council Meeting:

That the MAV advocates to the Victorian Government to fund and deliver pedestrian and cycling improvement works throughout all of Victoria to reduce congestion, encourage sustainable and integrated transport options and increase health and wellbeing outcomes in line with a key recommendation of the Victorian Draft 30 Year Infrastructure Strategy.

Council also continued discussions with the Victorian Government for the delivery of a cycling and pedestrian bridge across Laverton Creek near Queen Street, Altona Meadows,



including discussions with local MPs and Ministers of the Victorian Government seeking funding in the upcoming Victorian State Budget 2021-22.

## **Placemaking**

Cr Marsden has continued to champion the principles of the Better Places program during its implementation in South Kingsville and Spotswood. The Draft Vision Summary for Better Places Spotswood South Kingsville was placed on public exhibition from 26 February to 2 April 2021. During the exhibition period, Council held two community drop-in sessions at the South Kingsville Community Centre and Hudsons Road, Spotswood. Feedback received during the exhibition period will be reviewed to inform the Draft Place Guide for Spotswood South Kingsville, which will be placed on public exhibition mid-year.

Planning for the next Better Places Program area has begun. The Brooklyn Altona North Better Places project will commence later this year with a community consultation process.

## **Strategic Alignment**

This report specifically addresses priorities from the following strategic documents:

### **Hobsons Bay 2030 Community Vision**

This report relates to all priorities within the Hobsons Bay 2030 Community Vision.

### **Council Plan 2017-21**

#### **Goal 1: An inclusive and healthy community**

**Objective 1.1:** Provide access to high quality services that enhance community health and wellbeing.

**Objective 1.2:** Deliver, support and facilitate projects and programs that encourage equity and diversity, so everyone can reach their full potential.

**Objective 1.3:** Ensure all community members will have access to quality community, sport and recreation facilities, cultural experiences and open spaces that encourage a healthy and active lifestyle.

**Objective 1.4:** Work in partnership with stakeholders to advocate to all levels of government for quality education, training and lifelong learning opportunities for all community members.

**Objective 1.5:** Understand the current and future needs of our community, and work to ensure those most vulnerable in our community are safe and have equitable and timely access to the support they need.

#### **Goal 2: A great place**

**Objective 2.1:** Protect and promote public health and community safety.

**Objective 2.2:** Celebrate and promote the diversity of our community.

**Objective 2.3:** Support the growth of our local economy, and encourage business investment that creates and maintains local jobs.

**Objective 2.5:** Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, foot paths and cycling routes.

**Goal 3: A well designed, maintained and environmentally sustainable place**

**Objective 3.1:** Work with all levels of government, key stakeholders and the community to ensure urban development is appropriate and considers neighbourhood character and heritage.

**Objective 3.2:** Deliver and maintain well-designed, accessible and environmentally sustainable community assets.

**Objective 3.3:** Protect and enhance our coastal environment, biodiversity and natural areas in partnership with major stakeholders and the community.

**Objective 3.5:** Work with the community, businesses and all levels of government to actively and innovatively address climate change and promote sustainable living.

**Goal 4: A Council of excellence**

**Objective 4.1:** Collaborate with all levels of government, service providers, not-for-profit organisations and the private sector to address the concerns of our community.

## **Policies and Related Council Documents**

All relevant Council policies have been taken into account in preparing the current initiatives outlined within this Mayoral Report. This is the first update on the Mayoral Program since Council noted Cr Marsden's Mayoral Focus program at the Council Meeting held on 9 February 2021.

## **Legal/Statutory Obligations and Risk**

The Mayoral Program is an important activity: as the leader of Council, the Mayor has a number of roles which are both legislative and functional. The legislative requirements for the role of the Mayor are outlined in sections 18 and 19 of the *Local Government Act 2020*. The Mayor not only takes precedence at all municipal proceedings within the municipality but must also take the chair at all meetings of Council at which they are present.

As reflected in the Mayoral Program, the Mayor's role extends well beyond officiating at Council meetings or other municipal proceedings. It includes providing leadership, promoting positive relationships, and modelling good governance.

The requirements of the *Charter of Human Rights and Responsibilities Act 2006* have been considered when writing this report.

## **Financial and Resource Implications**

The initiatives in the Mayoral Program can be accommodated within the existing budget.

## **Environmental, Social and Economic Impacts**

The Mayoral Program has a strong focus on environmental sustainability and a community focus on access and social inclusion.

## **Consultation and Communication**

Relevant Council departments have been consulted for an update on the progress of the activities and initiatives included in the 2020-21 Mayoral Program.

Any community consultation required will be conducted in accordance with the Hobsons Bay Community Engagement Policy 2021.

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

## 8.2.2 2020-21 Third Quarter Council Plan Initiatives Progress Update

<b>Directorate:</b>	Corporate Services
<b>Responsible Officer:</b>	Coordinator Legal and Performance Reporting Services
<b>Reviewer:</b>	Director Corporate Services
<b>Attachments:</b>	1. Council Plan Initiatives Progress Report: Quarter 3 2020-21 [8.2.2.1 - 11 pages]

### Purpose

To provide Council with a third quarter (January to March 2021) update on the progress of the initiatives that are included in the annual budget to support the achievement of the Council Plan 2017-21.

### Recommendation

**That Council notes the progress made on the 2020-21 initiatives and major initiatives of the Council Plan 2017-21.**

### Summary

Each financial year, Council's performance is measured against several indicators, including the progress of projects that have been listed as Council initiatives in the budget.

This progress report provides an update on how Council is progressing on the committed projects for the period from January 2021 to March 2021, the third quarter of the 2020-21 financial year.

As at 31 March 2021, of the 24 initiatives that were committed to this year, three have been completed, one has been put on hold and two are marked as behind schedule, while the remaining 18 projects are progressing on plan.

### Background

The Council Plan is developed every four years and reviewed annually in accordance with the requirements of the *Local Government Act 2020*. It guides the work of Council over the period of four years by setting goals and objectives that are achieved through the delivery of Council services and initiatives.

The Council Plan 2017-21 is made up of four goal areas, each comprised of five objectives which describe what Council will do for the period. The initiatives are identified annually through the budget process to support the delivery of each objective.

While the annual reporting of the progress of these priority projects is a requirement in the *Local Government Act 2020*, the quarterly progress reporting assists Council in ensuring progress is on track throughout the financial year.



## Discussion

The 2020-21 Annual Budget included 24 projects, of which 10 were carried over from the previous year. Of the 24 projects, 15 are classed as initiatives and nine as major initiatives (priority projects).

As of 31 March 2021, three initiatives have been completed, namely: the implementation of the Youth Digital Engagement Strategy, the creation of the Mayoral Program short film series and the new Library Management System (LMS) planning, implementation and integration with current library technologies.

One initiative, the development of the Parking Strategy, has been put on hold pending the development of the new Council Plan, to ensure the alignment of the new strategy with the newly elected Council.

Two initiatives, the co-design, planning and delivery of the Creative Technology Hub at Seaworks, and the redevelopment of the Hobsons Bay Civic Centre, Customer Service, and community meeting space, are marked as behind schedule, mostly due to COVID-19 restrictions in 2020.

The remaining 18 projects are progressing on plan. The attached document provides details of each project and their status.

## Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

### Hobsons Bay 2030 Community Vision

This report relates to all six priorities of the Hobsons Bay 2030 Community Vision.

### Council Plan 2017-21

#### Goal 4: A Council of excellence

**Objective 4.2:** Be a more efficient and effective organisation by having a strong focus on continuous improvement, innovation, strategic planning and responsible financial management.

## Policies and Related Council Documents

The Council Plan 2017-21 was adopted at the Council Meeting on 27 June 2017.

The Annual Budget for the financial year ending 30 June 2021, which included the initiatives for the year, was adopted at the Council Meeting on 25 August 2020.

Similar progress reports are submitted to Council on a quarterly basis.

## Legal/Statutory Obligations and Risk

The annual reporting of the progress of the major initiatives is required by section 98(3)(b) of the *Local Government Act 2020*.

## **Financial and Resource Implications**

The initiatives are funded through Council's annual budget.

## **Environmental, Social and Economic Impacts**

The delivery of the initiatives supports Council in achieving the four goal areas of the Council Plan 2017-21 which aim to address the environmental, social and economic issues affecting the municipality.

## **Consultation and Communication**

The Council Plan 2017-21 was developed through consultation with the community, stakeholders and Council. The initiatives and major initiatives were derived from the list of projects and the budgets proposed by directors, managers and coordinators.

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

### 8.2.3 2020-21 Third Quarter Financial Report

<b>Directorate:</b>	Corporate Services
<b>Responsible Officer:</b>	Chief Financial Officer
<b>Reviewer:</b>	Director Corporate Services
<b>Attachments:</b>	<ol style="list-style-type: none"><li>1. Financial Report - March 2021 [8.2.3.1 - 14 pages]</li><li>2. Capital Works Program 2020-21 [8.2.3.2 - 3 pages]</li></ol>

#### Purpose

To present Council with the financial results for the period ended 31 March 2021, and the revised 2020-21 annual forecast projections following completion of the March quarterly forecast review.

#### Recommendation

**That Council:**

1. **Notes the financial report for the period ended 31 March 2021.**
2. **Endorses the revised 2020-21 annual forecasts.**

#### Summary

The quarterly financial report for the period ended 31 March 2021 and a detailed report on the Capital Works Program are attached.

The March quarterly forecast review has been conducted resulting in the operational budget surplus for 2020-21 of \$23.762 million being decreased to a forecast of \$16.776 million. The operational surplus does not include Council's significant investment in capital expenditure, forecast to be \$73.101 million in 2020-21.

When compared to budget, income is expected to decrease by \$7.439 million and operational expenditure is expected to decrease by \$453,000.

The forecast result of the Capital Works Program compared to budget is a deficit of \$2.214 million after forecast adjustments and carryovers are considered.

A \$4 million forecast deficit has been calculated as the Available Funding Result, consistent with the original budget. It is not usual practice to calculate an available funding deficit, but the decision considers the financial impacts of COVID-19 and ongoing financial sustainability of Council within the Long Term Financial Plan (LTFP).

The Chief Executive Officer, as required under section 97(3) of the *Local Government Act* 2020, is of the opinion a revised budget is not required.

Quarterly financial reporting provides accountability and transparency in relation to Council's operations and capital works. Council budgets are subject to internal scrutiny, driven by regular reports to the Executive Leadership Team and meetings with managers.

## Background

Council is required to provide quarterly budget reports in accordance with section 97 of the *Local Government Act 2020*. This report provides the third quarterly report for the 2020-21 financial year.

## Discussion

The forecast results are inferior when compared to budget as COVID-19 has had a greater impact than originally anticipated. While an operational surplus is still forecast, it should be noted that surpluses are required to fund Council's significant investment in capital expenditure. The LTFP has been updated and indicates that Council can remain in a reasonable financial position and continue to be financially sustainable.

When compared to previous financial plans, current and projected income has been dramatically reduced because of rate capping. Income funding streams such as user charges and statutory fees have also been significantly impacted by COVID-19. It is difficult to assess how long it will take for these income streams to recover from the ongoing impact of COVID-19. These assumptions will have an impact on the amount of funding expected to be available in future years of the LTFP to be used by Council to maintain critical community assets.

Council will continue to monitor the impact of the financial results in relation to Council's overall financial viability. The LTFP has been updated to reflect the 1.5 per cent rate cap for 2021-22 which was recently announced by the Victorian Government.

## Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

### Hobsons Bay 2030 Community Vision

This report relates to all priorities within the Hobsons Bay 2030 Community Vision.

### Council Plan 2017-21

#### Goal 4: A Council of excellence

**Objective 4.2:** Be a more efficient and effective organisation by having a strong focus on continuous improvement, innovation, strategic planning and responsible financial management.

#### Other Council strategies

The quarterly financial report for the period ended 31 March 2021 is also directly aligned to Council's Annual Budget, LTFP, Strategic Resource Plan and Capital Works Program.

## Policies and Related Council Documents

Council considers financial reports at the end of the September, December (Mid-Year Budget Review), March and June (year-end) financial periods. The quarterly financial report

for the period ended 31 March 2021 is the third report considered as part of the 2020-21 financial year.

## Legal/Statutory Obligations and Risk

It is a requirement of section 97 of the *Local Government Act 2020* for the Chief Executive Officer to ensure that a quarterly budget report is presented to Council at a Council meeting which is open to the public as soon as practicable after the end of each quarter of the financial year.

## Financial and Resource Implications

The operational budget surplus for 2020-21 of \$23.762 million has decreased to a forecast of \$16.776 million. The operational surplus does not include Council's significant investment in capital expenditure, forecast to be \$73.101 million in 2020-21.

**Income** is expected to decrease by \$7.439 million when compared to budget.

Capital grant forecasts have been reduced by \$6.269 million compared to budget, although \$4.502 million of this was either bought to account in 2019-20 or 2021-22.

Statutory fees and fines (\$1.053 million) and user fees (\$363,000) forecasts have been reduced when compared to budget mainly due the impacts of COVID-19 being greater than anticipated. Other income (\$688,000) forecasts have been adjusted to reflect reduced Council-owned building rental and hire income as a result of ongoing COVID-19 restrictions and an extension of the *COVID-19 Omnibus (Emergency Measures) Act 2020* for rental relief to 26 April 2021.

Monetary contributions are forecast to reduce by \$215,000, reflecting expected delays in receiving developer contribution plan payments and these reductions will be funded by reductions to the appropriate reserves.

**Operational expenditure** is expected to decrease by \$453,000 when compared to budget.

Employee costs are forecast to reduce by \$1.346 million below budget generally due to short term vacancies, reduced hours and a temporary hold on positions because of COVID-19.

Depreciation is forecast to increase by \$551,000 to better reflect purchases and revaluations that occurred late in the last financial year. Amortisation was not included in the initial budget and the forecast has been increased to \$818,000 to reflect a change in the accounting treatment of lease contracts previously allocated within materials and services and other expenses. Depreciation and amortisation are non-cash items, and these changes have minimal impact on funding Council's budget in 2020-21 and the LTFP.

A \$4 million forecast deficit has been calculated as the **Available Funding Result**, which is calculated by adding non-operational items such as capital expenditure, loan principal repayments and reserve transfers to the operational result and removing non-cash items such as depreciation and amortisation. While the \$4 million forecast deficit is consistent with the original budget, a further \$983,000 is expected to be required from the Infrastructure reserve (total transfer is now \$14.66 million), leaving less funding available from the reserve in future years.

It is not usual practice to calculate an available funding deficit, but the decision considers the financial impacts of COVID-19 and ongoing financial sustainability of Council within the LTFP.

The **Summary Cash Flow Statement** indicates that Council's cash and investment balance was \$53.931 million as at 31 March 2021. The original budget of \$44.392 million for 30 June 2021 has been reduced to \$35.551 million generally because of the reduced operational result (\$6.986 million), the Capital Works Program deficit (\$2.214 million) and capital expenditure expected to be bought forward from 2021-22 (\$3.289 million).

The **Liquidity Ratio** (current assets divided by current liabilities) indicates the amount that Council's short-term assets exceed its short-term obligations and thus Council's ability to fund its short-term operations. This ratio was 153 per cent at 31 March 2021 and is expected to be 110 per cent by the end of 2020-21, a decrease when compared to the original budget of 130 per cent. A current ratio over 100 per cent generally indicates a manageable short term financial position.

The forecast result of the **Capital Works Program** shows a deficit of \$2.214 million when compared to the original budget after forecast adjustments and carryovers are considered.

Capital Works Expenditure for the period ended 31 March 2021 was \$45.516 million compared to the year-to-date budget of \$43.793 million. The initial budgeted capital expenditure of \$68.351 million for the 2020-21 financial year has increased to a forecast of \$73.101 million. The increased forecast expenditure of \$4.75 million compared to the budget is attributable to:

- the net deficit to capital expenditure (\$2.214 million)
- expenditure bought forward from next year's program (\$3.289 million)
- expenditure carryover adjustments from the prior year's program (\$935,000)
- the decrease in funded capital expenditure (\$1.687 million)

Capital Income for the period ended 31 March 2021 was \$3.182 million. The initial budgeted capital income for the 2020-21 financial year of \$12.737 million has decreased to a year-end forecast of \$6.548 million. The decreased forecast income of \$6.189 million compared to budget is attributable to:

- income carried over to next year's program (\$3.65 million)
- a reduction of budgeted income received to fund the capital program (\$1.687 million)
- income that was budgeted to be received in 2020-21 that was received in 2019-20 (\$852,000)

## Environmental, Social and Economic Impacts

Environmental, social and economic impacts are carefully considered during budgeting, forecasting and financial management processes.

## Consultation and Communication

The quarterly financial report for the period ended 31 March 2021 will be received and noted by Council's Audit and Risk Committee at the meeting held on 26 May 2021. The Committee provides financial guidance to Council and input into continually improving the content of the financial report.

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

## 8.3 Sustainable Communities

### 8.3.1 Contract 2020.63 - Provision of Hard Waste Collection Service

<b>Directorate:</b>	Sustainable Communities
<b>Responsible Officer:</b>	Manager Strategy, Economy and Sustainability
<b>Reviewer:</b>	Director Sustainable Communities
<b>Attachments:</b>	Nil

#### Purpose

To outline the tender process for the provision of hard waste collection services and consider recommendations for awarding of Contract 2020.63 – Hard Waste Collection Service.

#### Recommendation

That Council:

- 1. Awards Contract 2020.63 Hard Waste Collection Service to Cleanaway Waste Management Ltd at an estimated value of \$2,145,000 (two million, one hundred and forty-five thousand dollars) including GST for the initial term of three years, commencing 1 July 2021 with two one-year extension options.**
- 2. Delegates the Chief Executive Officer to negotiate and approve extensions that equate to a cost variation of less than 20 per cent of the contract sum in the final year of the initial contract term and are within the contracted conditions.**

#### Summary

An open tender process has been carried out for the procurement of hard-waste collection services. The tender process was open from 6 January 2021 to 19 February 2021 with six submissions received. Following a detailed evaluation process it is recommended Council award the contract to Cleanaway Waste Management Ltd.

#### Background

Council's current hard waste collection service contract with Four Seasons Waste (FSW) commenced on 6 February 2014 and will expire on 30 June 2021.

At the 19 February 2019 Council Meeting, Council approved the first one-year extension option extending the contract until 30 June 2020. Council also recommended a further review of the contract to consider the merits of a second and final one-year extension to 30 June 2021 or to begin a tender by June 2019. Based on a contract review, the second one-year extension was approved through to 30 June 2021.

Throughout the 2019-20 financial year almost 9,400 services were provided and about 1,300 tonnes of hard waste collected. Two collection vehicles with two staff per vehicle operate within the municipality. One covered tray truck is used for recyclable hard waste



including electronic waste and the other is a compactor which collects other materials such as timber to be taken to a materials recovery facility to be further separated before landfilling.

About 66 per cent of Council's hard waste is currently recycled. Bookings are made by customers direct to Council, recorded in Council's CHARM (Customer Help and Resolution Management) system and directed to the contractor. The contractor's customer service officer and contract supervisor support the collection crews allocating the bookings, planning collections, routes and resource allocation, vehicle maintenance and occupational health and safety. They also report to Council monthly. Council's Environment and Customer Service teams provide direct customer service and communications to the community and manage the contract and reporting.

## Discussion

A public tender process was conducted opening on 6 January and closing 19 February 2021. Thirty-nine companies downloaded the tender documents. At the close of tenders, six submissions were received.

The tender evaluation panel met on 24 February 2021 to review and shortlist the tender submissions. Within the tender documentation, tenderers were requested to provide the following pricing options:

Option 1 – Collection service with the booking system operated by Council

Option 2 – Collection service and booking management system operated by contractor

An analysis of the two pricing options determined that there was little difference in price for the options and subsequently the panel decided to proceed with Option 2.

Of the six submissions, two were deemed non-conforming for not meeting the mandatory criteria of accepting the conditions of contract and not meeting the minimum experience.

Questions were raised around the inclusion of the landfill levy which is due to increase significantly on 1 July 2021. Respondents were requested to clarify if their submitted price included this change.

On receipt of landfill levy confirmation the panel completed the scoring based on the predefined assessable criteria and determined to shortlist two tenderers, based on receiving a weighted score of above 70 per cent.

On 18 March 2021 the panel conducted the interviews with shortlisted tenderers. At the conclusion of the interviews the panel agreed to recommend Cleanaway Waste Management based on the highest weighted score, price, service methodology and ability to fulfil the contract obligations.

## Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

### Hobsons Bay 2030 Community Vision

**Priority 5:** Activate sustainable practices

## **Council Plan 2017-21**

### **Goal 3: A well designed, maintained and environmentally sustainable place**

**Objective 3.4:** Maintain a clean city and encourage the community, business and industry to reduce, reuse and recycle

## **Policies and Related Council Documents**

### **Waste and Litter Management Strategy 2025**

#### **Goal 3: Enable resource recovery facilities and support local economies**

##### **Strategy 3.1:** Seek innovating alternatives to landfill

Council will explore alternatives to landfill that have environmental, social and financial benefits for the community.

#### **Goal 5: A Council of Excellence in waste and litter management**

##### **Strategy 5.1:** Deliver a high standard of service and continuously improve, innovate and lead

Council aims to continuously improve waste and litter services where possible through innovation and to lead by example.

## **Legal/Statutory Obligations and Risk**

The awarding of Contract 2020.63 through a public tender process complies with section 186 of the *Local Government Act* 1989, which stipulates that a Council must publicly advertise and invite tenders for services over the value of \$150,000 as fixed by an Order in Council.

## **Financial and Resource Implications**

The service is funded through the 2020-21 operational budget with a budget allocation of \$650,000 per annum plus CPI variations annually.

## **Environmental, Social and Economic Impacts**

In collaboration with the appointed contractor, Council will explore alternatives to landfill that have environmental, social and financial benefits for the community.

## **Consultation and Communication**

The tender evaluation report for Contract 2020.63 was presented to Council's Tender Board on 13 April 2021. The Tender Board agreed with the tender evaluation panel's recommendation to award the contract to Cleanaway Waste Management.

A communication plan will be developed to promote the new hard waste service to residents within the municipality.

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

## 8.4 Infrastructure and City Services

### 8.4.1 Ferguson Street Level Crossing Removal Project

<b>Directorate:</b>	Infrastructure and City Services
<b>Responsible Officer:</b>	Manager Strategic Projects
<b>Reviewer:</b>	Director Infrastructure and City Services
<b>Attachments:</b>	Nil

#### Purpose

To provide an update on the status of the Ferguson Street Level Crossing Removal Project, specifically in relation to design outcomes in response to the Ferguson Street Williamstown North Level Crossing Precinct Plan.

#### Recommendation

**That Council continues to advocate to the Level Crossing Removal Project through the construction phase of the Ferguson Street North Williamstown Level Crossing Precinct.**

#### Summary

Council adopted the Ferguson Street North Williamstown Level Crossing Removal Initial Ideas and Opportunities Investigation, commonly referred to as the Precinct Plan, at the Council Meeting on 11 August 2020. The plan was developed with community input and includes various improvements designed to address longstanding community concerns about safety (including cyclist, pedestrian and vehicular), amenity and open space opportunities. The plan was not a technical document but used to identify opportunities and present ideas as part of Council's advocacy on the project design.

The final design produced by the Level Crossing Removal Project (LXRP) has progressed and construction has commenced with the project works area established.

Council will continue to advocate to the Victorian Government for a funding partnership specifically to improve pedestrian and cyclist safety which will complement the work of the LXRP.

#### Background

The Precinct Plan established a framework around the following key principles to guide design outcomes within the precinct.

##### Places and Spaces

- utilise the project as a catalyst for upgrading existing parkland and recreation areas to add amenity and life around the rail station precinct
- claim new spaces for public use that were previously reserved for rail and road uses

- utilise new public spaces to improve pedestrian and cyclist connectivity into and through the precinct
- focus on creating multiple use spaces that accommodate movement functions but also provide attractive places to sit, gather, relax and play
- wherever practical, keep existing valued features such as significant trees

### Connecting Community

- reconfigure the surrounding street network and key intersections to improve traffic flows and pedestrian and cyclist safety
- utilise new spaces created through the level crossing removal to provide a more integrated pedestrian and cyclist network that creates safer and more direct connections into and through the precinct
- focus on setting up a true multimodal hub that includes bus shelters and end of journey cycle storage
- prioritise active transport (public transport, walking, cycling)
- provide visual connectivity and clear wayfinding that improves the walking and cycling experience
- ensure that the implemented solution does not introduce any barriers that physically divide the community and reduce connectivity

### Character and Amenity

- built form and landscape designs to enhance the amenity of the area and help to “tell the story” of the local community
- retain existing heritage station buildings and repurpose for community use
- wherever practical, other valued features such existing vegetation are to be retained
- potential for new rail station and crossing to become key built form landmark and gateway for local area
- focus on delivering a solution that minimises negative visual impacts to the area
- find better ways to actively involve the community to create a stronger sense of identity and ownership over the design and outcomes
- design solutions that provide universal accessibility and improve the sense of safety, attractiveness, and access for all users

### Discussion

The Precinct Plan has been the catalyst for many of the project outcomes as reflected in the final design. The LXRPs design aligns with several of the Precinct Plan principles as outlined in the following.

#### **Retention and upgrades to both the east and west parklets either side of the station.**

These parks will provide access to the station and through the precinct connecting to the Williamstown Activity Centre, Bayside Secondary College and surrounding residential areas. Amenities such as seating, public lighting and landscaping will continue to provide space to sit, relax, gather and play.

**More planting together with the retention of some significant trees** will provide shade within the precinct but also preserve the character and amenity within the area.

**An integrated pedestrian and cyclist network** creating direct connections into and through the precinct. These connections enable continued movement through the precinct but also direct access to the station with an additional signalised crossing to be located on the rail alignment. Refer to Figure 1 below.

**The retention of existing bus shelters and establishment of a new end of journey cycle storage** within the precinct will provide a multimodal transport hub prioritising active transport.

**The west station house will be retained** and will continue to be a focal point within the precinct, preserving the character of the area. Together with the landscape, amenity improvements and public art this will enhance the area and continue to “tell the story” of the local community.



**Figure 1: Artist's impression of west side of new station forecourt entry  
(subject to change)**

The proposed construction timeline is as follows:

#### **Early 2021**

- site setup and early works commenced

#### **May 2021**

- start on early piling works for rail trench

#### **Late 2021**

- start of major construction works
- Williamstown line trains stopped for three months
- temporary closure of Ferguson Street with diversions in place

**2022**

- Ferguson Street level crossing removal completed
- new North Williamstown Station opens

**Strategic Alignment**

This report specifically addresses priorities from the following strategic documents:

**Hobsons Bay 2030 Community Vision****Priority 6: An accessible and connected community**

Connection and safe access have been the resounding priorities as identified by the community. The design will retain and improve key connections for pedestrians and cyclists and provide accessible amenities for the community.

Through improved amenities the east and west parks within the precinct will also continue to provide important community spaces to connect, gather, rest, sit and play. Furthermore, the inclusion of a bicycle storage unit together with retained bus shelters will support active transport options.

**Council Plan 2017-21****Goal 2: A great place**

**Objective 2.5:** Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, foot paths and cycling routes.

Council continues to collaborate with the LXP and the Department of Transport throughout the construction phase. As the local road authority, Council will also continue to monitor the local road network to identify whether further improvements or modifications are necessary for effective traffic and movement flows through the precinct.

**Policies and Related Council Documents**

The Precinct Plan and Council's input to the LXP's design development has considered various policies and plans relating to environmental and heritage values, integrated transport, community assets and amenity and universal access.

Consideration has also been given to any future proposed land use developments within the precinct area together with future capital works which connect with the precinct such as the development of the Champion Road shared user path which is a strategic connection to the precinct.

**Legal/Statutory Obligations and Risk**

Council has a vested interest in the precinct design, specifically in relation to assets owned and managed by Council such as the local road network, drainage, open space including significant trees and landscaping.

The design includes water collection and reuse together with improved drainage which mitigates possible localised flooding risks.

The design includes the retention and improvement to access and connections particularly for pedestrians and cyclists to and through the precinct. Council, together with the Department of Transport, will continue to monitor the precinct to determine whether further changes or modifications are required to complement the project works.

## **Financial and Resource Implications**

Council has a formal agreement with the LXRP providing resource support to Council to enable input to the precinct design development, temporary conditions during construction and review and approval of works on assets which Council will continue to manage.

## **Environmental, Social and Economic Impacts**

LXRP acknowledges the precinct character and improves public amenity through retention of the east and parks, pedestrian and cyclist connection, inclusion of the bicycle storage unit and railway station improvements.

## **Consultation and Communication**

Project updates including temporary works and alternative traffic and movement arrangements can be viewed at:

<https://levelcrossings.vic.gov.au/projects/ferguson-street-williamstown>

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act* 2020 requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.



## 8.4.2 West Gate Tunnel Project Update

**Directorate:** Infrastructure and City Services  
**Responsible Officer:** Manager Strategic Projects  
**Reviewer:** Director Infrastructure and City Services  
**Attachments:** Nil

### Purpose

To provide an update report on the West Gate Tunnel Project including the status of advocacy activities and project initiatives.

### Recommendation

**That Council receives and notes this update report on the West Gate Tunnel Project and Council's advocacy on aspects of the Project.**

### Summary

This report includes strategic advocacy items and progress updates on the Sports and Open Space Enhancement Package and the West Gate Neighbourhood Fund.

### Background

The Project commenced in 2018 and is expected to be completed in 2024. The Project is delivered through a partnership between the Victorian Government and Transurban (Project Co), managed by the West Gate Tunnel Project – Major Transport Infrastructure Authority (WGTP MTIA) and built by construction contractors CPB Contractors and John Holland as a joint venture (the JV).

Monthly reports providing updates on various aspects of the Project are tabled through Council Meetings. Previous reports can be accessed via the Council website at:  
<https://www.hobsonsbay.vic.gov.au/Council/Council-Meetings/Minutes-and-Agendas>

Project operational updates including live traffic disruption information can be accessed via:  
<https://westgatetunnelproject.vic.gov.au/disruptions>

### Discussion

#### Sports and Open Space Enhancement Package

The new cricket practice nets at WLJ Crofts Reserve are complete and the northern sportsgrounds have been established, spanning 2.9 hectares and including two formal irrigated ovals with turf wickets and a synthetic wicket between the ovals (Figure 1). This feature allows for multiple uses on the ovals with shorter change-around times for teams. Works on the sporting pavilion are also well underway with concrete slabs currently being installed (Figure 2).



**Figure 1: Northern playing fields at WLJ Crofts Reserve**



**Figure 2: Concrete floor slab installation to sporting pavilion at WLJ Crofts Reserve**

The new multipurpose courts at Donald McLean Reserve are now in operation and can be booked for casual use via the online Book A Court system:

<https://play.tennis.com.au/court-hire>



The steel framework has been erected for the new WH Couch Pavilion at Donald McLean Reserve (Figure 3) with the roof to be installed over the coming weeks.



**Figure 3: WH Couch Pavilion under construction**

### **West Gate Neighbourhood Fund**

As reported in March 2021 the West Gate Neighbourhood Fund Partnership Grants successful projects have been announced. One of the funded projects is the Greening Brooklyn Project which secured \$500,000. The Greening Brooklyn Project is estimated to cost \$700,000 with Council contributing \$100,000 and Melbourne Water and VicRoads each contributing \$50,000. This project will revitalise Pipeline Reserve which aligns with the Federation Trail between Geelong Road to the north and Millers Road to the east. In addition to the redevelopment of reserve landscaping and tree planting, new nodes for community connections, contemplation and footpaths will be constructed. This project will be led by the Brooklyn community in partnership with Reclink, Melbourne Water, VicRoads and Council.

Through the project partnership with Reclink, 20 local unemployed youth will be employed full time with the opportunity to gain qualifications and skills through delivery of the project. They will also develop work and life skills and establish community connections gained through the Project partners and associated activities. Funding will be distributed, and projects will commence once funding agreements are received from WGTP MTIA.

The second category within this funding program is the community grants funding stream which is expected to open shortly. WGTP MTIA are currently planning information sessions and grant writing workshops that will help not-for-profit organisations to apply for these grants. The grants stream will support community led projects that improve community access and participation. When open, not-for-profit community organisations can apply for funding in three categories:

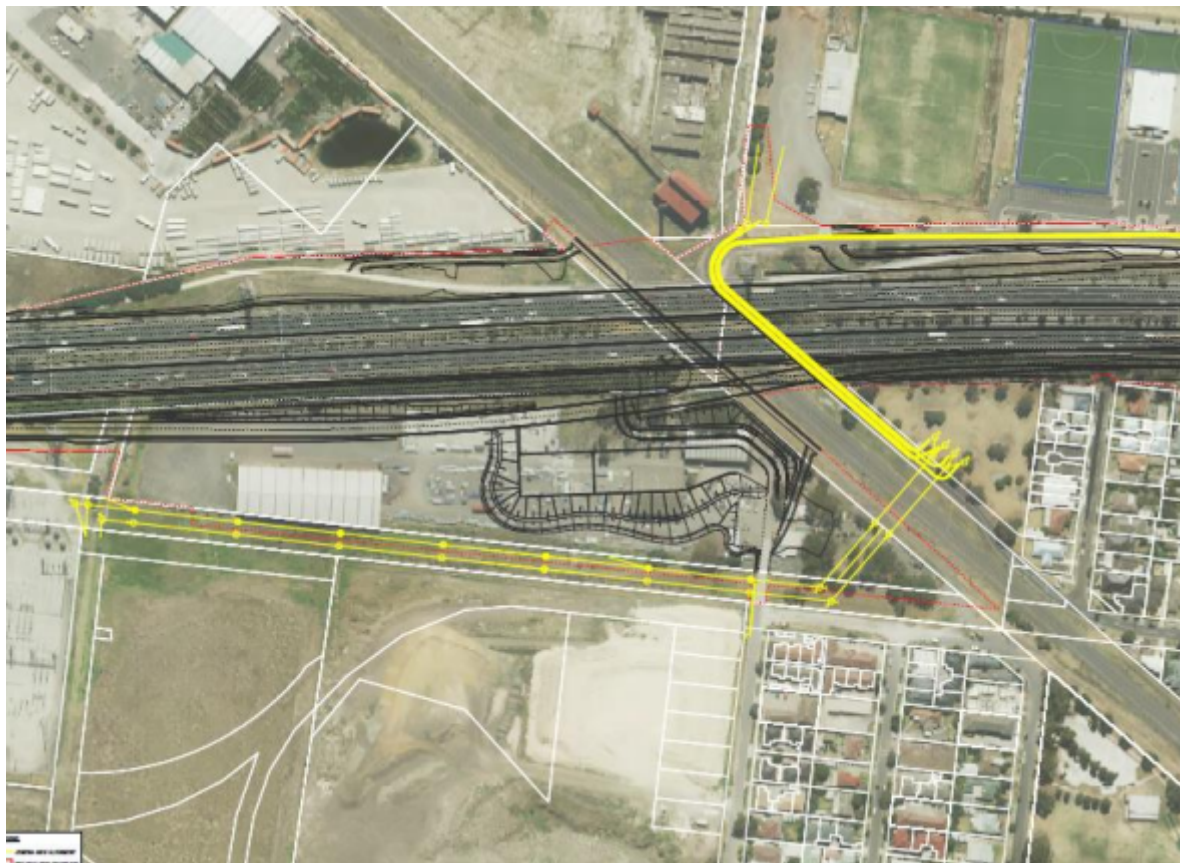
- up to \$10,000 for a one-off project or activity that aims to improve community connectedness and participation
- up to \$20,000 for festivals, events, and installations that bring local people together
- up to \$100,000 for improvements to local community, sporting and recreation facilities, and local environments

## Strategic Advocacy Issues

### Underground Power Lines

On 9 October 2018 Council considered the JV proposal to relocate 66kV electricity supply assets to the south of the freeway between The Avenue in Spotswood and the Brooklyn Terminal Station (Figure 4) and resolved to:

*Approve the proposed temporary overhead relocated 66KV power lines within the SP Ausnet easement between the Newport rail line and the Brooklyn Terminal Station in the submitted design on the condition that it is placed underground by the JV prior to September 2022.*



**Figure 4: Alignment of powerlines around the southern tunnel portal**

Council has requested that the JV provide a timeline to place the temporary overhead power lines underground and move the overhead poles in The Avenue Reserve to a more appropriate position. The JV has advised that the design is expected to be completed within three months.

### Primula Avenue

Resident concerns have recently been raised with Council and WGTP MTIA relating to motorists being able to exit Primula Avenue, Brooklyn and perform a right turn onto Millers Road in light of WGTP changes to the inbound freeway exit ramp.

The Department of Transport, together with the JV and Council, looked at options to improve conditions at the intersection and agreed to shift the current Primula Avenue stop line further east by 3.5 metres to improve the line of sight to traffic exiting Primula Avenue and reduce the distance for which vehicles exiting Primula Avenue need to travel to reach the median



refuge to turn right. This treatment will be monitored by the parties for an initial trial period of six weeks with feedback sought from the Brooklyn community. Possible longer-term options for consideration include:

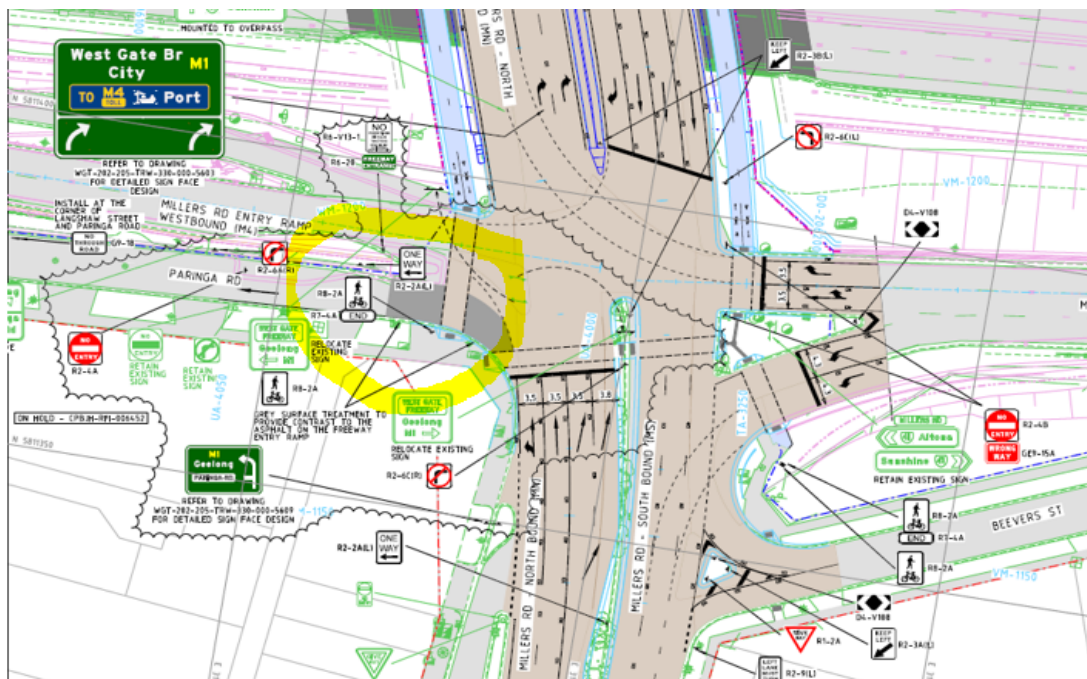
- signalisation of Primula Avenue linked to the interchange signals and the pedestrian crossing signals
- detector loops in Primula Avenue that trigger the existing signals when queuing occurs in Primula Avenue
- improve capacity in Primula Avenue by creating a left and right turn lane and safety by increasing keep clear zone, better warning signage on the freeway off ramp
- ban the right turn from Primula Avenue and create a safer U-turn option in Millers Road

Any future option will need approval from the Department of Transport and a technical/safety feasibility assessment.

## Paringa Road

A permanent closure of Paringa Road at Millers Road was included in the JV design for the Millers Road/West Gate Freeway interchange upgrade for the extension of the noise wall into Paringa Road and to simplify the left turn access into the west outbound freeway access ramp.

Following community and retail trader concerns on the proposed closure the JV have prepared a concept design for Paringa Road access to remain open (Figure 5), subject to WGTP MTIA approval. The key changes are removal of a section of noise wall, realigned road kerb alignment, shifting some intersection infrastructure and incorporating a signalised pedestrian crossing. The JV propose to achieve the required noise mitigation outcomes through specific measures on each of the four properties impacted.



**Figure 5: Revised design for Paringa Road intersection with Millers Road**

Council provided JV/Project Co with in-principle support for the concept design contingent on addressing the following issues in the design process:

- appropriate and clear signage and line marking and lighting to minimise traffic confusion accessing the freeway ramp
- addressing the noise impacts on adjacent residents resulting from the reduced noise wall at the intersection
- full reinstatement of the Council carpark to support access for and to the 16 Shops (currently modified by the JV for the Project)
- addressing access requirements to 90 Millers Road (Ultra Tune)
- ensuring pedestrian crossings comply with federal *Disability Discrimination Act 1992* requirements and safe lighting requirements are met

The latest plans by the JV for the intersection design address these issues and a road safety audit has signed off on the design. JV has advised that they have resolved access arrangements with Ultra Tune on the corner and will consult with the 16 Shops on the revised design.

## Project Works Update

Recent Project construction works have progressed in the west zone, with extensive works underway at the Williamstown Road and Millers Road interchanges, Grieve Parade bridge and the M80/Western Ring Road interchange area. Noise wall works continue along both sides of the freeway corridor.

The JV has started constructing the new walking and cycling path bridge at Fogarty Avenue, completing works on the Muir Street overpass, and has moved outbound traffic to new freeway centre lanes.

Figure 6 below is a summary of construction activities proposed in the area from April to June 2021.



**Figure 6: Current works between Newport Rail Bridge and Williamstown Road**

## Noise walls

Existing noise walls are being replaced with higher quality noise walls that deliver a new standard traffic noise objective that will comply between 6am and midnight. This will make it quieter for people who live near the freeway or use local sportsgrounds. The noise walls have been designed to protect privacy, reduce traffic noise and provide an attractive outlook. The design uses textured concrete in distinct wavy patterns and acrylic panels of pale blues and greens, which allow light to pass through.

Additional new noise walls will be installed along parks and sporting fields including WLJ Crofts, Donald McLean and Hyde Street reserves. About a third of the concrete panels that make up the noise walls have already been installed.

During April and May crews will continue installing panels along the Millers Road outbound entry ramp, adjacent to Paringa Road. On the nights the works take place, the Millers Road outbound entry ramp will be closed. A detour will be in place via the West Gate Freeway and Williamstown Road. Acrylic panels will be installed on the top of the walls starting near the outbound lanes of the freeway between the Muir Street pedestrian bridge and the Newport-Sunshine freight rail line (Figures 7 and 8).

Other areas where new noise walls have been installed include:

- along the outbound exit ramp from West Gate Freeway to Grieve Parade (near WLJ Crofts Reserve)
- along the outbound entry ramp from Williamstown Road to the West Gate Freeway
- between the Newport-Sunshine freight rail line and the Muir Street pedestrian bridge
- along Fogarty Avenue (near the Williamstown Road end of the West Gate Freeway)



**Figure 7: New noise walls with acrylic panels**



**Figure 8: Placement of noise walls at the Millers Road outbound on-ramp**

### **Soil Disposal Approvals and Air Quality report**

Two Victorian landfills have now been approved to receive soil from the Project. Following recent Environment Protection Authority (EPA) approval of the use of the Hi-Quality site in Bulla, the Bacchus Marsh landfill site (Maddingley Brown Coal) is now approved by the EPA. Tunnelling can begin when the landfills receive planning and environmental approvals and undergo expansions and upgrades and the JV finalises contracts with the landfill operators.

The latest air quality monitoring report can be accessed via this [link](#)

Up to date information on planned road closures and detours can be found at Victoria's Big Build website: <https://bigbuild.vic.gov.au/disruptions>

## **Strategic Alignment**

This report specifically addresses priorities from the following strategic documents:

### **Hobsons Bay 2030 Community Vision**

**Priority 6:** An accessible and connected community

### **Council Plan 2017-21**

#### **Goal 2: A great place**

**Objective 2.5:** Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, foot paths and cycling routes.

#### **Goal 3: A well designed, maintained and environmentally sustainable place**

**Objective 3.1:** Work with all levels of government, key stakeholders, and the community to ensure urban development is appropriate and considers neighbourhood character and heritage.



## **Policies and Related Council Documents**

On 26 August 2016 Council adopted the updated Hobsons Bay City Council's Adopted Position and Recommendations for the then Western Distributor Project.

Several Council policies and strategies were considered in the establishment of the adopted position on the Project and have been considered to inform the design and Environmental Effects Statement (EES). Council has received many reports regarding officer assessments of the Project design development, community engagement and advocacy activities undertaken in response to the Project.

## **Legal/Statutory Obligations and Risk**

Legal and statutory obligations and risks have been identified throughout Council's review and input to the Project. These obligations and opportunities will continue to be monitored and assessed.

A report and formal submission on the preferred design and EES was adopted by Council at the Council Meeting on 27 June 2017. This report considered legal, risk and statutory obligations for the Project. A statutory process for the acquisition of Council land has commenced.

## **Financial and Resource Implications**

Design packages are still being reviewed and requests received to consider and respond to construction works. A Memorandum of Understanding has been established between Council and WGTP MTIA to support Council staff in the management and delivery of the Project and the West Gate Neighbourhood Fund.

## **Environmental, Social and Economic Impacts**

The environmental, social, and economic impacts of the Project to the Hobsons Bay community have been described in detail through the EES and will be monitored and mitigated through the implementation of the Environmental Performance Requirements for the Project and audited by the Independent Reviewer and Environmental Auditor (IREA).

## **Consultation and Communication**

Throughout the design and construction stages, Council has advocated for outcomes and improvements wherever possible that are consistent with its adopted position to optimise beneficial community outcomes. Council has assisted in sharing information on planned traffic disruptions through its website and social media. Council officers continue to assist the community where possible in responding to or referring requests and issues relating to the Project. Construction issues and impacts arising from the JV works such as noise, vibration and dust are being closely monitored by WGTP MTIA and IREA to detect and respond if permitted levels are exceeded.

Notifications are issued to directly impacted areas prior to works commencing.

Latest notifications can be found at:

<https://westgatetunnelproject.vic.gov.au/construction/work-notifications>

## **Declaration of Conflict of Interest**

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

## 9 Delegate Reports

### Purpose

To consider reports by Councillors who have been appointed as delegates to Council and community committees.

### Recommendation

**That Council receives and notes the recent Delegate Reports.**

## Metropolitan Transport Forum

**Directorate:** Infrastructure and City Services

**Councillor Delegate:** Mayor Cr Jonathon Marsden

**Date of Meeting:** 7 April 2021

Marion Terrill, Transport and Cities Program Director at the Grattan Institute presented on “The Rise of Mega Projects” relating to projects with budgets over \$100 million. Marion outlined that cost overruns in six mega projects underway across Australia now exceed \$26 billion. Analysing infrastructure projects over the past two decades, Marion found that mega projects are claiming the majority of government infrastructure budget and overruns are diverting funds that could be spent on smaller projects that would have bigger impact in less time with less disruption.

Marion summarised four recommendations relating to mega projects, some of which can also be applied to local government projects:

- mega projects should be the last resort not the first for infrastructure spending
- projects should be informed by data to ensure there is a sound business case and benefits or drawbacks are considered
- the consistency of cost estimate procedures should be improved so that projects can be easily benchmarked against one another
- evaluate and publish post-completion reviews of projects over \$100 million to improve transparency and improve future projects

### Other business

City of Melbourne Lord Mayor Sally Capp spoke about Melbourne’s efforts to prioritise pedestrians in shared zones, the rollout of 17 km of bicycle lanes, and the desire to encourage people back onto public transport, noting that car volumes are at 97 per cent of pre-COVID levels but that public transport use has still not recovered.

Upcoming Metropolitan Transport Forum presentations include a guest speaker from the Suburban Rail Link Authority in May and Ben Carroll the Minister for Public Transport, Roads and Road Safety.

## RoadSafe Westgate Community Road Safety Council

**Directorate:** Infrastructure and City Services

**Councillor Delegate:** Cr Diana Grima

**Date of Meeting:** Wednesday 21 April 2021

Council officers completed the first round of consultation for the development of the Local Area Movement Plans (LAMPs) for the northern area of Hobsons Bay, which includes the suburbs of Brooklyn, Altona North, Newport, Williamstown North, Spotswood and South Kingsville. These LAMPs aim to improve the way the community travels through Hobsons Bay on roads, public transport, the cycling network and footpaths. The Northern LAMPs will deliver a five-year framework to guide Council's infrastructure planning and implementation and assist with advocacy to state and federal governments to help maintain a safe, well connected, efficient and accessible transport network.

Pram crossings and extended footpath works to improve access at the intersection on Mount Street and the Esplanade, Altona were completed in January 2021.

Construction work for two pedestrian refuge islands at Queen Street in Altona Meadows was completed in February 2021 to improve north-south pedestrian access to the swimming school and medical centre.

Construction work for six raised platforms and 12 pram crossings along Marion Street in Altona North was completed in March 2021 to maintain lower vehicle speeds and improve pedestrian access. This project was delivered as part of the federal Black Spot Program.

Council installed four SCHOOL pavement markings on Douglas Parade and The Strand in Williamstown to alert motorists that they are approaching a school crossing.

In May 2021 construction will commence on the proposed traffic calming devices at Victoria, Nicholson and Orville Streets in Altona Meadows which were developed as part of the Local Area Movement Plan – Western Package.

## **10 Notices of Motion**

No notices of motion were received.

## **11 Supplementary Public Question Time**

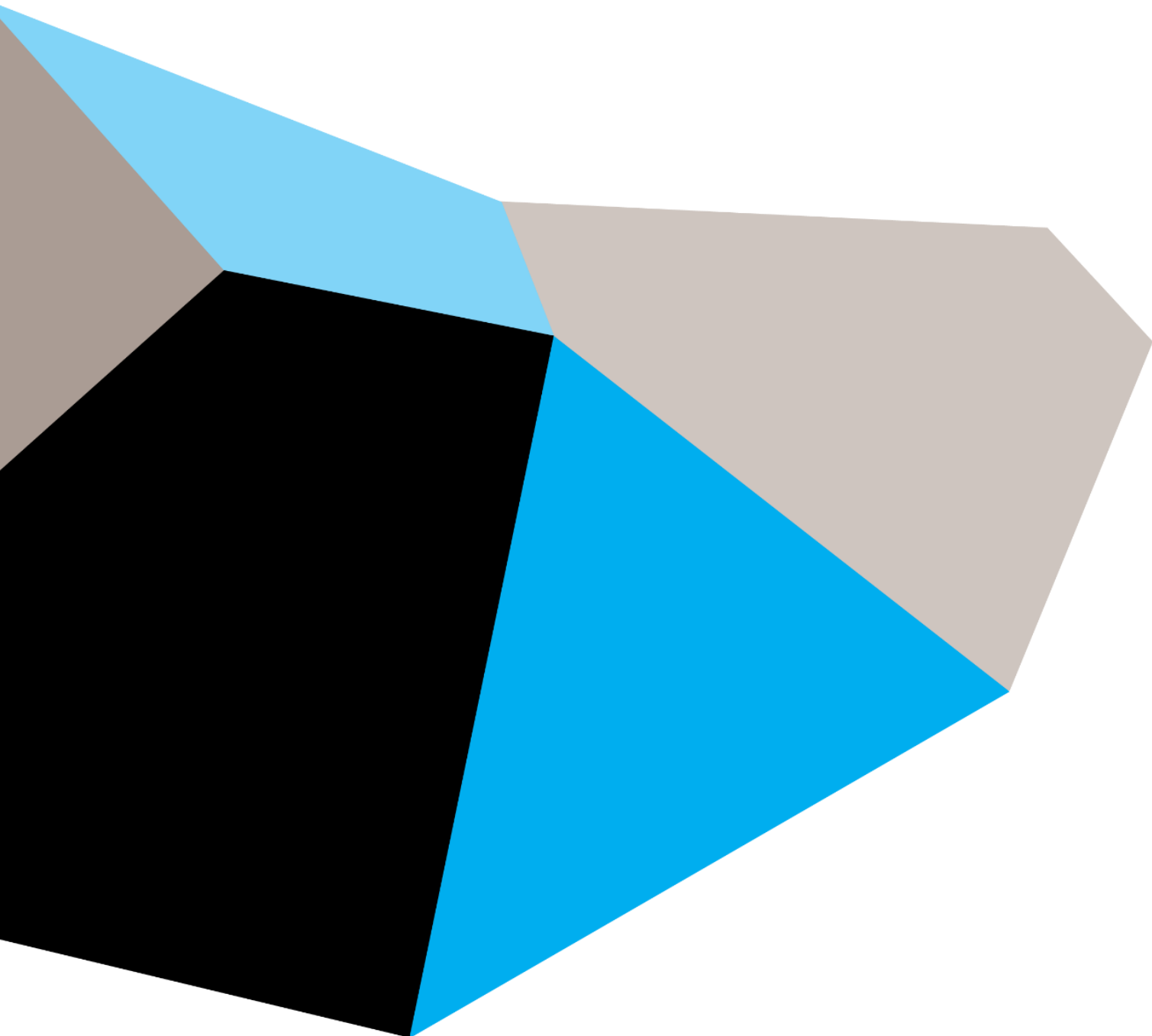
Supplementary Public Question Time provides an opportunity for the public to ask questions directly related to items on the agenda that have arisen during the evening's proceedings.

Where it is not possible to provide a response during the meeting, a written response to the question will be provided promptly.

Written public questions received during the Council Meeting that are not related to items on the agenda will be taken on notice and responded to in writing by the appropriate Council officer, or referred to the next Council Meeting for a public response if so requested by the questioner.

## **12 Urgent Business**

## **13 Close of Meeting**



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