



# Ordinary Council Meeting Minutes

Tuesday 26 June 2018

Council Chamber  
Hobsons Bay Civic Centre  
115 Civic Parade, Altona

**HOBSONS  
BAY CITY  
COUNCIL**



# **HOBSONS BAY CITY COUNCIL**

Ordinary Council Meeting Minutes

26 June 2018

## **THE COUNCIL'S MISSION**

Working with our community to plan, deliver and advocate for the services and infrastructure that will achieve a healthy, connected and sustainable future in Hobsons Bay.

## **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 Angela Altair (Mayor)

Strand Ward

### **Councillors:**

Cr Tony Briffa (Deputy Mayor)

Cherry Lake Ward

Cr Sandra Wilson

Cherry Lake Ward

Cr Peter Hemphill

Strand Ward

Cr Jonathon Marsden

Strand Ward

Cr Colleen Gates

Wetlands Ward

Cr Michael Grech

Wetlands Ward

Aaron van Egmond  
Chief Executive Officer  
Hobsons Bay City Council

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**Minutes of the Ordinary Council Meeting held on Tuesday  
26 June 2018 at 7:10pm in the Council Chamber, Hobsons Bay  
Civic Centre, 115 Civic Parade, Altona.**

**PRESENT**

**CHAIRPERSON:**

Cr Angela Altair (Mayor) Strand Ward

**COUNCILLORS:**

Cr Tony Briffa (Deputy Mayor) Cherry Lake Ward

Cr Sandra Wilson Cherry Lake Ward

Cr Peter Hemphill Strand Ward

Cr Jonathon Marsden Strand Ward

Cr Colleen Gates Wetlands Ward

Cr Michael Grech Wetlands Ward

**OFFICERS**

Mr A van Egmond Chief Executive Officer

Ms T Rose Director Corporate Services

Mr S Manivasagasivam Director Infrastructure and City Services

Mr B Millard Director Strategic Development

Mr P Hunt Director Community Wellbeing

Ms Di Eyckens Manager Governance and Local Laws

Ms J Legge Coordinator Strategic Communications

Mr S Moore Governance Officer

## Agenda

### 1 Council Welcome

The Chairperson welcomed members of the gallery and acknowledged the people of the Kulin Nation as the traditional owners of this land.

### 2 Apologies

Nil

### 3 Disclosure of Interests

In accordance with sections 77A, 77B, 78 and 79 of the *Local Government Act 1989* Councillors are required to disclose a "conflict of interest" in a decision if they would receive, or could be reasonably perceived as receiving a direct or indirect financial or non-financial benefit or detriment (other than as a voter, resident or ratepayer) from the decision.

In accordance with section 79B of the *Local Government Act 1989* Councillors who consider that they have a personal interest that is in conflict with their public duty in relation to a matter may, if they do not have a conflict of interest as described above, apply to Council to be exempted from voting on the matter.

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

Nil

### 4 Minutes Confirmation

#### 4.1 Ordinary Council Meeting

Confirmation of the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 12 June 2018 (copy previously circulated).

#### Motion

**Moved Cr Tony Briffa, seconded Cr Peter Hemphill:**

**That the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 12 June 2018 be confirmed.**

**Carried**

## 5 Councillors' Questions

**Cr Tony Briffa requested an update from Sanjay Manivasagasivam, Director of Infrastructure and City Services, on the issues regarding street lighting in Stenhouse Street, Cyprus Avenue and Geelong Road, Brooklyn, specifically the Geelong Road, Brooklyn area, between Cemetery Road and Millers Road.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services took the question on notice and advised that a detailed update would be provided back to the Councillors.

**Cr Tony Briffa requested an update from Sanjay Manivasagasivam, Director of Infrastructure and City Services, on the Altona/Seaholme Foreshore Master plan and details on when Council will establish the Altona/Seaholme Foreshore Community Liaison Committee.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services advised that Council will consider this as part of the Coastal Management Plan and Committee Groups and advised that a Council report will be tabled for review in August 2018. This report will provide further information in relation to Council's process.

**Cr Peter Hemphill requested information regarding access to the West Gate Tunnel project for construction vehicles and whether access to the site is directly from the freeway and freeway side of the tunnel or from the streets of the municipality.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services advised that access for construction vehicles would be subject to the design and proposal from the Western Distributor authority and their contractors. As it is a design and development contract, they are currently working through the design and identifying where the access is needed. When Council is in receipt of requests from the authority, Council will review these requests on their merit and as per Council's guidelines.

**Cr Peter Hemphill advised that the current West Gate Tunnel project liaison group is to be disbanded and a new group started. Cr Peter Hemphill enquired that if a group within the community wanted to become a part of this group, would the West Gate Tunnel project potentially accept this group from the community.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services advised that it is understood that the group would be accepted. Any community groups or interested parties can contact the Western Distributor authority as the authority is keen to accommodate as many groups as possible.

**Cr Peter Hemphill requested information of Sanjay Manivasagasivam, Director of Infrastructure and City Services, regarding the pavilion at the Donald McLean Reserve, Spotswood. Cr Peter Hemphill advised that plans were started in relation to the pavilion in 2010 or later and were finalised in 2014, but the final plan was put on hold upon awareness and notification of the West Gate Tunnel Project. Cr Hemphill requested an update as to the current status of the construction of the pavilion.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services advised the building of the pavilion is a commitment as part of the West Gate tunnel project and that Council has provided the master plans to the Western Distributor authority. Council has not received any further information regarding the timelines of construction or the standard of the construction. Council will continue to work with the Western Distributor authority to understand those timelines.

**Cr Peter Hemphill requested information of Sanjay Manivasagasivam, Director of Infrastructure and City Services, of whether the timelines in relation to the construction of the Donald McLean Reserve pavilion are in abeyance or are timelines locked in. Cr Peter Hemphill was advised that the authority was locked into a contract.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services, advised that the Donald McLean Reserve pavilion is part of the contract but there are no firm timelines on when construction will begin.

**Cr Peter Hemphill requested information of Sanjay Manivasagasivam, Director of Infrastructure and City Services, regarding the pavilion at the Donald McLean Reserve, Spotswood and whether this would be built in accordance with Council's master plan.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services, advised that Council's understanding is that the Western Distributor is committed to the build of the pavilion in accordance with Council's master plan.

**Cr Peter Hemphill requested information of Sanjay Manivasagasivam, Director of Infrastructure and City Services, regarding the pavilion at the Donald McLean Reserve, Spotswood and when Council will expect to have a timeline from the West Gate Tunnel project to construct the pavilion.**

Sanjay Manivasagasivam, Director of Infrastructure and City Services, advised that Council is not certain on when a timeline will be received but Council will continue to work with the West Gate tunnel project to understand their constructions which are part of their current design and development. The project is currently planning out their construction processes and Council is still waiting for further information in relation to this.

## 6 Public Question Time

**Carlo Moussi**

**Q1. Item 8.2.2 – Burns Road Progress Report**

Is the Council covering all costs of any investigations and what costs are we looking at? If not – who is funding it?

- A.** Council allocated funding in the 2017-18 budget to undertake a biodiversity assessment of the estate and provides funding to Gerard Coutts & Associates to continue land owner engagement.

The Burns Road Landowners Group Incorporated has established a \$50 membership fee to assist their operations. There is no proposal to fund additional studies.

**Q2. Item 8.2.2 – Burns Road Progress Report**

What additional Investigations have the Council done other than vegetation. Are there any additional reports that you have eg. plans, engineering etc.

- A.** *This statement also answers the question asked by Stuart McQueen.*

In 2013/14 Council undertook a feasibility assessment to determine the implementation costs, timing and economic viability of development options for the estate.

**Q3. Item 8.2.2 – Burns Road Progress Report**

The Working Group assisting Gerard Coutts? Did Land Owners vote these people in or were they selected by Gerard Coutts. If selected by Council or Gerard Coutts – what was offered to them or the reasoning behind them being selected?

- A.** Gerard Coutts and Associates organised the election of land owners to form the Burns Road Management Group Steering Committee, (now the BRLG Inc. Steering Committee). Nominations were called for from land owners participating in the engagement process in December 2015. All land owners participating in the engagement process were eligible to vote.

**Anthony Cassar**

**Q4. Item 8.2.2 – Burns Road Progress Report**

How many of the land owners have joined the group? Due to privacy I am not requesting names but lot numbers – these should be available to the public. I would like to see if these lot numbers are next to mine. I need to know the truth regards lot numbers or I have not given you my lot number.

- A.** The appendix to the report contains a map showing all landowners who have joined the group. In March 2018 the BRLG Inc. had 43 members. Currently, 227 of the 505 lots in the estate are owned by members of the BRLG Inc.



**Q5. Item 8.2.2 – Burns Road Progress Report**

Can the Council please publicly disclose Mr Gerard Coutts fee schedule including but not limited to, how much he gets paid per hour and per meeting to assist with the Burns Road Land Owners Group and how much longer does he estimate he will need to do this for?

- A. Council cannot disclose the rates of Gerard Coutts as this information is commerce in confidence. If endorsed by Council a fee of \$60,000 will be allocated next financial year. The funding proposal was sought for a twelve month period only as continuation of the project which is linked to progress against Key Performance Indicators.

**Q6. Item 8.2.2 – Burns Road Progress Report**

I understand Gerard Coutts is working for the Land Owners – Is he currently communicating with any Developers or does he have any foreseeable outcome. Could it also be explained in layman's terms so as the Land Owners understand in more detail. Please do not forward a generic letter as has been done in the past – can we request for this to be set out as we need a direct formal reply?

- A. Gerard Coutts and Associates meets with individuals/ developers as required. However, the BRLG Inc. Steering Committee is not currently seeking development proposals for the estate. Initial focus was on the development of a governance structure. Current focus is on the completion of the biodiversity assessment to understand impacts on development potential of the land. Should ongoing funding be provided, KPIs for Gerard Coutts and Associates have been developed for next financial year including work to address the biodiversity assessment findings.

**Sharon Taylor**

**Q7. Item 8.2.2 – Burns Road Progress Report**

Will the Council ensure that all Land Owners are notified of any decisions that are made regards Burns Road due to the fact that I have no knowledge and have inherited the site?

- A. Council ensures that all landowners are notified of the decisions affecting the estate through a newsletter. Land owners are encouraged to become members of the BRLG Inc. to be part of the decision making process.

**Q8. Item 8.2.2 – Burns Road Progress Report**

Does Council have a time period to complete any research and investigations on the site – whatever the outcome?

- A. *This statement also answers the question asked by Stuart McQueen*

Progress is reported annually to Council with a recommendation regarding the continuation of funding. The resolution and timing of any outcome is dependent on landowners. The initial feasibility assessment identified landowner agreement to restructure the estate as the single biggest impediment to the development of the land. If progress against KPIs cannot be demonstrated, ongoing funding is unlikely to be recommended.

**Q9. Item 8.2.2 – Burns Road Progress Report**

Can Council let us know what is happening regards the roads and any deceased estates?

**A.** *This statement also answers the question asked by Stuart McQueen*

Council owns the roads in the estate, at this stage there are no plans to build the roads until there is a development outcome for the site. There are currently eight deceased estates within the Burns Road Estate. \

**Stuart McQueen – Director Industry Property Group****Q10. Item 8.2.2 – Burns Road Progress Report**

What is the cost to complete the due diligence investigations and has this been fully funded by Council?

**A.** There is no proposal to commission further studies on the estate.

**Q11. Item 8.2.2 – Burns Road Progress Report**

Has Council organised items other than native vegetation investigations (ie. engineering, planning and other reports)?

**A.** As answered above.

**Q12. Item 8.2.2 – Burns Road Progress Report**

What is the timeline to complete the investigations and reach a solution (whatever that solution may look like)?

**A.** As answered above.

**Q13. Item 8.2.2 – Burns Road Progress Report**

What is happening to the deceased estates and also the current roads?

**A.** As answered above.

**Ian Hocking****Q14. Item 8.3.1 – Level Crossing Status Removal Report**

Will the Council carry out a community consultation to gain community feedback on its preferred position?

**A.** Council established its Grade Separation principles and guidelines in March 2016 following community consultation and engagement. In late 2017 Council established the Community Interest Groups for both the Aviation Road Laverton and Ferguson Street Williamstown project sites. These groups comprise community representatives and Councillors.

**Q15.** When will the Council define its preferred position on the Ferguson Street Level crossing?

**A.** Council understands that the Level Crossing Removal Authority is yet to undertake any detailed feasibility assessment for the Ferguson Street Williamstown Level Crossing Removal site. Council maintains regular engagement with the Authority and upon confirmation of the detailed timelines and program Council will consider its community consultation for the purposes of representing its preferred position on the Ferguson Street level crossing removal.

**Q16.** On 22 March 2016, Council adopted an Advocacy Plan “to request further feasibility studies undertaken by the LXRA to demonstrate justification for a grade separation” at Ferguson Street. Has this advocacy been done and if so what was the result?

**A.** Council understands that the Level Crossing Removal Authority is yet to undertake any detailed feasibility assessment for the Ferguson Street Williamstown Level Crossing Removal site and that this work will commence in 2019.

### **Michael Sergi**

#### **Q17. Item 8.2.2 – Burns Road Progress Report**

Explain please - \$180,000 over 3 years on the Hobsons Bay Appendix 4 and we have not moved forward. Can Mr Coutts please explain what he has actually accomplished in the past 3 years?

**A.** 45% of lots in the estate are held by members of the BRLG Inc. This has been achieved over the past three years and is a significant step forward, given landowner agreement to restructure the estate is a key impediment. Previous engagement attempts have failed due to a lack of consensus amongst land owners.

#### **Q18. Item 8.2.2 – Burns Road Progress Report**

Do you have any investors in mind that can take on this massive project? If so are you prepared to name your Investors with the Hobsons Bay Councils CEO within business days – behind closed doors due to Privacy Act?

**A.** Council receives development enquiries regularly. When it is learned that land is held in multiple ownerships, prospective developers lose interest. BRLG Inc. is not currently seeking development proposals for the estate. Its initial focus was on the development of a governance structure. Current focus is on completion of the biodiversity assessment to understand impacts on the development potential of the land.

#### **Q19. Item 8.2.2 – Burns Road Progress Report**

Can Mr Gerard Coutts explain to ALL the Land Owners exactly what position we are currently in (jobsites, job opportunities, etc)? – this should be presented in writing within 7 business day and in simple English for all to understand (not a generic letter).

**A.** The work of BRLG Inc. is reported to interested land owners at group meetings and Council annually. Membership is open to all land owners within the estate.

**The Mayor called for the meeting to be adjourned and all Councillors left the Chamber at 7:32pm.**

**All Councillors returned to the Chamber and the Mayor resumed the meeting at 7:45pm.**

## **7 Petitions/Joint Letters**

### **7.1 Petition - Children's Crossing, near corner Victoria and Queen Streets, Altona Meadows**

Directorate: Infrastructure and City Services

Councillor Portfolio: Integrated Transport

Cr Jonathan Marsden and Cr Sandra Wilson

#### **Purpose**

To receive a petition requesting Council to review the children's crossing near the corner of Victoria and Queen Streets, Altona Meadows.

#### **Motion**

**Moved Cr Colleen Gates, seconded Cr Jonathon Marsden:**

**That Council:**

- 1. Receive and note the petition requesting Council to review the Children's crossing located near the corner of Victoria and Queen Streets, Altona Meadows**
- 2. Receive a further report in relation to this matter at a future Council Meeting.**

**Carried**

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#### **Summary**

A petition, containing 171 signatures, requesting Council to review the children's crossing located near the corner of Victoria and Queen Streets, Altona Meadows.

The prayer of the petition reads as follows:

The following petitioners respectfully request the Hobsons Bay City Council to make the children's crossings on Queen and Victoria Street safe – they are too close to the roundabout and too many cars drive through when children are crossing.

Make permanent, safe crossings such as zebra crossings with speed humps or pedestrian traffic lights, on Queen Street and Victoria Street so that children can cross the road independently and safely outside of pick up and drop off time. Children have the right to move safely in their suburb and this should happen for more than one hour a day.

The speed of cars on Queen Street and Victoria Street especially is too fast. We feel unsafe when we cross these roads. Also, cars go too fast when they are in the side streets, and it is hard for us to cross the road at all the intersections.

Cr Jonathon Marsden sought leave to table a petition.

## **Motion**

Moved Cr Jonathon Marsden, seconded Cr Peter Hemphill:

That Council:

1. Receive and note the petition requesting Council to review the parking arrangements in Davies, Susman, Eliza, Wilkins, and Effingham Streets, being increasingly congested residential streets near Newport Railway Station.
2. Receive a further report in relation to this matter at a future Council Meeting

Carried

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## 8 Business

### 8.1 Corporate Services

#### 8.1.1 Presentation – VIC SES – MEMP Audit Certificate – John Chaplain, Jodie Griffin

Directorate: Corporate Services

Councillor Portfolio: Not applicable

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Sandra Wilson:**

**That Council suspend standing orders whilst the presentation is made.**

**Carried**

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#### Summary

In accordance with the *Emergency Management Act 1986* Council is required to present the Municipal Emergency Management Plan and supporting processes and documentation for formal audit every three years. The Victoria State Emergency Service undertakes the audit in consultation with Victoria Police and the Department of Health and Human Services. The audit process includes presentation of the Municipal Emergency Management Plan with associated evidence and completed audit tool to the Victoria State Emergency Service, followed by an Audit Panel Hearing comprising the audit panel members and Council's Municipal Emergency Resource Officer (MERO), Municipal Emergency Recovery Manager (MRM) and the Emergency Management Advisor and the Victoria Police Municipal Emergency Response Coordinator (MERC).

The Audit Panel Hearing was held on Thursday, 18<sup>th</sup> January. On 27<sup>th</sup> February 2018, Council received notification from the Victoria State Emergency Service that the Hobsons Bay City Council had been assessed as complying with the guidelines issued by the Minister with a 100% compliance. In addition, Council was also commended for the high standard of plan, supporting systems and feedback received from the audit panel members.

As part of the process, the Victoria State Emergency Service presents the municipal Council with the formal Certificate of Audit which must be included in the Municipal Emergency Management Plan.

#### Motion

**Moved Cr Tony Briffa, seconded Cr Jonathon Marsden:**

**That Council resume standing orders.**

**Carried**

## Procedural Motion

Moved Cr Tony Briffa, seconded Cr Peter Hemphill:

That Items 8.1.2, 8.1.3 and 8.1.4 be heard en bloc.

Carried

## 8.1.2 Annual Budget 2018-19 Adoption

Directorate: Corporate Services

Appendix: 1 1<sup>st</sup> Pink

Councillor Portfolio: Not applicable

### Purpose

To adopt the Annual Budget and declare rates and charges for the year ending 30 June 2019.

### Motion

Moved Cr Peter Hemphill, seconded Cr Colleen Gates:

That Council having given public notice of the preparation of a proposed annual budget and having considered submissions received pursuant to section 223 of the Local Government Act 1989 (the Act) resolves to:

1. Adopt the Annual Budget 2018-19 annexed to this report as an appendix, in accordance with section 130 of the Act.
2. Authorise the Chief Executive Officer to give public notice of the decision to adopt the Annual Budget in accordance with section 130(2) of the Act.
3. Declare Rates and Services Charges totalling \$106.799 million (refer to section 4.1.1 of Annual Budget) for the year ending 30 June 2019 in accordance with section 158(1) of the Act as follows:
  - a) a general rate to be declared in respect of the 2018-19 financial year, raised by the application of differential rates as follows:
    - i) A general rate of 0.2060 cents in the dollar on Capital Improved Value (CIV) of all rateable residential properties;
    - ii) A general rate of 0.3090 cents in the dollar on CIV of all rateable vacant residential properties;
    - iii) A general rate of 0.5150 cents in the dollar on CIV of all rateable commercial properties;
    - iv) A general rate of 0.7355 cents in the dollar on CIV of all rateable industrial properties;
    - v) A general rate of 0.8240 cents in the dollar on CIV of all rateable petro chemical properties;
    - vi) A rating concession of 0.0927 cents in the dollar on CIV of all rateable recreational properties.



- b) Under section 171(1)(a) of the Act, provide a waiver of:
- i) \$70 for all residential properties occupied by a ratepayer who is an eligible Department of Veteran Affairs Gold card recipient; OR
  - ii) \$50 for all residential properties occupied by a ratepayer who is an eligible Centrelink pension card recipient (excluding healthcare).
- c) Declare an annual service charge on properties, in accordance with section 158(1) of the Act for the collection, disposal and processing of garbage, recycling, garden waste and hard waste for the year ending 30 June 2019 to be raised as follows:
- \$229.05 (group A includes 240L green waste collection).
  - \$226.85 (group B includes 120L green waste collection).
  - \$218.00 (groups C and D excludes green waste collection).
  - \$172.50 (group E additional 120L garbage bin).
  - \$90.00 (groups F & G additional 240L green or recycle bin).
  - \$75.00 (group H additional private green waste bin).
4. In accordance with section 158(4) of the Act require that general rates and annual service charge must be paid by four instalments made on or before the following dates.
- |              |                   |
|--------------|-------------------|
| Instalment 1 | 30 September 2018 |
| Instalment 2 | 30 November 2018  |
| Instalment 3 | 28 February 2019  |
| Instalment 4 | 31 May 2019       |
5. In accordance with section 172 of the Act, require persons to pay interest on any general rate or annual service charge, which that person is liable to pay and has not been paid by the date specified for payment.
6. Authorise the Revenue Administrator of Council to levy and recover the general rates, annual service charges and interest where applicable in accordance with the Act.
7. Respond to all submitters to the budget.

**Carried**

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## Summary

Council's recommended Annual Budget 2018-19 is provided as an appendix to this report and presented for adoption.

The budget as presented has been amended since it was proposed and advertised for public comment. Changes have been made as a result of the March 2018 forecast review, some adjustments to operating items and also in response to submissions made by the community where required.

The budget is premised on an operational surplus of \$17.011 million based on total income of \$138.612 million and expenses of \$121.601 million. Operating surpluses are required to

ensure that Council remains financially viable and able to fund current and future commitments including the Capital Works Program, budgeted to be \$43.534 million in 2018-19.

Council proposes to increase its general rates by 2.25 per cent, in accordance with the State Government rate cap legislation.

There has been a significant increase of 27.6 per cent in the average amounts to be levied for waste service charges. These are exempt from the rate cap as income calculations are based on the cost to provide the service. The large increase in the service charges result from reduced income and increased expenditure due to the China recycling matter as well as the first year (after reimbursements the previous three years) where Council has not reimbursed previously collected carbon price.

This year's rates will be based on new 2018 valuations, meaning rate increases will vary considerably across the differential rating categories and individual properties. Residential properties have experienced significantly higher increases in value compared to the non-residential sector, particularly in the most western suburbs of the municipality. As a general rule, residential properties rate increases will be above the 2.25 per cent rate cap, whilst non-residential properties will be below the 2.25 per cent rate cap and in many instances experience reductions in their rates, when compared to the previous year.

Council's Rating Strategy has attempted to mitigate the effect of the revaluation and the rates burden being significantly shifted to the residential sector by slightly adjusting its differential rating structure. The Rating Strategy is considered as a separate report to Council.

There is a common misconception that as properties are revalued, Council receives a 'windfall gain' of additional revenue. This is not the case, as the revaluation process results in a redistribution of the rate burden across all properties in the municipality. Total income from rates (excluding waste service charges) is determined by the rate cap. In simple terms, as property values increase, the rate in the dollar is reduced.

Whilst the 2018-19 operational surplus is a strong result, it should be noted that surpluses are expected to decline in future years of the long term financial plan. There is limited movement predicted in relation to income funding streams such as contributions, operating grants, user charges and fees. Income is therefore not increasing in line with operational expenditure and the requirements of a robust Capital Works Program, including increasing infrastructure renewals needs.

Council has a strong history of being financially sustainable and managing service delivery within its means. As revenue constraints outside of Council's control are applied and as the level of organisational maturity increases in the area of asset management, a higher degree of work is required for service planning. This work should ensure that Council remains in a reasonable financial position throughout the duration of its long term financial plan.

## **Background**

The annual budget process commenced in December 2017. A number of key elements influenced the development of the proposed annual budget including the community consultation processes, strategic priorities, Capital Works Program, borrowing strategy, rating strategy and rate modelling, operational budget and fees and charges.

The rating and borrowing strategies as well as the proposed annual budget were all adopted by Council on 10 April 2018. Submissions were invited from the public and Council received 12 submissions in relation to the proposed budget. The submissions were presented to Council on 12 June 2018 and submitters who requested to do so, spoke in support of their submissions.

The Proposed Budget and original Rating Strategy were based on waste service charges increasing on average by 17 per cent. This was mainly a result of reduced income and increased expenditure due to the China recycling issue. As further information has come to light, additional estimated waste expenditure of \$760,000 has been included in the 'draft' annual budget, resulting in the need to increase waste service charges by 27.6 per cent.

The Proposed Budget and original Rating Strategy were based on valuations provided to Council at 27 March 2018. Rates calculations have been updated with valuations at 6 June 2018. As a result rates in the dollars for all rating categories have been reduced slightly from those within the Proposed Budget and original Rating Strategy. Despite this, slightly higher rates have been calculated due to an increase in the base average rate. This is a result of further supplementary rates in 2017-18 as well as the continued growth in the number of properties within the municipality.

## Discussion

The annual budget as appended has been changed since it was proposed and advertised for public comment, as a result of additional information received. The following adjustments have been made to the operational result:

- rates and charges have been increased by \$879,000 as a result of waste service charges (\$729,000), supplementary growth since the proposed budget (\$100,000) and interest on rates (\$50,000)
- operating grants have been decreased by \$1.142 million as a result of the Victorian Grants Commission funding being brought forward into 2017-18 (\$1.353 million) along with a reduction in the annual funding (\$24,000). Additional income has been included in relation to continued funding for the metro access project (\$132,000) and funding assistance for kerbside recycling (\$102,000)
- materials and services have increase by \$974,000 as a result of an increase in kerbside waste processing costs (\$760,000), projects transferred from the Capital Works Programs (\$192,000), the grant funded metro access project (\$12,000) and an increased contribution to the Alliance for Gambling Reform

The capital program has increased from \$38.845 million in the proposed budget to \$43.534 million in the annual budget as appended to this report as a result of:

- the inclusion of waste management smart bins (\$300,000) funded from the waste management reserve
- the capital works carryover represents work that is expected to be incomplete at the end of 2017-18 will now be completed as part of the 2018-19 program. The carryover of \$4.268 million was determined during the March 2018 forecast review and is an increase (\$4.388 million) over the \$120,000 brought forward included in the proposed budget

Twelve responses were received as a result of the legislated public comment process in relation to in the 2018-19 annual budget. Three of these submissions were in support of budget inclusions and two had already been addressed within the budget. Of the seven remaining submissions, one has been added to the proposed budget, as shown below:

- an increased contribution (\$10,000) to the Alliance for Gambling Reform, as mentioned above, bringing Council's total contribution to \$15,000

All submitters will receive an individual response following Council consideration of the final budget.

The 2017-18 comparative figures included in the annual budget as appended have been updated according to forecasts determined during the March 2018 forecast review. The proposed budgets forecasts included amounts determined at December 2017, so the variances between 2017-18 and 2018-19 have been adjusted accordingly.

### 8.1.3 Strategic Resource Plan

Directorate: Corporate Services

Appendix: 2 1<sup>st</sup> Green

Councillor Portfolio: Not applicable

#### Purpose

To adopt the Strategic Resource Plan for the period of four years ending on 30 June 2022.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Colleen Gates:**

**That Council adopt the Strategic Resource Plan for the period of four years ending on 30 June 2022 as attached and in accordance with any changes made by Council when adopting the Annual Budget 2018-19.**

**Carried**

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#### Summary

The Strategic Resource Plan (SRP) for the four year period ending 30 June 2022 is attached and presented to Council for adoption.

The SRP includes financial and non-financial resources (including human resources) for the next four financial years to achieve the strategic objectives in the Council Plan. The SRP is reviewed annually in line with the annual budget. Any changes made by Council in regard to the adoption of the Annual Budget 2018-19 will also need to be reflected in the SRP.

#### Background

The SRP annual budget and Long Term Financial Plan are updated annually through a process of consultation with the community, Councillors and staff.

The information contained in the attached SRP is based on Council's Annual Budget 2018-19. A number of key elements influenced the development of these documents including the community consultation process, strategic priorities, Capital Works Program, borrowing strategy, rating strategy, operational budget and fees and charges.

#### Discussion

The key objective of the SRP is financial sustainability in the medium to long term, whilst achieving Council's strategic objectives as specified in the Council Plan. The key financial objectives that underpin the SRP are:

- generally maintaining existing service levels
- achieve operational surpluses each year
- maintain a robust Capital Works Program with a focus on asset renewal
- achieve balanced financial (rate determination) results
- increases are required to cash reserves to take into account increasing future commitments

### 8.1.4 Rating Strategy 2018-19

Directorate: Corporate Services

Appendix: 3 1<sup>st</sup> Yellow

Councillor Portfolio: Not applicable

#### Purpose

To present the Rating Strategy 2018-19, revised as at June 2018, version to Council for endorsement.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Colleen Gates:**

**That Council endorse the Rating Strategy 2018-19 – revised in June 2018, subject to adoption of the annual budget 2018-19.**

**Carried**

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#### Summary

The attached Rating Strategy (The Strategy) provides an overview and introduction to the rating framework. It explains what rates are, the bi-annual revaluation process, the objectives of differential rating and outlines appropriate rating under the Ministerial guidelines.

Rates in 2018-19 will be based on new 1 January 2018 valuations. The Strategy provides information on the expected changes to average Capital Improved Values (CIV). It highlights that the value of residential properties have experienced significantly stronger growth, particularly in the western end of the municipality, when compared to the non-residential sector. Rate increases will vary considerably across the differential rating categories and individual properties in a revaluation year.

In the past, property revaluations were required to be undertaken every two years in accordance with State Government legislation. From now on this process will occur annually. The 2018 revaluation has returned significant increases in property values in many of the city's residential areas. As a direct result, residential land owners will generally experience a higher level of rate increase than the State Government rate cap of 2.25 per cent.

In addition, rate notices will also include the fire services property levy that Council collects on behalf of the State Government. This levy is not regarded as Council income and is not included within the figures outlined in the strategy. Additionally, the levy is not subject to the rate cap.

There is a common misconception that as properties are revalued, Council receives a 'windfall gain' of additional revenue. This is not the case, as the revaluation process results in a redistribution of the rate burden across all properties in the municipality. Total income from rates (excluding waste service charges) is determined by the rate cap. In simple terms, as property values increase, the rate in the dollar is reduced.

Council's rating structure is outlined in the strategy, which explains in detail how Council proposes to raise its rates in 2018-19. The strategy outlines that, in accordance with the rate cap, a 2.25 per cent average general rate increase will be applied in 2018-19.

There has been a significant average increase of 27.6 per cent in the amounts to be levied for waste service charges. These are exempt from the rate cap as amounts charged are

based on the cost to provide the service. The large increase in the service charges results from reduced recycling sale income and increased expenditure due to the China recycling issue. At the same time, this is the first year (after reimbursements the previous three years) where Council has not been reimbursed the previously collected carbon price.

The effect on rate increases as a result of the revaluation, both in dollar and percentage terms for each of the rating categories is explained in the Strategy. Further detail is also provided on the expected average change in residential rates, both in dollar and percentage terms for each of the suburbs within the municipality.

The Strategy, including the rate modelling within, is based on the 2018 valuations, which have generally been finalised. In considering the rating strategy and modelling, it should be noted that valuations are subject to minor changes that could impact on the CIVs and rates.

## Background

Prior to the last state election the State Government committed to implementing an inflation based rate cap, providing a process for the Essential Services Commission (ESC) to assess any proposed higher rate increases and allowing a higher cap in exceptional circumstances. The Fair Go Rates System commenced in the 2016-17 financial year.

The State Government recently announced an inflation based rates cap of 2.25 per cent for 2018-19, slightly more than the 2 per cent cap used in the 2017-18 year. Although considered as rates, Council's waste service charges are exempt from the rates cap.

## Discussion

Rates will be based on new valuations as at 1 January 2018. As such, rate increases will vary considerably across the differential rating categories and individual properties.

The Strategy highlights that residential properties have experienced significantly higher property value growth, particularly in the western part of the municipality, when compared to the non-residential sector. The average CIV increase is 29.41 per cent, but this varies dramatically for each rating category as follows:

- residential 32.08 per cent
- residential vacant land 35.71 per cent
- commercial 18.62 per cent
- industrial 12.63 per cent
- petro-chemical 0.14 per cent
- cultural and recreational 16.53 per cent

The effect of the revaluations and the significant increase in waste service charges is that the rates burden will be shifted to the residential sector. The average general rate is 2.25 as per the cap and the average is expected to increase to 3.93 per cent when waste service charges are taken into account. This varies dramatically for each rating category as follows:

- residential 8.36 per cent
- residential vacant land 9.25 per cent
- commercial 3.94 per cent decrease
- industrial 3.79 per cent decrease
- petro-chemical 19.38 per cent decrease
- cultural and recreational 3.64 per cent decrease

## 8.2 Strategic Development

### 8.2.2 Burns Road Progress Report

Directorate: Strategic Development

Appendix: 4 1<sup>st</sup> Blue

Councillor Portfolio: Planning

Cr Tony Briffa and Cr Michael Grech

#### Purpose

To update Council on the Burns Road Estate Land Owners Engagement process and seek ongoing funding for Gerard Coutts & Associates (GCA) to continue to facilitate the process.

#### Motion

**Moved Cr Sandra Wilson, seconded Cr Colleen Gates:**

**That Council:**

- 1. Receive and note the Burns Road Industrial Estate Land Owners Evaluation Report April 2018.**
- 2. Support the continuing engagement of Gerard Coutts & Associates for a fee of \$60,000 to work with the Burns Road Estate land owners, next financial year.**
- 3. Prepare an annual report identifying the outcomes and achievements of the engagement process by 30 June 2019 and consider the need for continued Council support.**
- 4. Continue to advocate to the State Government to develop appropriate outcomes on the site.**

**Carried**

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#### Summary

The Burns Road Estate (the estate) in Altona has remained undeveloped for almost 100 years due to a range of complex issues. These include multiple land owners with differing expectations, presence of significant native vegetation and population density controls.

Council is supporting a land owner engagement process regarding the development potential and constraints of the estate. Land owner agreement and cooperation is critical to resolving issues affecting the estate. Gerard Coutts & Associates (GCA) is facilitating the engagement process and working with land owners towards unlocking the development potential. The outcomes and achievements of the engagement process are required to be reported to Council for consideration and ongoing support.

The engagement process has succeeded in bringing interested land owners together to enhance their understanding of the development constraints affecting the estate and actions required to attempt to address them. In November 2016, the Burns Road Management Group (BRMG) voted to apply to become an Incorporated Association. This was realised on 23 May 2017 when the BRMG officially incorporated to become the Burns Road Landowners Group Incorporated (BRLG Inc).



GCA's role has been instrumental in the establishment of the BRLG Inc., building trust and providing stability and guidance on a way forward. Ongoing funding for GCA involvement is recommended for another 12 months to work with land owners towards resolving development issues affecting the estate.

This site due to the many complexities and the land owners within it, will continue to need the ongoing support of the Council over many years to resolve. The Council continues to charge rates to all the landholders within the precinct so our continued investment in a facilitator to run the process with a year to year focus and review, remains a fair and reasonable way forward.

## **Background**

The Burns Road Industrial Estate is a 44 hectare parcel of land comprising of 505 lots, most with an average size of 640 square metres, road reserves and a single two hectare parcel of land. No roads, drains and separate allotments have ever been physically created.

The land is currently undeveloped due to inappropriate lot size and configuration; the financial impracticalities of extending services (water, sewerage, gas, electricity) to individual lots; multiple ownership; an inappropriate road network and significant native vegetation.

Obtaining landholder agreement to restructure the estate has been identified as the single biggest impediment to the restructure of the land. Additionally, the site needs to be considered as a whole as any land affected by biodiversity matters may be rendered undevelopable. This requires a holistic conservation management strategy to address the remainder of the developable area of the estate.

Landowners must work together to reach an agreed outcome that satisfies Victorian and Australian Government environmental and planning constraints. If landowner consensus cannot be achieved the estate will remain dormant for the foreseeable future.

At the Ordinary Meeting of Council on 9 September 2014 Council resolved to provide funding for a facilitator for a minimum period of one year to work with landowners to build their understanding and facilitate an agreed approach to address the development potential and constraints of the estate. GCA was subsequently appointed to support a land owner engagement process. Council received a report on the outcomes of the engagement process at its meeting of 22 September 2015 and resolved to continue funding the facilitator for a further 18 month period. Funding ceased in March 2017. At the Ordinary Meeting of Council on 11 April 2017, Council supported ongoing engagement and allocated \$60,000 for CGA.

The engagement process has succeeded in bringing interested landowners together to enhance their understanding of the development constraints affecting the estate and action required to attempt to address them. In November 2016, the Burns Road Management Group (BRMG) voted to apply to become an Incorporated Association. This was realised on 23 May 2017 when the BRMG officially incorporated to become the Burns Road Landowners Group Incorporated (BRLG Inc). There are 43 fully paid BRLG Inc. members, representing 227 lots or 45 per cent lot ownership. (A paid membership fee of \$50 has been applied by the Committee). A report outlining the achievements of the BRLG Inc. over the last 12 months is attached as an appendix.

In April 2017, as a result of a submission by the BRLG Inc. to the Council Budget 2017-18 consultation process, the Committee was notified that funding had been allocated to undertake a comprehensive assessment of the biodiversity values of the estate. The assessment is expected to be completed in mid-2018 and will assist the land owners in understanding the development potential of their land.

Council continues to raise the profile of the estate with the state government and advocate for assistance. Meetings have been held with both the Victorian Planning Authority and representatives of the Department of Environment, Land Water and Planning (DELWP) and Department of Economic Development Jobs Transport and Resources for this purpose.

### **Discussion**

Achieving incorporation of the BRLG Inc. is a significant step forward for the Steering Committee. A key focus of the Committee's work has been establishing the incorporated association and developing the BRLG Inc. rules, particularly membership eligibility and member voting rights. The payment of a \$50 BRLG Inc. membership fee payment signifies broader land owner interest and commitment to the engagement process.

The Committee has also enhanced its understanding of biodiversity impacts on land development and recognises they are interrelated. The assessment will establish biodiversity values and provide comprehensive information to allow relevant regulators to assess a proposed development of the estate. The results will be critical to understanding the development potential of the estate and formulating the next steps of the BRLG Inc. The Committee is awaiting the assessment's findings before considering how to proceed.

While Council is under no legal obligation to take any action regarding the estate, it is clear that Council's financial and administrative support is still required. The BRLG Inc. provides a stable governance structure to respond to planning, infrastructure, environmental and biodiversity issues and is essential to lead interested land owners towards achieving a realistic outcome for the estate. GCA has played a significant role in building the capacity of the Steering Committee and providing stability, direction and advice. Trust of Council has increased and a respectful working relationship with the Steering Committee and interested land owners more generally, has resulted. Withdrawing Council support may see the process falter and the land continue to remain undevelopable.

Ongoing funding of GCA for a further 12 months to support the landowner engagement process is considered warranted and is anticipated to be approximately \$60,000 per year. Key Performance Indicators should be set for the next financial year to ensure momentum of the land owner engagement process. These should include a rise in BRLG Inc. membership for the financial year and a report addressing the biodiversity findings and development of an approach for moving forward including of the following:

- preparation and refinement of base plans to promote the development potential of the estate
- outline a staging plan
- preparation of an accompanying vision and outline in accordance with the staging plan.

## 8.3 Infrastructure and City Services

### 8.3.1 Level Crossing Removal Status Report

Directorate: Infrastructure and City Services Appendix: 5 2<sup>nd</sup> Pink

Councillor Portfolio: Integrated Transport  
Cr Jonathan Marsden and Cr Sandra Wilson

#### Purpose

To provide Council with an update on the status of the three level crossing removal projects within Hobsons Bay and to seek endorsement for specific advocacy items.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Colleen Gates:**

**That Council:**

- 1. Advocate to the state Ministers for Roads and Public Transport for the allocation of funds to address important community infrastructure items that are currently considered out of project scope for the Aviation Road Laverton Level Crossing Removal site.**
- 2. In light of ongoing issues with lifts at Laverton Station, advocate to the Minister for Public Transport to support the inclusion of ramp access to Aircraft station in the final design outcome for the Aviation road, Laverton level crossing removal site.**
- 3. Advocate to the Minister for Roads for further consideration of the Point Cook Road business case as developed by VicRoads to address community safety and access issues and increase road network capacity to meet increasing traffic volume demands within the Aviation Road Precinct.**
- 4. Request the state government to release the new timetable for the steps in the design and construction of the solution for the Ferguson Street rail crossing in Williamstown.**
  - a. Release the technical information relating to any underground impediments/obstacles at this site.**
  - b. Release the budget figure for the design and construction for the solution at the Ferguson Street rail crossing in Williamstown.**

**Carried**

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#### Summary

The Kororoit Creek/Racecourse Road Altona level crossing removal is progressing however with a delay in the supply of infrastructure the construction timelines have been impacted slightly. Occupation and closure of the line for the purposes of construction has now been finalised for 43 days with buses replacing trains along the Altona Loop between Newport and Laverton from Saturday 16 June to the last service on Sunday 29 July. Completion is

scheduled for late 2018. Bus services will be provided to support local resident's access to Newport Railway Station and the Melbourne CBD.

The Aviation Road Laverton level crossing removal project has reached final concept stage with several community engagement opportunities providing input to the concept plan. The concept recommends road over rail as the preferred option which is a modification to the existing road network. Refer to the concept plan in Appendix A. The current project timelines indicate commencement by the end of 2018 and completion in 2020.

Council has advocated for an integrated outcome for the crossing removal that considers the Aviation Road Shopping Centre, residential areas north and south of the railway line, future development on the RAAF land, the potential Point Cook Road/Princes Freeway interchange upgrade and the anticipated increasing use of Aircraft train station.

The Ferguson Street, Williamstown Level Crossing Removal project has not formally commenced with the Level Crossing Removal Authority (LXRA) currently focusing on the Aviation Road project.

Council established two Level Crossing Community Interest Groups (CIG); one each for the Ferguson Street and Aviation Road sites. These groups have been meeting since late 2017 and have contributed to the site specific project development and input including specific advocacy activities undertaken by Council.

## **Background**

The current status of the three project locations within Hobsons Bay is detailed as follows:

### Kororoit Creek Road, Altona

Work is underway by the contractors to remove the level crossing at Kororoit Creek Road in Williamstown North, located adjacent to Racecourse Road with a rail bridge over the road. Works will include the partial duplication of the Altona Loop to improve service reliability.

Kororoit Creek Road is used by 22,000 vehicles each day and is part of VicRoads' Principal Freight Network. It is a key transport corridor that connects the Williamstown North industrial precinct, nearby ports, and residential areas to the Princes Freeway. LXRA claim that removing the boom gates will create better freight connections, improve traffic flow, remove the risk of incidents between passenger trains and road vehicles and provide safer passage for pedestrians and cyclists.

### Aviation Road, Laverton

The often congested level crossing at Aviation Road is used by 7,000 drivers every day, providing local traffic with north –south access across the busy Werribee metro and national freight rail lines access to the freeway, Aircraft station and shops. Expected outcomes, when the level crossing is removed, include improved safety, less congestion and more reliable travel times. Following assessment of a range of site characteristics and constraints, including ground conditions, impacts to surrounding land use, traffic volumes, and disruption to road and rail users, LXRA have come up with what they consider to be the best options that would work at Aviation Road, i.e. a road over rail option.

A new pedestrian and cyclist underpass connecting to Aircraft Station will be accessed via stairs. Consideration is currently being given to either lifts or ramps, depending on the final design outcome. The walkway and bike path through the underpass will be about eight metres wide. Ramps into the underpass will be three metres wide. These design specifications are a recent development which are not consistent with the reference design as provided to the community and specifically the Community Interest Group. Council

continues to advocate for the ramp. Community members have raised their concerns in response to these more recent specifications further to their experience with ongoing issues with the level of service at Laverton Station and the mechanical lift. The ramp option is considered to be favourable as it provides full access regardless of operational constraints.

#### Ferguson Street, Williamstown

The level crossing at Ferguson Street in Williamstown is scheduled for removal between 2019 and 2022. Works are at the early planning stage and a decision of the design to be used to remove the crossing has not yet been made. The Ferguson Street level crossing is used by 22,000 vehicles daily and is a major safety hazard for pedestrians, cyclists and drivers in the area. Two pedestrian fatalities and one serious incident involving a cyclist has been recorded at this level crossing.

### **Discussion**

#### Kororoit Creek Road, Altona

LXRA have announced the dates for the Altona loop rail line shutdown in June and July to undertake major work on the dual rail bridge over Kororoit Creek Road and duplicating approximately 800 metres of track between the Werribee line junction and Kororoit Creek. The rail closure will extend for 43 days with buses replacing trains along the Altona Loop between Newport and Laverton from Saturday 16 June to the last service on Sunday 29 July. To allow for works to upgrade signaling infrastructure there will be limited off-peak closures of the Werribee line. Buses will replace trains between Newport and Werribee during this time. Normal train services will resume on Monday 30 July 2018.

Limited overnight closures of Kororoit Creek Road at the level crossing are proposed, with traffic detours in place. Kororoit Creek Road and Racecourse Road will be closed at the level crossing on selected nights from the late evening until early the following morning. Kororoit Creek Road traffic will be diverted along Maddox Road, Mason Street and Millers Road. Racecourse Road traffic will be diverted along Civic Parade and Millers Road.

#### Aviation Road, Laverton

The Aviation Road CIG have received a number of briefings from LXRA representatives for the purposes of gaining project details and providing an opportunity for the CIG to provide input to the concept design development. The Aviation Road CIG identified that the key issues to be addressed included:

- public safety and amenity through lighting, landscaping and public furniture
- safe pedestrian and cyclist access through the provision of off-road DDA compliant routes, dedicated bicycle storage and end of trip facilities and connections to public transport services including a defined kiss and go facility on Triholm Avenue
- formalising the ad hoc parking around the station

Throughout the concept development a number of items have been identified by the CIG and Council that LXRA has not included in the project scope as these are considered to be outside of the project brief. These items have formed the basis of correspondence to the Minister for Public Transport, Hon. Minister Allen. Specifically these items include:

- formalise construction of the entire sealed and unsealed car park and access arrangements in Triholm Avenue (south of the station)
- improve the street interface with the station along Triholm Avenue to improve community access to public transport through improved bus stop provisions and 'kiss and ride' amenities

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- suitable canopies over the station platforms to provide shelter from the weather particularly noting the prevailing westerly winds at this site
- provision of a shared user path along the northern section of Railway Avenue connecting Laverton Station to Aircraft Station and ensuring residents north of the railway line have safe, dedicated shared pathways
- provision of safe, secure and sheltered end of trip provisions including bicycle storage
- upgrading the existing at-grade informal pedestrian crossing at Balmoral Street

Following Council's engagement with VicRoads and the feasibility investigations for changes to the Point Cook Road/West Gate Freeway interchange, Council continues to advocate for this project to be supported by state government. This project proposes to increase capacity of the Point Cook Road West Gate Freeway Overpass, provision of a dedicated shared user path on the overpass, formal traffic signalisation at the Queens Street and Point Cook Road intersection and reconfiguration of on and off ramps to the West Gate Freeway. This business case is particularly important in light of the projected population growth within Point Cook and the area north of the station including the Williams RAAF Base.

A meeting with the Minister for Public Transport and Hobsons Bay City Council Chief Executive Officer is scheduled for late June 2018 to discuss the specific level crossing removal project requirements and the Point Cook Road/West Gate Freeway Interchange business case.

#### Ferguson Street, Williamstown

The Ferguson Street LXR CIG have been active in preparing for the commencement of the design process with the Group reviewing other LXR sites and outcomes and Group members recently undertook a survey of on how the possible options respond to the Council Principles.

LXRA have advised the CIG that no feasibility or detailed investigations have been undertaken to date.

The CIG recently undertook a review of Councils Level Crossing Removal Principles and Guidelines to ascertain which of the four possible options best addressed the Principles. This exercise concluded that eight of the sixteen principles could not be assessed within detailed design information. The CIG concluded that the rail under road option best addresses Council Principles.

### **8.3.2 Response to Petition – Pedestrian Crossing at Mason Street, Newport**

Directorate: Infrastructure and City Services                      Appendix: 6      2<sup>nd</sup> Green

Councillor Portfolio: Integrated Transport  
Cr Jonathan Marsden and Cr Sandra Wilson

#### **Purpose**

To respond to the petition received regarding the safety issues at the existing pedestrian crossing on Mason Street, Newport.

#### **Motion**

**Moved Cr Jonathon Marsden, seconded Cr Peter Hemphill:**

**That Council:**

- 1. Undertake the safety improvements works within the vicinity of the Mason Street Newport pedestrian crossing and maintain existing flashing yellow lights on the basis of the safety assessment.**
- 2. Write to the lead petitioner advising of Council’s decision and provide community updates on the works through Council’s communication streams.**

**Carried**

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#### **Summary**

Council has received an online signed petition on 28 March 2018 from the lead petitioner, Mr Ed Moran containing 637 signatures from residents raising the following road safety concerns about the existing pedestrian crossing within the vicinity of Mason Street (near Schutt Street), Newport:

- the existing pedestrian crossing in Mason Street, near Schutt and Mirils Street Newport is dangerous
- lack of pedestrian crossing opportunities across Mason Street
- the removal of the rubber speed cushions on the northern side of Mason Street, immediately prior to the zebra crossing
- requested Council to convert the existing Flashing Yellow lights crossing to a pedestrian operated signals
- unsafe driver behaviours

Further to receipt of this petition, several site observations, spot pedestrian monitoring surveys and traffic count surveys have been undertaken in response to the speeding and safety concerns.

Based on the results, the speeds of vehicles in Mason Street within the vicinity of the pedestrian crossing were at or slightly above the posted speed limit of 40kph. The site observations conducted recently and previously suggest that the traffic volumes and vehicle

speeds have progressively decreased from August 2015. The speeds of eastbound vehicles in Mason Street however, have increased slightly beyond the acceptable speed threshold mainly. This is attributed to the lack of speed cushions on the northern side of Mason Street, approaching the zebra crossing.

The traffic count surveys confirmed that over a 7-day period between 7am to 6pm vehicles were within the posted speed limit of 40kph when the usual pedestrian activity demands are expected to occur across the pedestrian crossing. The surveys indicated that 91 per cent of the vehicles in Mason Street had travelled below 45kph over that 7 day period.

## Background

From 2014 to 2015, Council received numerous noise concerns from a Schutt Street resident about the speed cushions located on the northern side of Mason Street, approaching the zebra crossing. Following these concerns, Council conducted several site observations to determine the level of traffic issues. Council undertook a review of the traffic volumes in Mason Street, proportion of heavy commercial vehicles. Council resolved to remove the speed cushions on the northern side of Mason Street.

Following the removal of the speed cushions, Council received further complaints from the residents on either side of Mason Street complaining about vehicle speeds and safety issues in Mason Street. Following traffic count survey and pedestrian monitoring surveys and while no high risk issues were identified, Council undertook additional signage and line marking improvements to raise motorists' awareness of the zebra crossing.

## Discussion

Council received a petition in March 2018 from residents raising concerns about safety issues at the pedestrian crossing and accordingly requesting Council to change the pedestrian crossing to pedestrian operated signals. Further to this petition a number of traffic safety assessments have been undertaken as outlined in the following:

### Traffic Volumes and Speeds

Seven day traffic count surveys were conducted on both sides of Mason Street from 1 May to 8 May 2018. The purpose these surveys is to determine the traffic volumes and vehicle speeds in the street. The traffic and speed results are summarised in the following Table 1.

**Table 1: Traffic Volumes and Speeds**

Road	Volume	85 <sup>th</sup> percentile speed
32A Mason Street (eastbound)	7,835 vehicles per day	46kph
37 Mason Street (westbound)	7,878 vehicles per day	41kph

Based on the above traffic results, the 85<sup>th</sup> percentile vehicle speeds in the eastbound and westbound sections of Mason Street were recorded at 46kph and 41kph respectively. It should be noted that the posted speed limit in Mason Street along this section is 40kph.

Furthermore, the speed results suggest that whilst the vehicle speeds on the westbound section of Mason Street are reasonably close to the posted speed limit of 40kph, overall the vehicle speeds on the eastbound section have increased slightly beyond the previous surveyed result of 45kph conducted in August 2015. This is attributed to the absence of traffic calming devices approaching the existing pedestrian crossing.



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The speed results indicate that vehicle speeds on the eastbound section of Mason Street were well within or slightly above the posted speed limit of 40kph, particularly between 7am and 6pm where the usual pedestrian activity is expected to occur.

### Pedestrian Surveys

Pedestrian surveys were undertaken on 2 May 2018 between 7:30am and 6pm to determine the pedestrian demands at the pedestrian crossing. The pedestrian results indicate that the peak pedestrian demands occurred between 8:30am to 9:30am and 3:30pm to 4:30pm.

**Table 2: Pedestrian Surveys @ Pedestrian Crossing - Mason Street, Newport**

Road	Period	Pedestrian Volume
Mason Street at 1 Schutt Street	Morning Peak	64
	Afternoon Peak	37

Concurrently, the average traffic volumes in Mason Street were recorded at 548 and 474 vehicles per hour during the morning and afternoon periods.

Based on these results, the pedestrian crossing meets the requirements for a zebra crossing with flashing yellow lights. It should be noted that the current pedestrian crossing has flashing yellow lights with adequate sight distance, advance warning signage, and line markings.

### Crash Statistics

A review of the reported casualty accident history for Mason Street section between Miris Street and Durkin Street has been sourced from VicRoads CrashStats accident database. The database indicates that there are no reports of casualty crashes in the last five years with the exception of the one serious injury crash in March 2018 as per the Victoria Police records. The police accident data suggests that a pedestrian was hit at the crossing near Miris Street due to distraction of driver with an unrestrained dog in the car. The crash data suggests that no accident trends are identified in the vicinity of the subject site.

As a result of the investigation and the associated findings, it is recommended that Council undertake traffic and safety improvements including: (Refer attachment)

- install asphalt speed humps and zig zag line marking on the north side of Mason Street approaching the zebra crossing
- renew the existing speed cushions on the south side of Mason Street with asphalt speed humps
- install tactile surface indicators on either side of the pedestrian crossing

It should be noted that the renewal of the zebra crossing line markings and tree pruning has been undertaken since receipt of the petition and following the site assessment.

## **9 Notice of Motion.1202 – Ferguson Street Rail Crossing, Williamstown**

Cr Peter Hemphill and Cr Jonathon Marsden have given notice of the following:

### **Motion**

**“That Council request the State Government to:**

- 1. Release the timetable for the steps in the design and construction of the solution for the Ferguson Street rail crossing in Williamstown.**
- 2. Release the technical information relating to any underground impediments/obstacles at this site.**
- 3. Release the budget figure for the design and construction for the solution at the Ferguson Street rail crossing in Williamstown.”**

**Withdrawn**

## 10 Supplementary Public Question Time

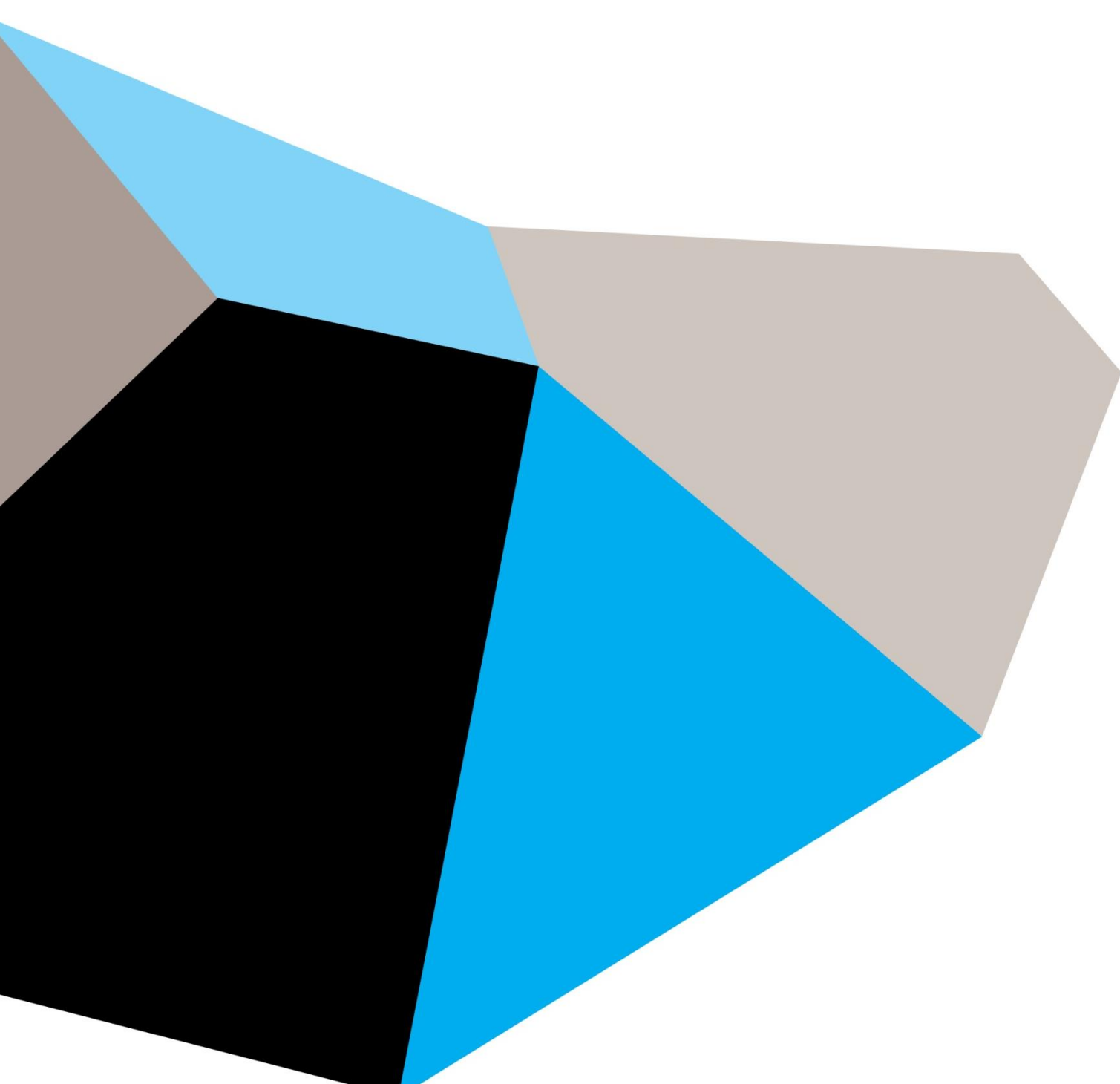
## 11 Other Business

There being no further business, the Chairperson declared the meeting closed at 8:40pm.



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Chairperson – Cr Angela Altair  
Signed and certified as having been confirmed.  
10 July 2018



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**HOBSONS BAY CITY COUNCIL**

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