



# **MINUTES OF THE COUNCIL MEETING**

**HELD ON**

**MONDAY, 21 JUNE 2010**

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RELEASED TO THE PUBLIC ON THURSDAY 24 JUNE 2010

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**MINUTES OF THE ORDINARY MEETING OF THE  
DAREBIN CITY COUNCIL HELD AT DAREBIN CIVIC CENTRE,  
350 HIGH ST, PRESTON ON MONDAY 21 JUNE 2010**

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THE MEETING OPENED AT 7.02 P.M.

**1. PRESENT**

***Councillors***

Cr. Tim Laurence (Acting Mayor)  
Cr. Diana Asmar  
Cr. Stanley Chiang  
Cr. Gaetano Greco  
Cr. Nick Katsis  
Cr. Ben Morgan  
Cr. Trent McCarthy  
Cr. Steven Tsitas

***Council Officers***

Rasiah Dev – Chief Executive Officer  
Michael Ballock – Director Development and Amenity  
Geoff Glynn – Director Infrastructure  
Jan Black – Director Communities and Culture  
Libby Hynes – Executive Manager Environmental Sustainability  
Sharon Hutchinson – Manager Organisation Development  
Sally Curran – Manager Corporate Governance  
Ron Downes – Council Business Coordinator

**2. APOLOGIES**

It was noted that the Mayor, Cr. Fontana, is currently on leave of absence.

**3. DISCLOSURES OF CONFLICTS OF INTEREST**

Nil.

**4. CONFIRMATION OF THE MINUTES OF COUNCIL MEETINGS****MINUTE NO. 227**

<b>COUNCIL RESOLUTION</b>
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**MOVED:** Cr. D. Asmar  
**SECONDED:** Cr. S. Chiang

**THAT** the Minutes of the Ordinary Meeting of Council held on 7 June 2010 be amended in respect of the Report of Cr. Stanley Chiang by deleting the word 'Party' and inserting the word 'Painting' in the second bullet point sentence, and that the Minutes, so amended, be confirmed as a correct record of business transacted.

**CARRIED**

## 5. REPORTS BY MAYOR AND COUNCILLORS

MINUTE NO. 228

### 5.1 REPORT OF CR. STEVEN TSITAS

Cr. Tsitas reported on his attendance at the following functions/activities:

- Community meeting regarding kindergarten centralised waiting lists.
- Local constituent matters.

### 5.2 REPORT OF CR. DIANA ASMAR

Cr. Asmar reported on her attendance at the following functions/activities:

- Meeting to discuss the financial report to the end of May 2010.
- Planning Committee meeting.
- Meetings with local residents regarding various issues, including the proposed upgrade of the Brunswick Terminal Station.

### 5.3 REPORT OF CR. NICK KATSIS

Cr. Katsis reported on his attendance at the following functions/activities:

- Planning Committee meeting.
- Community meeting regarding kindergarten centralised waiting lists.
- Local constituent matters.

### 5.4 REPORT OF CR. BEN MORGAN

Cr. Morgan reported on his attendance at the following functions/activities:

- Community meeting regarding kindergarten centralised waiting lists.
- Local constituent matters.

### 5.5 REPORT OF CR. GAETANO GRECO

Cr. Greco reported on his attendance at the following functions/activities:

- Meeting with stakeholders regarding Lancaster Gate safety issues.
- Italian Consular Committee meeting.
- Edwardes Lake Boathouse consultation planning discussions.
- Chaired the DAREBINhealth (Municipal Public Health and Wellbeing Plan) Steering Committee meeting.
- Darebin Aboriginal and Torres Strait Islander Community Council meeting.

- Darebin Ethnic Communities Council meeting.
- Furlan Club function.
- West Preston Lakeside Football Club function.
- Chaired the Active and Healthy Ageing Strategy Project Steering Committee meeting.
- Meeting to discuss the financial report to the end of May 2010.
- Local resident issues.

## **5.6 REPORT OF CR. TRENT MCCARTHY**

Cr. McCarthy reported on his attendance at the following functions/activities:

- Meeting with residents of Eastment Street Northcote regarding traffic and planning issues.
- Meeting with Narana and Whitelion regarding the Maya Centre in Thornbury.
- Planning Committee meeting.
- Darebin Aboriginal and Torres Strait Islander Community Council meeting.
- Darebin Climate Action Leaders Forum.
- Meeting with residents regarding the proposed upgrade of the Brunswick Terminal Station.
- Various resident issues.

Cr. McCarthy also informed Council that Refugee Week (20-26 June 2010) was currently being celebrated.

## **5.7 REPORT OF CR. STANLEY CHIANG**

Cr. Chiang reported on his attendance at the following functions/activities:

- Bundoora Homestead Board of Management meeting.
- Young Chinese painting exhibition.
- Various resident and trader matters.

## **5.8 REPORT OF THE ACTING MAYOR, CR. LAURENCE**

The Acting Mayor, Cr. Laurence, informed Council that Ray McQuillen, former Manager Corporate Governance was retiring after 9 years at Darebin Council, and 42 years overall in local government.

The Acting Mayor on behalf of Council thanked Mr. McQuillen for his contribution at Darebin.

The Acting Mayor, Cr. Laurence, reported on his attendance at the following functions/activities:

- Meeting with Nathan Murphy MLC regarding the Reservoir Structure Plan.
- Planning Committee meeting.
- Meeting with stakeholders regarding Lancaster Gate safety issues.

- Urban Development Industry Association meeting.
- Meeting with the Australian High Commissioner from India regarding various related issues, including International students.
- Consultation with residents regarding the proposed upgrade of the Brunswick Terminal Station.
- Meetings with the Victorian Local Governance Association regarding issues of concern to Darebin.
- Meeting with Northcote Greek Community.
- Reservoir District College celebration of NAIDOC Week.
- West Preston Lakeside Football Club function.
- Meeting with Reservoir traders.
- Meeting with RMIT Professor Supriya Singh regarding International students.
- Discussions with the Mayor of Mount Alexander Shire Council regarding cooperation and shared issues.



**6. PUBLIC QUESTION TIME****MINUTE NO. 229**

The Acting Mayor, Cr. Laurence, invited questions from members of the public gallery.

The following questions were submitted:

- Ramon Collodetti of Fitzroy North asked a question about Darebin Council requesting Moreland City Council to defer consideration of the planning application relating to the upgrade of the Brunswick Terminal Station to allow for community consultation. The question was responded to by the Acting Mayor, Cr. Laurence.
- Maria Zijlstra of Fitzroy North asked a question about whether Council was notified by Moreland City Council of the proposed upgrade to the Brunswick Terminal Station. The question was responded to by the Acting Mayor, Cr. Laurence and the Director Development and Amenity, Michael Ballock.
- Anne Voss of Fitzroy North asked a question about proposed opposition by Council to the upgrade of the Brunswick Terminal Station. The question was responded to by the Acting Mayor, Cr. Laurence.

After Public Question Time had concluded, no further questions were submitted in writing.

**SUSPENSION OF ORDER OF BUSINESS – 7.40PM****MINUTE NO. 230****COUNCIL RESOLUTION**

**MOVED:** Cr. S. Tsitas  
**SECONDED:** Cr. T. McCarthy

**THAT** the matter of the proposed upgrade to the Brunswick Terminal Station be brought forward for Council's consideration as an item of Urgent Business.

**CARRIED**

**MOTION**

**MOVED:** Cr. T. McCarthy  
**SECONDED:** Cr. D. Asmar

**THAT:**

- (1) Council express its opposition to the proposal to expand the Brunswick Terminal Station and install 12 new 25.9 metre towers, as well as other building works.

- (2) As a matter of urgency, Council communicate its position to Moreland City Council and request that the application be deferred for consultation with affected residents in Darebin and Yarra and other affected parties.
- (3) Officers report back to Council on a campaign to underground existing electricity towers and facilities along the Merri Creek corridor.

Cr. Tsitas proposed that the following part (4) be added to the Motion:

- (4) Municipal border planning issues of significance not be the sole decision of the Council handling the application in the first instance.

That an independent planning body be established to review the issue with reference to the Minister for Planning to bring a resolution to the satisfaction of all parties concerned.

Cr. McCarthy, the mover of the Motion, and Cr. Asmar, the seconder of the Motion, declined to accept the additional part (4) to the Motion proposed by Cr. Tsitas.

**THE MOTION WAS PUT AND CARRIED AND BECAME THE COUNCIL RESOLUTION AS FOLLOWS:**

### COUNCIL RESOLUTION

**MOVED:** Cr. T. McCarthy  
**SECONDED:** Cr. D. Asmar

**THAT:**

- (1) Council express its opposition to the proposal to expand the Brunswick Terminal Station and install 12 new 25.9 metre towers, as well as other building works.
- (2) As a matter of urgency, Council communicate its position to Moreland City Council and request that the application be deferred for consultation with affected residents in Darebin and Yarra and other affected parties.
- (3) Officers report back to Council on a campaign to underground existing electricity towers and facilities along the Merri Creek corridor.

**CARRIED**

**RESUMPTION OF ORDER OF BUSINESS – 8PM**

**COUNCIL RESOLUTION**

**MOVED:** Cr. S. Chiang  
**SECONDED:** Cr. N. Katsis

**THAT** the Order of Business be resumed.

**CARRIED**

## 7. CONSIDERATION OF REPORTS

### 7.1 FINANCIAL REPORT – 11 MONTHS ENDED 31 MAY 2010

MINUTE NO. 231

**AUTHOR:** Financial Accountant – Michael O’Riordan

**DIRECTOR:** Director Corporate Services – Bruce Dobson

#### SUMMARY:

A comprehensive financial review has been undertaken for the eleven months ended 31 May 2010 to assess the financial performance of Council year-to-date (YTD). The outcome of the review indicates that Council has achieved a YTD operating surplus of \$15.9 million and capital works expenditure of \$15.6 million. All material variations have been explained in the report.

#### CONSULTATION:

Managers and Coordinators.

### COUNCIL RESOLUTION

**MOVED:** Cr. D. Asmar  
**SECONDED:** Cr. G. Greco

**THAT** the contents of the “Financial Report for the eleven months ended 31 May 2010” included as **Appendix A** to this report be received and the year-to-date actual and budget operating and capital results be noted.

**CARRIED**

### REPORT

#### INTRODUCTION AND BACKGROUND

Under the Local Government Act 1989, at least every three months the Chief Executive Officer is required to present to the Council a statement comparing the budgeted with the actual revenues and expenses for the financial year to date. In complying with the Act, the attached report (see **Appendix A**) compares the actual and budgeted operating revenues and expenses and the actual and budgeted capital revenues and expenses for the eleven months ended 31 May 2010. It also compares the actual and budgeted movements in the Balance Sheet and Cash Flow Statement for that period.

## ISSUES AND DISCUSSION

### *Operating Performance*

The Operating Performance for the eleven months ended 31 May 2010 is an operating surplus before capital revenue and other items of \$12.0 million, which is \$7.4 million ahead of budget. After capital and other items, the operating surplus is \$15.9 million, which is \$9.7 million ahead of budget. The main items contributing to this favorable variance are developer and open space contributions, capital grants, other revenue, material and services and depreciation expenses.

### *Capital Performance*

The Capital Performance for the eleven months ended 31 May 2010 shows that a total of \$15.6 million has been expended on the capital works program, which is \$14.5 million behind the budget. The variance is due mainly to timing differences on the roads, open space and building works projects and purchase of plant and equipment.

### *Financial Position*

The Financial Position as at 31 May 2010 shows a cash balance of \$33.6 million which is \$15.1 million ahead of budget. The variance is due mainly to timing differences in the receipts from customers, payments to suppliers and employees, government receipts and payment for property, infrastructure, plant & equipment, the receipt of proceeds from borrowings of \$2.3 million not undertaken, higher interest receipts and the higher opening cash position compared with budget. The net current asset position is \$30.9 million which is \$22.3 million more than budget. The variance is due mainly to the higher cash position and lower trade and other payables position compared with budget. The net asset position is \$926.4 million, which is \$123.6 million ahead of budget and reflects the impact of asset revaluations at 30 June 2009 of \$104.9 million.

### *Forecasts*

The attached report (**Appendix A**) includes forecast information which is based on the work undertaken during the third quarter review process. Forecasts for the year ending 30 June 2010 have been updated in conjunction with the 2010/11 budget process.

## POLICY IMPLICATIONS

### **Environmental Sustainability**

Nil.

### **Social Inclusion and Diversity**

Nil.

### **Other**

Nil.

**FINANCIAL AND RESOURCE IMPLICATIONS**

The Financial Report for the eleven months ended 31 May 2010 shows that Council's YTD operating result is a surplus of \$15.9 million and \$15.6 million has been expended on capital works.

**FUTURE ACTIONS**

The audited financial statements for the year ending 30 June 2010 will be presented to Council following the completion of the audit by the Victorian Auditor-General.

**DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**RELATED DOCUMENTS**

Nil

**7.2 REGIONAL KITCHEN UPDATE AND OPPORTUNITY TO  
NOMINATE FOR POSITION OF ORDINARY DIRECTOR OF  
RFK PTY LTD**

**MINUTE NO. 232**

**AUTHOR: Director Corporate Services – Bruce Dobson**

**DIRECTOR: Director Corporate Services – Bruce Dobson**

**SUMMARY:**

This report provides a brief update on the Regional Kitchen Project and discusses the process through which RFK Pty Ltd (trading as Community Chef) is seeking suitable candidates for the position of Ordinary Director of the company board.

**CONSULTATION:**

Director Communities and Culture  
Manager Aged and Disability Services

**RECOMMENDATION**

**THAT** Council receive and note this update report on the Regional Kitchen project.

**COUNCIL RESOLUTION**

**MOVED: Cr. G. Greco**

**SECONDED: Cr. S. Tsitas**

**THAT:**

- (1) Consideration of this matter be deferred pending clarification of issues involved, including:
  - Recruitment criteria and any potential conflict of interest.
  - Number of nominations which can made.
  - Eligibility criteria.
  
- (2) The Acting Mayor, Cr. Laurence, seek clarification quickly and directly so as not to jeopardise the opportunity to provide a nomination.

**CARRIED**

## REPORT

### INTRODUCTION AND BACKGROUND

In 2004, a number of Councils joined together to consider the future of the delivered meals service across local government. This was primarily in response to a decline in the number of meals providers (competition and sustainability issues) and increasing costs and food technology requirements.

These discussions led to the development of a new regional model for food services production and provision. Two joint venture companies were incorporated – Regional Kitchen Pty Ltd, which owns the land and buildings associated with the food production facility – and RFK Pty Ltd, trading as Community Chef, the meal supply company. These companies are owned by participating local governments and Darebin is a shareholder in both companies.

The joint venture will provide meals to member Councils for their Meals on Wheels and community care programs from a new purpose built facility. The high quality meals will be nutritious, varied, attractive, culturally sensitive and affordable.

An update report on the progress of the meals kitchen venture was last provided to Council in September 2009. This report provides a brief update on the current status of the project and sets out the process through which RFK Pty Ltd is seeking suitable candidates for the position of Ordinary Director of the company board.

### ISSUES AND DISCUSSION

#### Regional Kitchen Pty Ltd

Regional Kitchen is the company set up to own the land and buildings associated with the regional meals kitchen venture.

Key elements of the kitchen facility design include:

- Based on the 2Zones2 concept of French architect François Tesnière the Community Chef regional food kitchen will be the most advanced kitchen of its kind in Australia.
- Food will travel in refrigerated cabinets (CESARS) on an overhead rail system that will confine workers to high or low risk zones so as to reduce the risk of cross contamination.
- Food safety is further increased and the shelf life of the meals extended to thirty days by pasteurisation after meals have been packaged. This also preserves flavour and nutritional value.
- The rail and CESAR system reduces the need for cool room storage, means that workers work in an ambient temperature of 18°C rather than 10°C or 4°C and ensures a first in, first out process that reduces cool room storage.
- E-water will reduce chemical use, whilst air curtains and work benches with sensor switches will limit energy use and increase efficiency.
- A flexible office, meeting and training area has been located at the front of the building, making maximum use of natural light and creating a viewing corridor into the production area.



Construction of the building is nearing completion and key timeframes are as follows:

- Construction of the building will be completed by July 2010 and the company office will move to the Drake Boulevard, Altona site at that time.
- Fit out will then follow with major equipment being installed and trialled through until September 2010.
- The official opening of the facility is scheduled for 26 August 2010.

As at May 2010 Regional Kitchen had 13 local government shareholders, including Darebin.

RFK Pty Ltd (trading as Community Chef)

Community Chef is the company set up to operate the kitchen facility and produce meals.

The business model for Community Chef has been built up based on the needs of the meal recipients and advice received since 2004 from health experts and local government service providers. Key elements of the business model include:

- A menu of six main meal options - Mediterranean, Anglo-Australia, Asian, Vegetarian, Roast and Salad, with seasonal rotation.
- Quantities, nutritional value and choice exceed existing services and the specialist kitchen will provide texture modified meals and other one-off requirements.
- Halal and Kosher meals will be standard as will choice of vegetables with meat dishes,
- Look, smell, taste, packaging, ease of reheating, meal shelf life and food safety have been considered in detail to ensure that Community Chef achieves the highest standard.
- Environmental sustainability and operating working conditions have also been key elements in developing the business model.

As the venture moves into the start-up mode, the following steps have been taken and are planned over the next few months:

- All senior staff positions have been filled and appointment and training of operational staff will take place up to October 2010.
- System development, quality assurance, maintenance regimes, standard operating procedures, customer relations, menu design, procurement and administration procedures are currently being bedded down in time for recruitment and training of production staff.
- Production trialling will take place from September to November 2010.
- Meals production for customers will commence in December 2010.

Staggered start dates for customers have been introduced in the start-up phase to ensure a smooth transition and to dovetail start-up dates with current contracts. It is expected that Darebin will take delivery of meals from Community Chef from February 2011.

As at May 2010, Community Chef had 20 local government shareholders, including Darebin.

Opportunity to nominate a suitably qualified person for Ordinary Director of Community Chef

An opportunity exists for Council to nominate one person for the position of Ordinary Director of RFK Pty Ltd (trading as Community Chef), the meals production company. Any nomination must be provided to Horner Recruitment, the human resource company undertaking the selection process, by 30 June 2010.

A position description containing the responsibilities and selection criteria for the Ordinary Director position is attached as **Appendix A**. In addition, to be eligible for nomination the nominee must be:

- A current serving Councillor of a Shareholder; or
- A current employee of a Shareholder; or
- A person who is in a current contractual relationship with the Shareholder.

In making its selection, Horner Recruitment will consider whether the nominee is eligible, well qualified in terms of the position description and adds to the range of skills on the board.

To assist consideration of applications, a skills matrix has been prepared by Horner Recruitment which provides a summary of the experience and qualifications held by the five continuing members of the RFK Pty Ltd (Community Chef) board, as compared with the requirements of the Position Description for the Ordinary Director position. This skills matrix is attached as **Appendix B**.

Nominations are to be sent in writing inclusive of a resume addressing the qualifications, skills and experience contained in the position description.

## **POLICY IMPLICATIONS**

### **Environmental Sustainability**

The new meals facility is a state of the art design that seeks to minimise the impact of the construction of the facility and subsequent production of meals on the environment.

### **Social Inclusion and Diversity**

The delivered meals service is a key component of the Home and Community Care (HACC) support system that provides services with the objective of maintaining older people and people with a disability in their own home. Over the past twenty years the service has evolved to now include specialist dietary meals, many varieties of culturally appropriate menus, home delivery arrangements to respond to individual needs and group meal arrangements in a range of settings to improve social support outcomes for clients.

### **Other**

Council's involvement in the Regional Kitchen Project is consistent with the goal of Community Wellbeing set out in the Council Plan 2009-2013, and in particular the strategy of continuing 'to provide a broad range of community services .... targeted to those most in need'.

## **FINANCIAL AND RESOURCE IMPLICATIONS**

There are no direct financial implications arising from this status report. In due course it is expected that Council will benefit from relatively lower meal costs from the scale of operation that Community Chef is able to provide.

## **FUTURE ACTIONS**

Continued involvement in the Regional Kitchen Project through Darebin's involvement as a shareholder in both joint venture companies and as a customer of Community Chef.

## **DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

The author of the report notes his position of shareholder representative of Regional Kitchen Pty Ltd, having been so appointed by Council on 21 July 2008.

## **RELATED DOCUMENTS**

Council Report – Local Government Food Services Project - 16 April 2007

Council Report – Local Government Food Services Project - 6 August 2007

Council Report – Local Government Food Services Project and Execution of Legal Documents - 1 October 2007

Council Report – Local Government Food Services Project Shareholder Representatives and Capital Contributions – 4 February 2008

Council report – Local Government Food Services Project Formal establishment of Regional Kitchen Pty Ltd – 17 March 2008

Council Report – Regional Kitchen Pty Ltd Shareholders representative – 21 July 2008

Council Report – Regional Food Kitchen Update – 21 September 2009

**7.3 COUNCIL SUPPORT FOR INTERNATIONAL DAY AGAINST HOMOPHOBIA (IDAHO)****MINUTE NO. 233****AUTHOR: Manager, Social Inclusion and Diversity – John Smith****DIRECTOR: Director, Communities and Culture – Jan Black****SUMMARY:**

This report responds to a resolution of Council on 17 May 2010 requesting a report regarding potential initiatives that Council can undertake and support to reduce homophobia in our community.

**CONSULTATION:**

Officers from the Communities and Culture Directorate  
The National LGBTI Health Alliance

**RECOMMENDATION****THAT** Council:

- (1) Endorse the development of a range of initiatives to support the International Day against Homophobia and other actions that combat sexuality based discrimination.
- (2) Note the carriage of this issue by the Gender Equity Working Group.

**COUNCIL RESOLUTION****MOVED: Cr. T. McCarthy****SECONDED: Cr. G. Greco****THAT** Council:

- (1) Endorse the development of a range of initiatives to support the International Day Against Homophobia and other actions that combat sexuality based discrimination.
- (2) Note the carriage of this issue by the Gender Equity Working Group.
- (3) Sponsor a Council Forum/Workshop with the affected community to support International Day Against Homophobia and to assist the development of a range of initiatives to combat sexuality based discrimination.

**CARRIED**

## REPORT

### INTRODUCTION AND BACKGROUND

The International Day against Homophobia (IDAHO) is recognised in over 60 countries around the world on 17 May, the 1990 date when the World Health Organisation removed homosexuality from its list of mental disorders.

Most Lesbian, Gay, Bisexual, Transgender, Intersex (LGBTI) people have to deal with homophobic, transphobic harassment or verbal abuse and many have been physically attacked just for being who they are. As a result of homophobia and discrimination, LGBTI young people are more likely to start using drugs, self harm or attempt suicide.

LGBTI people in Australia are still fighting for equal rights, like the right to get married, or the right to adopt children, and some churches, schools and institutions can still legally discriminate on the basis of sexuality.

In Australia the International Day Against Homophobia is lead by the National LGBTI Health Alliance (<http://www.LGBThealth.org.au>)

The National LGBTI Health Alliance is a coalition of organisations from across Australia which provide health-related programs, services and research targeting lesbian, gay, bisexual, transgender and other sexuality, sex and gender diverse people. The alliance works collaboratively to improve the health and wellbeing of LGBTI people by:

- Advocating with one voice for greater recognition of LGBTI health needs as well as the provision of adequate funding for program delivery and research.
- Working with national legislators and policy-makers, non-government organisations in the health and human rights sectors, the corporate sector, and individuals.
- Building the capacity of our members to work with and for LGBTI people and communities. Facilitating the sharing of information and resources, as well as collaboration on specific activities.
- Providing a framework to access national funding sources.

### Gender as a Determinant of Health

There is evidence of significant differences in the health and wellbeing of Australians according to their sexual orientation and gender identities. LGBTI people tend to have disproportionately negative health outcomes. the prevalence of ongoing discrimination and marginalisation of sexuality and gender identity directly affects the health and wellbeing of many LGBTI people. The effects are well documented and include poorer health outcomes, reduced social participation and engagement, or avoiding or delaying seeking care because of actual or fear of prejudice. In addition, recent research into prejudice-motivated violence against LGBTI Victorians showed that LGBTI people experience higher rates of harassment and abuse than the general population and that the threat of heterosexist violence is part of many LGBTI people's everyday lives. This has even more pronounced effects of vulnerable sub-groups such as same sex attracted young people, indigenous LGBTI people, LGBTI people from culturally and linguistically diverse backgrounds, older LGBTI people and LGBTI people with disabilities.

## 2010 IDAHO Activities

There are a range of activities and events around Australia in the lead up, on the day and throughout the year to mark the International Day Against Homophobia (IDAHO). According to the Lgbhealth website, the City of Yarra is the only Council actively involved in supporting these activities. In 2010, activities included:

- Launch of a Video Campaign
- Legislative Assembly Adjournment Debate (Melbourne)
- Victoria Police GLLO Show - JOY 94.9 (Victoria)
- Freshly Doug's IDAHO Show JOY 94.9 (Victoria)
- Community Service Announcement JOY 94.9 (Victoria)
- Bendigo says NO to Homophobia (Bendigo, Victoria)
- JOY 94.9 live broadcast (Victoria)
- Community Event (Ballarat, Victoria)
- Flashmob (Melbourne)
- Launch of Come Out To Play (Melbourne)
- GLBTI Community Forum (Melbourne)

## ISSUES AND DISCUSSION

Council has a long standing commitment to diversity and inclusion. Policies and programs have been developed to support work with groups in the community who experience particular disadvantage such as older people, culturally and linguistically diverse people, young people, Indigenous people and women.

Council support for LGBTI communities has taken the form of:

- **Workplace support** – Organisation Development Branch promotion of two recent LGPro Rainbow Network events and support for staff to attend.
- **Community engagement** – Council formal support and participation in three Rainbow Families Conferences: 2010, 2007 and 2005. Northcote Town Hall became a community hub for the 2010 Midsumma Festival, which is the premier LGBTI arts and culture event in Victoria.
- **Community Grants** – Council support of three Rainbow Families conferences through venue hire subsidies and assistance with conference costs. A 2008 grant was also received to produce the “Who’s in Your Family?” resource launched by the Mayor at the February 2010 Conference.
- **Establishment of the Gender Equity and Women’s Policy Working Group** – Forthcoming work is the development of a Darebin Council Gender Lens tool that will strengthen same-sex attracted and gender diverse community inclusion in municipality service delivery, policy development and workforce planning.

## Possible Activities appropriate for Local Government

Some preliminary activities have been identified that may be appropriate for Darebin to undertake related to support for IDAHO specifically.

These include:

- Badging-up our websites to show support for IDAHO and to allow easy access to same-sex and gender diverse specific services.
- Put motions before Council in the appropriate meeting cycle to show support for the International Day Against Homophobia.
- Promote LGBTI organisations and associations at Darebin festivals and events.
- Promote a linking role to ensure the State Government's Code of Sporting Conduct is put into practice in Darebin.

These ideas and others will be more fully developed in consultation with local community members and organisations through the Gender Equity Working Group.

## **POLICY IMPLICATIONS**

### **Environmental Sustainability**

Nil.

### **Social Inclusion and Diversity**

Support for IDAHO and related activities is central to concepts of Social Inclusion and Diversity, related both to Human Rights and to overall support for the celebration of diversity. This report contains information that explains the relationship between social inclusion and support for diverse expressions of sexuality in the community.

### **Other**

**Our Council Plan** promises that: “as a democratic and accountable local government, we will strive in all that we do to achieve fairness, through innovative and progressive leadership that respects and reflects our diverse community.” Within this, Council commits to total inclusiveness in service provision in order to meet the needs of diverse and disadvantaged groups in the community.

## **FINANCIAL AND RESOURCE IMPLICATIONS**

Within Budget

## **FUTURE ACTIONS**

- The Gender Equity Working Group will further explore strategies outlined by the LGBT Health Alliance with the view of supporting IDAHO in 2011 as part of Council's commitment to diversity, equity and inclusion.
- Officers will undertake preliminary consultation with Darebin GLBTI staff and community representatives and Health Planner to inform Council recommendations.

- Relevant demographic data will be collected (where available) on the Darebin LGBTI community by the Social Inclusion and Diversity Branch – recognising that the invisibility of LGBTI people and same sex relationships mean they are often not recorded in official reporting systems so are likely to be under-represented in such data.
- Officers will research and identify relevant reports which may guide the development of more inclusive practice within Council, as per the Darebin Social Inclusion Agenda. A recent example is *'Well Proud: a guide to GLBTI inclusive practice for health and human services'* produced by the Victorian Ministerial Advisory Committee on LGBTI Wellbeing.
- Officers will bring back recommended actions for consideration by Council in October 2010.

### DISCLOSURE OF INTERESTS

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### RELATED DOCUMENTS

Nil.



**7.4 SUPPORT FOR LOCAL FATHERS COMPETITION****MINUTE NO. 234****AUTHOR: Manager Family Youth and Community Support - Dean Griggs****DIRECTOR: Director Communities and Culture - Jan Black****SUMMARY:**

This report responds to a 'General Business' item raised in April 2010. The report details a local competition for fathers and suggests how Council might support the competition.

**CONSULTATION:**

'Mentally Sexy Dad' Competition Organisers

**RECOMMENDATION****THAT** Council:

- (1) Write to local traders associations and businesses regarding proposed sponsorship of the 'Mentally Sexy Dad' competition.
- (2) Work with the organisers to find a suitable venue for the finale of the 'Mentally Sexy Dad' competition.
- (3) Request that all entrants consider becoming White Ribbon Ambassadors.

**COUNCIL RESOLUTION****MOVED: Cr. T. McCarthy****SECONDED: Cr. S. Chiang****THAT** Council:

- (1) Sponsor the 'Mentally Sexy Dad' competition through 'in kind' support.
- (2) Write to local traders associations and businesses regarding proposed sponsorship of the 'MSD' competition and promote this event to the wider community, including the multicultural community.
- (3) Work with the organisers to find a suitable venue for the finale of the 'Mentally Sexy Dad' competition.
- (4) Request that all entrants consider becoming White Ribbon Ambassadors.

**CARRIED**

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**REPORT**

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**INTRODUCTION AND BACKGROUND**

The 'Mentally Sexy Dad' competition accords with much of Council's work such as improving mental health and wellbeing, gender equity and social inclusion. In particular there is a clear link with White Ribbon as the intent of the competition is around being a better father, husband or partner. The competition has received significant press in the local Leader newspapers as well as on national television on the Channel Nine Today show.

The competition was started by a local father and has now gained recognition in the United States. The basis of the competition is to award prizes to the most 'Mentally Sexy Dad' on 4 October 2010. The term mentally sexy is described as:

*'A Mentally Sexy Dad is more family orientated, more aware of his partner's needs and simply a better husband and father'.*

**How the competition works**

There are two competitions happening at once, one in Australia and one in America.

**Competition Judges**

**Catherine Deveny** Comedian/Columnist

**Dr Rebecca Harris** Academic

**Rachel Power** Author

**Maureen Matthews** Columnist

**National Competitions**

The Australian and American competitions will be open until 4 October 2010. At the end of the competition, judges from each country will choose their Top Five 'Mentally Sexy Dads' and, from that five, a National winner.

**World's Most Mentally Sexy Dad**

After the Australian and American Most 'Mentally Sexy Dads' have been crowned, the top five from each country will be given two weeks to submit a second round entry. These second round entries will be sent to all American and Australian judges.

The judges will give each entry a score from 0 – 10, for a total out of fifty, based on the five following criteria:

**Sincerity** – Does the entrant seem sincere in his effort to be Mentally Sexy?

**Originality** – How original is the entry? How hard did this guy try to be Mentally Sexy?

**X Factor** – Is there something special about this entry that sets it apart from the crowd? Something extra Mentally Sexy?

**Sustainability** – From the information provided does it seem the entrant will be able to maintain Mental Sexiness long-term? Or is this a flash in the pan attempt at glory?

**Judge's Preference** - On a scale from 1 - 10, how do you relate to this entry?

The entrant with the highest score will be crowned the 2010 World's Most 'Mentally Sexy Dad' in late November.

### **Prizes**

The top five Australian Mentally Sexy Entrants will receive a range of prizes. Prizes include:

- iPods
- Children's Toys
- Gourmet Foods
- Sporting Goods.

### **ISSUES AND DISCUSSION**

Council has a long track record of working on issues to prevent violence against women and promote issues of gender equity. This competition furthers this work from a community perspective. While this competition is not directly stating it is about preventing violence against women the outcomes the competition is working towards aligns with this work, but from a community driven viewpoint.

The competition organiser has stated that support is required mostly from Council for prizes for competition winners. He has said that it would be helpful for Council to encourage local businesses to get involved. Support is also sought for a venue for the finale of the competition; the finale may also just be an online event. This would need to be done in collaboration with the event organisers to identify a suitable venue closer to the date of the finale as final numbers and size of the event are not yet known.

Approximately 30 men have entered the competition and it is estimated there will be about 50 entrants by October.

### **POLICY IMPLICATIONS**

#### **Social Inclusion and Diversity**

This competition promotes social inclusion through encouraging men to be more aware of issues of gender equity.

Darebin Council has identified preventing violence against women as a priority issue. Council's overarching commitment to gender equity is stated in the Council Plan 2009-2013: *"We will work to support the right of women to fully and equally engage and participate in the life of the community."*

#### *White Ribbon Action Team*

Darebin Council is an active participant in the White Ribbon Campaign, an international campaign led by men which aims to end male violence against women. Staff from across Council have formed a White Ribbon Action Team to drive the campaign.

#### *Local Government Networking and Capacity Building Project to Prevent Violence Against Women*

Darebin Council has been funded by VicHealth (2009-2011) to build local government and community capacity across Victoria, to prevent violence against women before it occurs.

The project vision is for communities and organisations that foster safe and inclusive environments in which women and men can participate on equal terms. For more information, contact the Preventing Violence Against Women Coordinator.

*Northern Interfaith Respectful Relationships Project*

This project seeks to reduce the prevalence of violence against women in all its forms across the northern region of Melbourne. The project brings together faith leaders and communities, Councils and other agencies across the north to undertake a range of activities designed to prevent violence before it occurs.

*Darebin Women's Advisory Committee*

Following on from two Darebin Women's Forums held in July 2009, the Darebin Women's Advisory Committee was established. This open committee aims to increase the voice of women who live, work and study in the Darebin community. It strives to make a difference by advocating on key issues that affect the rights, health and wellbeing of women in Darebin.

**Environmental Sustainability**

Nil.

**Other**

Nil.

**FINANCIAL AND RESOURCE IMPLICATIONS**

Within budget

**FUTURE ACTIONS**

As per the 'Recommendation'.

**DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**RELATED DOCUMENTS**

Community Health and Wellbeing Plan 2009 – 2013

White Ribbon Action Plan

Council Minutes – 19 April 2010

**7.5 RUBBISH DUMPING IN ASHLEY STREET RESERVOIR****MINUTE NO. 235****AUTHOR:** Manager Amenity and Enforcement – Michael Kennedy**DIRECTOR:** Director Development and Amenity – Michael Ballock**SUMMARY:**

The City of Darebin employs three Local Laws Officers who are authorised under a number of pieces of State and Local legislation which allow them to investigate and prosecute instances of dumping throughout the municipality.

The Amenity and Enforcement Branch of Council receives the second highest number of requests (around 8000 annually) for response. In order to allocate these requests with limited resources as effectively as possible, Council Officers work with other areas of Council who have an interest or responsibility for dealing with these issues and undertakes investigations where information is available which may result in identifying those responsible or commencing enforcement action.

**CONSULTATION:**

Street Cleansing Unit  
Local Laws Unit  
Coordinator Amenity

**COUNCIL RESOLUTION**

**MOVED:** Cr. G. Greco  
**SECONDED:** Cr. D. Asmar

**THAT** Council note the findings outlined in this report in relation to rubbish dumping in Ashley Street Reservoir.

**CARRIED****REPORT****INTRODUCTION AND BACKGROUND**

At its meeting held on 19 April 2010, Council resolved that:

“Council Officers address the regular accumulation of rubbish along Ashley Street and report back with advice on some practical measures that could be taken to address this recurring issue.”

Littering and dumping of rubbish is a significant concern to most Local Government areas in the State. This is due to the financial cost and risk associated with cleaning up dumped material, potential environmental damage which may occur as a result of dumping, and also due to the fact that dumped material detracts from the amenity of the area in which it is occurs.

The State Government has enacted legislation (primarily the Environment Protection Act) which sets out offences for dumping or littering throughout the State. Offences under this Act can vary greatly in terms of seriousness, for example dropping a food wrapper through to dumping hazardous materials in a waterway, and as such there are a number of offence categories set out in the Act.

In the 2009-2010 financial year, Council's Local Laws Officers have issued 370 Notices to Comply (NTC) where instances of dumping have occurred and some proof of the dumper has been found after investigation. As a result of not fulfilling the requirements of an NTC or where illegal dumping has been observed 199 infringements have been issued. Reports of dumping within the municipality frustratingly have been increasing over the past couple of years with 2,780 requests being lodged with Council relating to dumped material over the past 12 months.

Council's Amenity and Enforcement Branch receives the second highest number of customer requests each year, with around 8,000 requests for service. Council has three Local Laws Officers who amongst other things are responsible for investigating and where possible prosecuting those responsible for illegal dumping.

Given Council's Local Laws resources restrict the number of investigations which can be undertaken it is important for Council's Local Laws Officers to focus their efforts in areas where recurring problems exist and where effective outcomes are possible.

At present most dumped rubbish requests are attended directly by Council's Street Cleansing Unit who make an assessment on the goods which have been dumped and information available which may allow identification and prosecution of the offender. In most cases this is not possible as the issue has been reported to Council anonymously and no evidence is available (witness, material which shows its origin, identifiable waste etc).

Council's Local Laws and Street Cleansing Units meet regularly to communicate issues which are relevant at the time such as 'hot spots' or repeated instances of dumping, to discuss ways of identifying where prosecution may be commenced as a result.

At the time of writing this report, Ashley Street Reservoir had not been identified by Local Laws or Street Cleansing as a priority location for dumped rubbish. A review of the number of issues which have been logged into CAMS has shown that there have been 24 instances of dumped rubbish lodged in the past 12 months.

This is obviously a concern to Council as in general Ashley Street does not fit the usual description of an area where dumping frequently occurs. A review of the location of individual requests has shown that there are properties which seem to have been dumped in front of on a far more regular basis than others in the area.

## **ISSUES AND DISCUSSION**

Council's Local Laws and the Environment Protection Act make it an offence to dump unwanted materials on any public land. In recent years the instances of dumped rubbish has increased throughout the municipality; this is common among most Local Government areas.

Common issues which are recognised as attributing to this increase include:

- Increased costs and levies associated with tips and transfer stations
- Difficulty in enforcing legislation
- Transient nature of residents (ie. renter moving out of a block of flats)
- Lack of understanding of responsibilities or options for dealing with waste.

Council has enacted a number of initiatives which give residents options to remove unwanted materials from the properties as alternatives to dumping which include:

- Council's weekly household garbage collection
- Council's annual hard waste collection (however this is restricted in what will be collected to 1 cubic metre)
- Educational programs undertaken by Council to inform residents of their responsibilities and options.

While Council continues to improve the quality and penetration of its programs aimed at deterring dumping, alongside continually improving the methods used to identify and prosecute dumpers, this is only having limited effect. This is further exacerbated by the limited time available for Local Laws Officers to investigate these matters while also following up issues relating to:

- Darebin's Footpath Activities Policy,
- Overhanging Branches,
- Abandoned Vehicles,
- Obstruction on Council Land,
- Bill Posting,
- Fire Prevention, and
- Many other items covered under Local Laws and State legislation.

In light of these resource restrictions, Council's Local Laws Officers focus on particular areas to try to resolve them as far as is possible. In the case of Ashley Street, Council's Local Laws Officers have met with internal stakeholders as well as reviewed information which is stored in CAMS to get an idea of the materials which have been left and any identifying information which may allow Council Officers to identify those responsible for the dumping.

In light of the dumping occurring in consistent locations it is logical for Council's Local Laws Officers to make contact with the owners of these premises directly to speak to them about whether they are aware of any reasons which may be increasing the likelihood of dumped materials appearing at the front of their properties.

In addition to this, enforcement of dumping can generally occur by one of two methods:

1. That there is information in the dumped materials which can identify the person who may have been in last possession and hence would know who was responsible for dumping
2. That there are witnesses who have seen a vehicle or can provides some details which will allow Council's Local Laws Officers to identify the offender.

In line with item 2. above, Council's Local Laws Officers will contact by mail residents of Ashley Street who have not been visited, and provide them both written outlines of the options available to appropriately dispose of unwanted goods and in extension to this how to



assist Council's Local Laws Officers in deterring dumping in their community and hence improving the amenity of the surrounding area.

## **POLICY IMPLICATIONS**

### **Environmental Sustainability**

Council's Environmental Sustainability Branch is currently preparing a Litter Management Strategy which looks at best practice methods across the State to minimise the occurrence of dumping across the municipality. Council's Local Laws Unit will pick up on any new methods identified through this report to improve the service delivered.

### **Social Inclusion and Diversity**

Council Officers are acutely aware of the many different ethnic groups who reside in Darebin. Part of this acknowledgement extends to different customs which can include a lower level of knowledge or sensitivity towards dumping and littering. Council's Local Laws Officers actively educate the community in order to clarify for them the legislation which exists and more importantly the expectations of the wider Darebin community as they relate to dumping and littering. Publications and Notices are regularly translated into different languages and warnings provided where honest mistakes are made consistent with this.

### **Other**

Nil

## **FINANCIAL AND RESOURCE IMPLICATIONS**

Council spends a significant amount annually on clearing up dumped material across the municipality. In addition to this, further funds are allocated to taking enforcement action against identified dumpers.

Expenditure on clearing dumped material has been gradually increasing over the past few years and unless action is taken to curb this trend this cost may continue to rise.

All relevant indications are pointing to the fact that in the near future Council will require at least one more Local Laws Officer in order to improve the enforcement response to dumped rubbish issues, and to adequately respond to the increasing number of enquiries which are received from residents.

## **FUTURE ACTIONS**

Council's Local Laws Officers will do a mail out to all residents in Ashley Street, Reservoir reminding them of their responsibilities, including relevant contact details for Local Laws Officers to allow them to assist in identifying dumpers.

Where instances of dumping have occurred on more than two occasions over the past twelve months, Local Laws Officers will visit the homeowner personally in order to discuss methods to reduce the likelihood of dumping occurring, and any information which may be available to Council to identify those responsible and how homeowners may be able to assist in minimising dumping.

### **DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

### **RELATED DOCUMENTS**

City of Darebin, Local Law 2005

Environment Protection Agency, (2006), Litter Enforcement Toolkit

Environment Protection Agency, Environment Protection Act 1970

Victorian Litter Action Alliance web page.

**7.6 COMMUNICATION PLAN ON THE SOCIAL COSTS OF SPEEDING ON PLENTY ROAD****MINUTE NO. 236****AUTHOR: Transport Strategy Coordinator – Ben Grounds****DIRECTOR: Director Infrastructure – Geoff Glynn****SUMMARY:**

Some concerns exist about speeding on Plenty Road, and these concerns were heightened in February 2010 when a multiple-fatality crash occurred on Plenty Road in Whittlesea.

On 15 February 2010, Council requested a report about creating a community-based communication plan (Whittlesea, Banyule, Darebin) to raise awareness about the social costs of speeding on Plenty Road.

This report forms the proposed communications plan.

Council Officers have liaised with Whittlesea and Banyule Councils, VicRoads, and Epping Police. The issue for Councils is not a high priority among other road safety priorities and opportunities to act are somewhat limited. VicRoads, too, do not view the issue as a major problem, although State campaigns targeting speeding and hoon behaviour reach further into a wide range of communities than any local government initiatives could. The police have identified sections of Plenty Road as speeding 'hotspots' and target their speed enforcement efforts on these locations.

Darebin City Council can work toward raising the awareness of social costs of speeding on Plenty Road in a number of ways, including targeting existing safe travel efforts, continuing to work closely with Police on the issue, and utilising State campaigns with a Darebin focus.

**CONSULTATION:**

Safe Travel Officer - City of Darebin

Sergeant - Epping Police Traffic Management Unit

Team Leader, Road Safety Behavioural Programs - VicRoads

Senior Traffic Operations Engineer - VicRoads Metropolitan North West

Transport Engineer – City of Whittlesea

Transport Planner – Banyule City Council

**COUNCIL RESOLUTION****MOVED: Cr. N. Katsis****SECONDED: Cr. D. Asmar****THAT:**

- (1) An article be prepared for the Mayor's column and the Darebin News to draw attention to the social costs of speeding on Plenty Road.

- (2) Council run the *Not So Fast* program on Plenty Road (with VicRoads' approval).
- (3) Council focus future *You Hoon It, You Lose It* campaign advertisements on bus and tram shelters on Plenty Road.
- (4) Council officers continue to work with, and seek to improve relations with, the Epping Police Traffic Management Unit to ensure a highly effective partnership in speeding enforcement on Plenty Road.
- (5) The Mayor liaise with Whittlesea and Banyule Mayors to further raise awareness.

**CARRIED**

## REPORT

### INTRODUCTION AND BACKGROUND

Plenty Road is a declared arterial road, and therefore is managed by VicRoads. It runs from High Street Thornbury, north-east through Preston, Reservoir, Kingsbury and Bundoora, and continues into Whittlesea.

Plenty Road is identified in the *Darebin Transport Strategy* as a 'Primary Multi Modal Road' from High Street to Boldrewood Parade and Albert Street. A Primary Multi Modal street forms part of the Principal Public Transport Network, where high priority should be given to public transport, as well as walking and cycling in local centres.

North of the Boldrewood Parade/Albert Street intersection, Plenty Road is identified as a Strategic Corridor, and should be managed to provide for significant regional and local movement of people and goods.

Some concern exists about speeding on Plenty Road, and these concerns were heightened in February 2010 when a multiple-fatality crash occurred on Plenty Road in Whittlesea.

### ISSUES AND DISCUSSION

The Police (Epping Traffic Management Unit) has identified several sections of Plenty Road as 'hotspots' for speeding. The Police use these 'hotspots' to guide their enforcement efforts and resources, so Plenty Road is a common road to have speed limits enforced by the police mobile speed cameras. Darebin City Council should continue to work closely with police to help identify existing and emerging speeding 'hotspots' to ensure effective enforcement.

VicRoads has advised Council officers that they have no speed data for Plenty Road. Transport officers from both Whittlesea Council and Banyule Council report that speeding on Plenty Road is not a major issue for them, although this may be because it is a declared arterial road, and speeding and other traffic complaints would usually be referred to VicRoads.

The City of Darebin's primary initiative to address speeding in local roads is called the *Not So Fast* program. Once a traffic count has determined a speeding problem (that is, the 85<sup>th</sup> percentile vehicle speed is 5 kilometres higher than the speed limit), a mobile speed trailer is placed in the street, which shows passing drivers the speed they are travelling at, as well as the speed limit for that street. The placement of the trailer is accompanied by a mailout to all the street's residents, informing them of the program, and of ways they can themselves contribute to a street which enjoys a safe, low speed environment. The Council should seek VicRoads' approval to run the *Not So Fast* program on Plenty Road.

There is currently a six month backlog in demand for the *Not So Fast* program. An additional \$25,000 funding proposal was submitted as a new initiative to increase program resources for the financial year 2010-2011.

The Darebin City Council is also a member of the RoadSafe Inner Northern Community Road Safety Council, which is currently running a *You Hoon It, You Lose It* campaign. *You Hoon It, You Lose It* is a State road safety initiative which includes posters and advertisements in bus shelters, Customer Service Centres and Youth Centres. Future *You Hoon It, You Lose It* programs should seek to address speeding on Plenty Road by placing the project posters in Plenty Road bus and tram shelters.

Raising community awareness of the social costs of speeding in general is best done through State campaigns, which has the budget to utilise mass media like television. The City of Darebin could target the messaging of the social costs of speeding on Plenty Road to our community through use of local media such as the Mayor's column in the Leader newspapers and the Darebin News.

Given the impact on the community of crashes and road trauma, the above initiatives can be implemented as well as regular communication between the Mayors of Darebin, Whittlesea and Banyule to share their Cities' experiences and raise community awareness of the social costs of speeding on Plenty Road.

With this in mind, a letter has been drafted for the Mayor to send to the Mayors of Whittlesea and Banyule to offer the opportunity for Councillors and officers of these Councils to meet and workshop further opportunities.

## **POLICY IMPLICATIONS**

### **Environmental Sustainability**

By discouraging speeding, and encouraging more sustainable modes of transport, the impacts of the private motor vehicle on climate change, and air and noise pollution, will diminish. Additionally, Darebin residents' resilience to peak oil will be enhanced.

### **Social Inclusion and Diversity**

A reduction of speeding traffic will improve the connectedness and sense of community in Darebin along Plenty Road. Speed and volume of traffic is known to create a barrier to a road operating as an amenable and safe place for residents and visitors. Those residents who do not have access to a car are more likely to be able to act and feel included in Darebin's community if they do not face the fear of high speeds and volumes of traffic affecting the safety and amenity of their neighbourhood.

**Other**

The impact to families, friends and the community in general of fatal traffic crashes will be minimised through the targeted messaging and enforcement of speeding and its social costs.

**FINANCIAL AND RESOURCE IMPLICATIONS**

The proposed actions outlined in this report can be absorbed into current programs.

**FUTURE ACTIONS**

- Prepare an article for the Mayor's column and the Darebin News to draw attention to the social costs of speeding on Plenty Road
- Council officers to run the *Not So Fast* program on Plenty Road (with VicRoads' approval)
- Council officers will focus future *You Hoon It, You Lose It* campaign advertisements on bus and tram shelters on Plenty Road
- Council officers continue to work with, and seek to improve relations with, the Epping Police Traffic Management Unit to ensure a highly effective partnership in speeding enforcement on Plenty Road
- The Mayor liaise with Whittlesea and Banyule Mayors to further raise awareness.

**DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**RELATED DOCUMENTS**

Nil

**7.7 STREET CALMING TREATMENTS IN FRONT OF 102-110  
CLARENDON STREET, THORNBURY****MINUTE NO. 237****AUTHOR: Senior Transport Engineer – Wal Cichocki****DIRECTOR: Director Infrastructure - Geoff Glynn****SUMMARY:**

At its meeting held on 15 February 2010, Council requested that residents of Clarendon Street, Thornbury be consulted about modifying the street calming treatments in front of Numbers 102, 103, 104, 105, 106, 107, 108, 109 and 110 Clarendon Street, Thornbury.

In May 2009, the section of Clarendon Street between St. David Street (south) and Wales Street was reconstructed. After completion of the works, concerns were expressed by individual residents about efficiency and performance of the new traffic calming measures. Safety concerns were also expressed and requests made that Council consider remedies to these concerns.

This report provides background on this matter, summary of traffic studies, discussion of a recent public opinion survey and outlines options to address specific concerns.

It recommends that Council consider widening of the parking lanes along the section of Clarendon Street between St Davis Street (south) and Wales Street.

**CONSULTATION:**

- Contract Management Officer - Capital Works Management
- Asset Management Coordinator – Asset Strategy
- Operations Manager - Moreland Bus Company (line 510)
- Traffic Enforcement Officer – Amenity and Enforcement
- Residents at Nos. 102 - 110 Clarendon Street

**COUNCIL RESOLUTION****MOVED: Cr. S. Tsitas****SECONDED: Cr. D. Asmar****THAT:**

- (1) This report be received and noted.
- (2) Council advise residents of Clarendon Street between St David Street and Wales Street about the results of recent public consultation and a proposal to:
  - (a) Increase the width of parking lanes from 1.9 metres to 2.1 metres
  - (b) Mark parking areas between access driveways to assist with property access
  - (c) Reduce the width of the central median from 1.7 metres to 1.2 metres
  - (d) Reduce the width of the splitter island at No. 107 to 1.2 metres.

- (3) The above works be referred to the next Capital Works Program for early implementation and in the interim, line-marking improvements be undertaken as described in this report.
- (4) Council's speed trailer be placed on Clarendon Street under the *Not So Fast* program, to remind motorists about responsible driving.
- (5) Council's arboriculture maintenance be advised to allow the crown of the tree on the roundabout at Wales Street to develop to a larger size.

**CARRIED**

## REPORT

### INTRODUCTION AND BACKGROUND

At its meeting on 15 February 2010, Council resolved:

*"That Council consult with the residents of Clarendon Street, Thornbury about modifying the street calming treatments in front of 102, 103, 104, 105, 106, 107, 108, 109 and 110 Clarendon Street."*

Clarendon Street is a local residential street with kerbside parking. Its primary function is providing local access. The residential 'blanket' speed limit of 50 km/h applies to traffic that travels on Clarendon Street. Due to its position in the road network, Clarendon Street provides an important east-west link between the western suburbs and the south-east and north-east areas via major roads such as Normanby Avenue and Station Street (Declared Main Road), Heidelberg Road and Bell Street (State Highways). The section between High Street and Victoria Road was originally classified as a collector road however, due to through traffic issues, it has been reclassified as a residential street following traffic studies and introduction of traffic calming devices in the early 1990s.





FIGURE 1 Positioning of Clarendon Street in the network



FIGURE 2. Subject section of Clarendon Street

Reconstruction of Clarendon Street, between Wales Street and St David Street, was programmed on Council's 2008/2009 Capital Works Program under the Pavement Management System. In May 2009, following public consultation, Council completed reconstruction of the above section.

The works included:

- Provision of new concrete kerb and bluestone channel.
- Reconstruction of existing vehicle crossings.
- New asphalt overlay over the existing road surface.
- Reconstruction of the splitter island near St David Street to provide a pedestrian crossing point and improve safety.
- Construction of two further splitter islands and a central painted median along Clarendon Street. This was to improve the overall streetscape while promoting a lower speed environment.
- Removal of trees outside 72, 74, 92, 126, 95, 97, 111, 113, and 117 Clarendon Street.
- New tree plantings with Ornamental Pear outside 72, 74, 90, 92, 94, 98, 100, 102, 104, 118, 124, 126, 83, 89, 95, 97, 103, 105, 109, 111, 113, 115, 117, 127, 129, 131, and 139 Clarendon Street to tie in with the existing trees west on Clarendon Street.
- Replacement of portions of footpaths.
- Upgrading and extension of underground and surface drainage.
- Appropriate signage and line marking.

Before the reconstruction, residents were invited to provide comments on the above listed items. Comments that were received prior to the works were duly attended to. Selected relevant details of the works are shown on Figure 3.

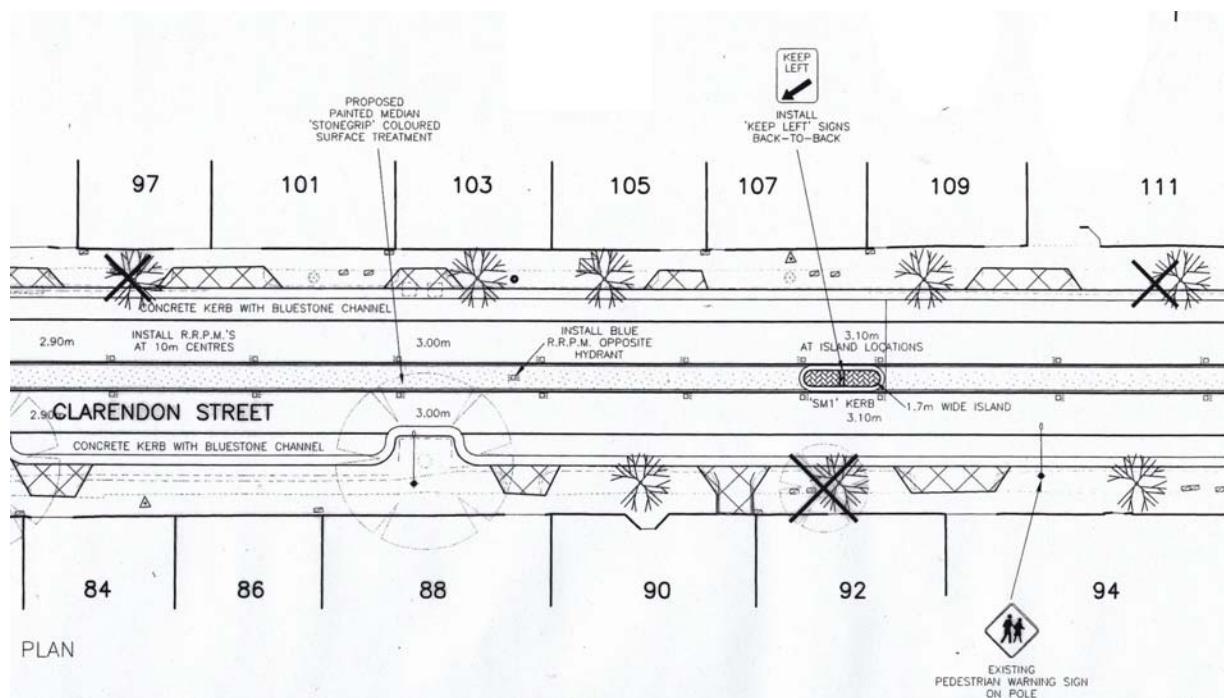


FIGURE 3. CLARENDON STREET - RECONSTRUCTION DETAILS

The Moreland Bus Company was involved in the early consultation process and expressed concerns about narrow traffic lanes. This matter was attended to and widths of kerbside parking lanes were reduced. The Operations Manager, Moreland Bus Company was contacted recently and advised that, at present, drivers do not experience problems with driving along Clarendon Street.

## ISSUES AND DISCUSSION

As part of the reconstruction, the angle slow point already in place at No. 108 was slightly modified to ensure passage of buses while maintaining the 'calming' effect on traffic. Also, in response to residents' concerns about speed, a new traffic island was constructed in vicinity of No. 107.

After the completion of the works, the resident at No. 107 Clarendon Street expressed concerns about the new traffic island. The resident pointed out the following:

- The device is dangerous
- The device is noisy
- Both occupants had nearly been hit while coming out of the car
- A bus nearly hit a bicycle
- The traffic island has done nothing to slow traffic down on Clarendon Street
- Drivers allegedly do not realise the island is there and are breaking at the last minute
- The traffic island was not expected to be so large.

### Site inspection

The section of Clarendon Street between St David Street (south) and Wales Street (the subject section) was inspected on 13 and 28 April 2010.

The subject section is approximately 320 metres long and 11.7 metres wide. This width consists of two parking lanes 1.9 metres wide each, two traffic lanes 3.1 metres each and a central median 1.7 metres wide. The eastbound traffic lane varies in width between 2.9 and 3.1 metres and in vicinity of No. 107 is marginally wider than the westbound lane.

A constructed splitter island at Number 107 is approximately 6 metres long and extends across the full width of the central median. Two more traffic islands are present: one at No. 89, approx. 9 metres long and one at No. 135, approx 6 metres long. The median of 'stonegrip' coloured surface treatment is outlined by two white solid lines made of permanent thermoplastic marking material (Degadur). Raised retro reflective pavement markers (RRPMs) are placed at 10 metre spacings along the central median edge line on the traffic side.

The angle slow point is situated in vicinity of No. 108. (See Pictures 1 and 2).



PICTURE 1: Clarendon Street in vicinity of No. 107 (April 2010)



PICTURE 2: Clarendon Street in vicinity of No. 108 (April 2010)

At the time of inspection, the 'straight through' traffic island at No. 107 and the angle slow point at No. 108 were found in good condition. Vehicles were observed travelling close to central median and larger vehicles including buses were seen occasionally crossing the solid line with raised pavement markers along the median to keep distance from parked vehicles. This is a breach of the Rule 150 of the Australian Road Rules.

During inspections, vehicles were observed travelling at reasonable speeds and a bus did not experience difficulty with passing the islands. Characteristic noise could be heard when vehicles drove over the raised pavement markers.

Tyre marks were present on 'noses' of traffic islands. Cars were generally parking inside the marked parking lanes with mirrors often protruding into the traffic lanes.

### Traffic data

A traffic survey was arranged for the purpose of this report to assist Officers with assessment of the traffic situation. A traffic counter was placed in the vicinity of No. 109 and registered traffic continuously for seven days commencing in late April 2010.

Results were analysed, compared with previous surveys, and are provided in Table 1.

TABLE 1. SUMMARY OF TRAFFIC SURVEYS ON CLARENDON STREET

YEAR (Month)	85%-ile speed	%>50	ADT	AM/PM	% c.v.
1991 (June)	-	n/a	4,323	428/454	n/a
1992 (May)	63.9	n/a	3,874	311/448	n/a
2008 (April)	52.4	35.0	4,244	431/448	3.4
2010 (April)	52.6	35.2	4,276	439/451	4.3
RECOMMENDED	50(60 prior 2002)		<2000	200/200	

#### EXPLANATIONS:

85%-ile speed – speed at or below which travel 85 per cent of motorists,

%>50 – percentage of vehicles exceeding the speed of 50km/h,

ADT – Average Daily Traffic, AM/PM – traffic volumes observed in the morning and evening peak hour,

% c.v. – percentage of commercial vehicles

### Crash history

The VicRoads' statistics of reported casualty crashes, CRASHSTATS reveal no reported crashes in the last five years (2004-2008). However on Thursday, 10 June 1999 a 12 year old girl was hospitalised after being hit by car while crossing Clarendon Street. Details of this accident are provided in **Appendix B**.

It should be noted that the crash data for the year 2009 is not yet available.

### Resident survey (April 2010)

Local residents at Nos. 102-110 Clarendon Street were invited to provide comments on the existing traffic calming devices and on any need for possible modifications.

The following Table provides the summary of responses.

TABLE 2. SUMMARY OF RESIDENTS COMMENTS

DATE	ADDRESS	COMMENT
16/04/2010	110a	The height of the chicane is not raised enough to have any impact on vehicle speed, it is dangerous to use property driveways. There are young children under the age of 5 in many of the houses. Proposals to increase the suitability of traffic calming measures in this part of Clarendon Street would be extremely welcome.
18/04	102	Would like slow point at 102 removed as: not efficient, adds to noise levels from impeding flow of public transport, reduces on-street parking, demand for which is heavier on weekends
21/04	108	Access to/from driveway needs to be considered if any alterations are made.
23/04	107	Getting in & out of your car is a hazard as people don't slow down. In the last month I have had my mirror hit & have been quoted \$1,000 to fix. The eastbound vehicles pass the subject property at high speed sometimes breaking suddenly. <i>(written comments that followed a telephone conversation)</i>
26/04	110	In only 6 years of living here we have noticed a dramatic change to the traffic conditions. We hoped that the roadworks would assist, however people are driving more dangerously as they seem to navigate the chicane without slowing down at all. The previous chicanes slowed the buses and other large vehicles down when approaching however we notice that the 510 bus and most vehicles are able to drive along the street at a more constant speed now. There appears to be an increase in the amount and the speed of traffic. In fact, on some mornings we have experienced being beeped as we get into our car, if parked out the front of 110, by drivers that seem to feel inconvenienced that they may have to slow down because we are getting into our car. This indicates significant component of not local traffic.
27/04	109	Clarendon Street is not wide enough for the traffic, trucks have to slow down at the island. I am over 80 y/o and have difficulty accessing my driveway or getting out of the car when there is heavy traffic, the traffic island is too high, neighbours have many cars that park in the street.

### Discussion

The findings of Officers' investigations reveal that the current traffic patterns in Clarendon Street have not significantly changed since the previous survey in 2008. Figures in Table 1 demonstrate that the traffic parameters are steadily inconsistent with its classification as a residential local access road.

The following concerns were identified:

- Steady high traffic volume (in conflict with the road classification).
- Vehicles observed travelling close or over the central median to keep distance from parked cars.
- Considerably high demand for parking was observed after hours.
- Significant component of motorists exceeded the legal speed limit by less than 10km/h.
- High traffic volumes during peak hours indicative of a component of through traffic in the traffic stream.
- Noticeable numbers of small commercial vehicles used the street.
- Noise generated by vehicles driving over raised pavement markers (RRPM's)

- Vehicular access to some properties was impeded by cars parking close to driveways.
- The see-through effect of Clarendon Street – where motorists of eastbound vehicles have unobstructed view of a straight road leading to the intersection with Victoria Road.

### Narrow parking lanes

The issue of significant volumes of traffic passing close to the parked cars is a prime concern. Traffic lanes 3.1 metres wide are marked adjacent to the 1.9 metre narrow parking lanes. This increases the risk of collisions with parked cars and leaves little safety margin for inattentive people emerging from vehicles in parking lanes and for errant vehicles in traffic lanes.

Investigations reveal that narrow parking lanes were marked by Council following resolution of an issue raised by the Moreland Bus Company. As a result, white lines were painted along the subject section of Clarendon Street at 1.9 metres distance from the kerb. The width of 1.9 metre is only sufficient to accommodate a standard B85 motor car 1.87 metres wide (which is a car whose physical dimensions represent the 85th percentile class of all cars and light vans on the road, as defined in Appendix B, Paragraph B2, of Australian Standard AS2890.1). However the B99 motor car and any larger vehicle of a legal width of up to 2.5 metres will protrude into the existing traffic lane. This could be critical in vicinity of each of the three straight through traffic islands along the subject section.

Clause 2.4 (a) of Australian Standard AS 2890.5 - 1993 states:

*Under low speed urban conditions, i.e. traffic speeds past the site generally not exceeding 60 km/h, the width from kerb to left-hand edge of the nearest moving traffic lane that should be provided is the parking space width from Table 2.1, plus 0.5 m clearance.*

Table 2.1 recommends 2.1 metres as a minimum width for a parking lane in a typical local street.

In light of the above it is important that the parking lanes along the section of Clarendon Street, between St David Street (south) and Wales Street be widened to meet the requirement as set up in the Clause 2.4 (a) of Australian Standard AS 2890.5 - 1993. This would require narrowing down the central median and the traffic islands.

Narrowing down the median to a width of 1.2 metres and re-marking the traffic lanes accordingly would result in moving the travelling traffic away from the parking lanes and hence reducing the risk of collision with parked vehicles. This action would also provide a scope for widening the parking lanes and address the issue of noise currently generated by vehicles frequently driving over the raised pavement markers (RRPM's).

An estimated cost of modification of one island and reduction of width of the painted central median would be in the order of \$50,000. There is little tangible evidence that this would result in reduction in number of accidents as there have been no reported casualty crashes in the subject section between 1999 and 2009. However the risk of collisions with parked cars would be reduced.

The modification of the angle slow at No. 108 point would be minimal.

### Access to properties

Constrained access to properties is a generic issue, commonly raised in all residential streets with kerbside parking. There are no practical traffic management devices that entirely eliminate related risks. It is believed that road safety and traffic awareness improvement programs will contribute to achieving gradual reduction of such risks. A speed trailer and speed limit repeater signs could play a positive role in addressing this issue.

Property access and high proportion of vehicles exceeding the legal speed limit by a small margin are both common, generic concerns occurring in all similar residential streets. Systematic approach towards providing the 'safe system' within road environment that involves drivers' education and behavioural change programs are appropriate for remedying these issues.

Widening of the parking lanes would have a positive effect on improving access to properties.

Officers have analysed options for re-marking of the kerbside parking. Provision of breaks in the solid parking lines in front of access driveways and the marking of individual parking bays were considered.

Taking into account concerns expressed during the consultation, it is proposed that parking portions between access driveways be marked as 'cluster' boxes that allow flexible use of parking space defined within each box. The boxes to be marked in a way that considers property access. This will assist with property access and with parking enforcement. The proposed concept is shown on **Appendix A**.

### Angle slow point in vicinity of No. 108 and traffic island at No. 107.

Respondents to the Council survey indicated that the angle slow point in front of No. 108 is not slowing down vehicles.

This 'traffic calming' device has been designed to allow smooth, quiet and 'environmentally friendly' passage of buses and occasional heavy vehicles and to minimise the risk of collision with vehicles parked in the vicinity of the slow point. There is no indication of significant numbers of motorists passing the slow point at much higher than the 'blanket 50km/h' speed limit on Clarendon Street (Refer to Table 1).

It is Officers' opinion that the angle slow point situated at No. 108 Clarendon Street is adequate and provides traffic calming effect as intended and does not require modification.

It is recommended that the traffic island at No. 107 be reduced in width for reasons discussed in the section on narrow parking lanes above.

### The see-through/'tunnel' vision effect of Clarendon Street

Test drives undertaken reveal that drivers travelling eastbound, once reaching the top of the crest just past St David Street (south), are confronted with the view of a straight road continuing in continuing fashion to Victoria Road. Victoria Road can be seen from that point. After public consultation in 1992 a tree was planted on the roundabout with Wales Street to break this visual continuity, however pruning of the tree has reduced this effect as the intersection with Victoria Road at a distance of over 600 metres can be seen clearly. It is proposed that the crown of the tree be allowed to develop to a bigger size to provide the desired effect.



Summary

The summary of issues that were identified during the consultation and comments on remedial options is provided in Table 3.

TABLE 3. SUMMARY OF CONCERNS AND POSSIBLE REMEDIAL OPTIONS

CONCERN	REMEDIAL OPTIONS	Officer's comments on remedial actions	
		ADVANTAGES	DISADVANTAGES
Chicane too high	Replace with fully mountable	Lower risk of passing cars colliding with parked cars (opening doors)	Reduced effect on speed, 'driving over island' more likely,
Chicane too low to have impact on speed	Remove completely		No effect on speed
It is dangerous to use driveways	Mark parking bays	Better parking discipline	Loss of parking, Poor usage of available parking space,
Too fast traffic	Provide further speed controls (signs, kerb extensions), Install bus trafficable speed humps  Place speed trailer 'not so fast!'	Slowing down effect (Limited)  Proven slowing down effect  Proven speed management tool	Possible oversupply of messages to drivers, Loss of parking Can be noisy at night Potential for redirecting drivers from desired path Cannot be applied at all times
Increase in amount of traffic	Further traffic constraints in the wider surrounding area		No guarantee of traffic reduction May upset network operation There is no need for it
Street not wide enough for traffic	Reduce width of the central median to 1.2m & widen the parking lanes to 2.1m	More space for opening doors of parked cars Improved safety	Less space available on central median for pedestrians crossing the road
Risk of collision when opening doors	Widen parking lanes Build kerb extensions adjacent to the island	Reduced risk Improved control of speed	Loss of parking

*NOTE: standard speed humps are not an option as a traffic calming device on Clarendon Street due to the presence of bus service*

Table 1 indicates that, over the years, the volume of traffic in the subject section of Clarendon Street has been steady and around the 4,000 vpd mark. The speed has dropped from 63.9km/h in 1992 to 52.6km/h today. It should be noted that in 2002 the new regulatory speed limit of 50 km/h replaced the former limit of 60 km/h on residential streets.

The significant percentage of motorists exceeding the speed limit of 50km/h, although undesirable, is in line with the currently observed common occurrence and is expected to continue dropping gradually, following systematic implementation of the Victorian Road Safety Strategy '*arrive alive!*' and other road safety programs. Speed trailer and repeater speed limit 50 km/h signs appear to be adequate to remind motorists about responsible driving as the surveys in Clarendon Street do not indicate excessive speeding that would require enforcement.

Apart from the discussed above need for modifying the marking of kerbside parking and resulting reduction in size of the central median and associated traffic islands, there is no demonstrated need to modify the current traffic management scheme on Clarendon Street.

The above modifications would require endorsement by the local community prior to Council committing funds.

### Conclusion

Officers, after considering the above findings, propose the following:

1. Council advise residents of Clarendon Street between St Davis Street (south) and Wales Street about results of the recent public consultation and a proposal to:
  - (a) Increase widths of parking lanes from 1.9 metres to 2.1 metres
  - (b) Mark parking areas between access driveways to assist with property access
  - (c) Reduce the width of the central median from 1.7 metres to 1.2 metres
  - (d) Reduce the width of splitter island at No. 107 to 1.2 metres.
2. The above works be referred to the 2011/2012 Capital Works Program for early implementation.
3. Council's speed trailer be placed on Clarendon Street under the *Not So Fast* program, to remind motorists about responsible driving.
4. Council's arboriculture maintenance be advised to allow the crown of the tree on the roundabout at Wales Street to develop to a larger size to provide visual break to Clarendon Street drivers.
5. The role of Clarendon Street in the context of increased traffic be reviewed and discussed with VicRoads.
6. In the interim, pending allocation of funds, the traffic lanes along the subject section be line-marked at a distance of 2.1 metres from the kerb to allow for more adequate width of parking lanes.

The proposal to modify traffic calming along Clarendon Street is shown in **Appendix A**.

## POLICY IMPLICATIONS

### Environmental Sustainability

The steady progression of traffic at a reasonably slow pace and with minimum number of avoidable stops is the key element in minimising fuel consumption by moving vehicles. This report encourages such progression of traffic.

Also, adverse effects on surrounding environment and residential amenity such as exhaust gas emissions, noise and vibrations are reduced.

### **Social Inclusion and Diversity**

Disadvantaged people often require special considerations and provisions when using vehicles either as passengers or drivers. Access to and from a vehicle is an essential issue for these elderly and disabled who rely on it as primary means of transport. Access could be a demanding task for some individuals.

The Victorian Road Rule 269, 'Opening doors and getting out of a vehicle etc...(3)' states:

*"A person must not cause a hazard to any person or vehicle by opening a door of a vehicle, leaving a door of a vehicle open, or getting off, or out of, a vehicle.."*

Darebin's Road Safety Strategy 2009-2014, 'Safe Travel', supports the road safety concepts by promoting Safer Road Environments and Safer Road Users. Council, where possible, endeavours to provide a 'fail-safe' road environment in its contributions to providing 'safe system' as defined in 'arrive alive!' 2008 – 2017 Victorian road safety strategy.

One of the principles of the 'safe system' approach is:

*'If you enter the system, competent and alert, you should not suffer serious injury'*

In maximising road safety it is incorrect to rely only on people in charge of parked vehicles to take necessary precautions before opening doors. It is wrong to assume these people will not make an error.

Collisions with car occupants occurring while opening doors, although relatively rare, could be as serious as with pedestrians on the central median. It is likely that disadvantaged people about to leave parked cars will be exposed to increased risks compared to pedestrians that cross the median who are more likely to be fit. Moving the traffic lanes away from the parking lanes will reduce risk of collision to all including disadvantaged and elderly.

The wider parking lanes and proposed signs would reflect that care and encourage alertness of road users and therefore promote the 'safe system'.

Protecting vulnerable road users is the main priority of Safe Travel, the Darebin Road Safety Strategy 2010 – 2014.

### **Other**

Clarendon Street is an important east-west link in Darebin that contains a reasonable mix of local and through traffic. The Origin-Destination Survey carried out in 1992 by TTM Consulting Pty Ltd for the former City of Northcote indicated an approximate 45% component of through traffic on Clarendon Street with nearly symmetric split (57% northbound and 61% southbound) of flows leaving Clarendon Street at Victoria Road. A 45%-45% split was observed for the incoming traffic. The volume of commercial traffic was low and only a small proportion did not have origins or destinations within the local area.

Darebin's road network is deficient in east-west links, therefore the current status of Clarendon Street should be maintained subject to Council monitoring traffic.

Following various actions in the past, Council has been managing the Clarendon Street traffic to fit the neighbourhood access requirements and to accommodate a bus service and a balanced mix of local and through traffic. Clarendon Street provides the community with access to properties and shops and essential public transport service and is an integral part of the metropolitan road network.

As an interim measure, due to the considerable cost of ameliorative action, removal of RRPMS along the central island is suggested. This should be followed by marking either a white line with breaks at driveways or parking boxes at a 2.1 metre distance from the kerb. The critical issue however remains the width of both straight through islands and the central median which should be reduced as a matter of priority.

## **FINANCIAL AND RESOURCE IMPLICATIONS**

The reconstruction of the traffic island and re-marking of the central median along the subject section is likely to cost in the order of \$50,000.

## **FUTURE ACTIONS**

- Council's speed trailer to be periodically placed on Clarendon Street; the priority for display is facing the eastbound traffic approaching the crest situated east of St David Street (south).
- Monitoring of traffic will continue.
- Council, through implementation of Action Plans in the 'Safe Travel' strategy, will continue supporting road safety improvement initiatives.

## **DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

## **RELATED DOCUMENTS**

- Council Web Form Submission: Local Thornbury resident concerned about the size of the traffic island (Objective Reference: A760258)
- Australian Standard AS/NZS 2890.1:2004: "Parking facilities, Part 1: Off-street car parking"
- Australian Standard AS 2890.5 – 1993: Parking facilities, Part 5: On-street parking
- Public consultation on Traffic on Clarendon Street, June 1992 (Ref. A875798)
- Origin-Destination study: Clarendon Street and adjacent area, TTM Consulting Pty Ltd, September 1992 (Ref. A877661)
- 'Safe Travel', Council's Road Safety Strategy 2009-2014
- Australian Road Rules.

**7.8 REPORT ON THE TRIAL OPENING OF DOLE RESERVE  
RESERVOIR TOILET FACILITIES****MINUTE NO. 238****AUTHOR: Manager Parks – Phillip Price****DIRECTOR: Director Infrastructure – Geoff Glynn****SUMMARY:**

At its meeting on 15 March 2010, Council requested that officers investigate and report back to Council regarding opening of the public toilets in Dole Reserve, Reservoir on a daily basis.

The issue of the toilet facilities at Dole Reserve being closed was raised by a resident who regularly walks in this area. The toilet facility at Dole Reserve along with several other toilet facilities in this area were originally intended for the use of sporting clubs using the sporting facilities in the area.

Officers arranged with Council's toilet and barbeque cleaning contractor to have the toilets at Dole Reserve opened and serviced on a daily basis for approximately two months to date and this is ongoing at present. Reports from the responsible contractor have indicated significant weekday use of the toilet over this trial period.

The additional cost to Council to open and service this public toilet on a daily basis for a period of twelve months is \$35 per day or \$12,460 per annum.

**CONSULTATION:**

Coordinator Parks, City of Darebin

**RECOMMENDATION****THAT:**

- (1) This report be received and noted.
- (2) The Dole Reserve toilets be serviced daily as a permanent inclusion in the toilet cleaning contract.
- (3) Officers seek to offset the cost of this service through savings identified as part of the quarterly forecasting process in the 2010/2011 year.

**COUNCIL RESOLUTION**

**MOVED:** Cr. G. Greco  
**SECONDED:** Cr. S. Chiang

**THAT:**

- (1) This report be received and noted.
- (2) The Dole Reserve toilets be serviced daily as a permanent inclusion in the toilet cleaning contract.
- (3) Officers seek to offset the cost of this service through savings identified as part of the quarterly forecasting process in the 2010/2011 year.
- (4) Arrangements be reviewed in 12 months time.

**CARRIED**

**REPORT****INTRODUCTION AND BACKGROUND**

Dole Reserve is a sporting precinct at the intersection of Cheddar Road and Dole Avenue in Reservoir. The precinct consists of a sporting oval as well as an informal grass area with a 300m grass running track, long jump pit, cricket pitch and baseball net situated at the eastern side of the reserve. There is also a small playground with basic play equipment in the reserve.

The toilet facility in the reserve is part of the sporting complex and has traditionally been made available for clubs and groups using the sporting facility.

**ISSUES AND DISCUSSION**

There are forty-one toilet facilities located in parks and sporting reserves throughout the City of Darebin. Of these facilities fifteen are opened and cleaned daily. The remaining twenty six facilities are generally attached to sporting facilities such as Dole Reserve. The primary purpose of these toilets is to service the groups that use the sporting facilities.

Where there is a resident club or clubs who are the primary user of the facility they are provided with keys to access the toilets as required. The toilets are then generally serviced the following Monday. For example most of these facilities are used on Saturdays and Sundays for weekend sport and are serviced on Monday morning by Council's toilet cleaning contractor. These toilet facilities remain locked at all other times.

Where the facilities are used by schools or other groups during the week a casual booking is made and a fee paid. A key is then issued for the facility for the period of use. Council's toilet cleaning contractor is informed of this use and services the toilets accordingly.

This system of usage and locking allows Council to control toilet servicing costs as well as limiting undesirable activities at these toilets.

Officers from Darebin Parks have been made aware that there is at least one informal walking group in the area of Dole Reserve who have been making use of the toilet facility since the trial opening began.

Council's toilet cleaning contractor has provided an indication of the cost to open and close this toilet facility daily as well as clean and service the facility on an ongoing basis. This cost would be approximately \$35 per day or \$12,460 per annum. Given the increased usage of the toilet facility during the trial period this expenditure is seen as a reasonable expense to Council.

## **POLICY IMPLICATIONS**

### **Environmental Sustainability**

There are minimal environmental impacts expected as a result of opening these toilets. There will be some additional cleaning requirements and additional water use but as stated above this will be minimal.

### **Social Inclusion and Diversity**

Encouraging physical activity through walking and usage of parks and open space is important to Councillors and officers at the City of Darebin. One of the barriers to some community groups including the elderly is the lack of toilet facilities available in public areas. It is envisaged that the ongoing opening of the toilet facilities at Dole Reserve will encourage usage of this area by all members of the local community.

### **Other**

Council's toilet cleaning contractor has reported no increase in vandalism or undesirable activities at this site since the trial opening commenced.

## **FINANCIAL AND RESOURCE IMPLICATIONS**

To open and service the toilet facility daily as per the initial request, the cost to Council will be \$35 per day or \$12,460 per annum which has not been budgeted for in the 2010/2011 budget.

## **FUTURE ACTIONS**

Provided an allowance for \$12,460 can be made in the 2010/2011 financial year, Council's toilet cleaning contractor will be instructed to continue opening and servicing the Dole Avenue toilets on a daily basis.

## **DISCLOSURE OF INTERESTS**

Section 80C of the Local Government Act 1989 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.

The Director authorising this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

**RELATED DOCUMENTS**

Council Minutes – 15 March 2010



**8. URGENT BUSINESS****8.1 PROPOSED UPGRADE TO THE BRUNSWICK TERMINAL STATION****MINUTE NO. 239**

Council resolved earlier in the meeting that the matter of the proposed upgrade to the Brunswick Terminal Station be brought forward for Council's consideration as an item of Urgent Business.

The matter was accordingly dealt with after Item 6 – Public Question Time. See Minute No. 230.

**9. GENERAL BUSINESS****9.1 PROPOSED SAFETY BARRIER - BROOKE STREET ENTRANCE TO WESTGARTH PRIMARY SCHOOL****MINUTE NO. 240****COUNCIL RESOLUTION**

**MOVED:** Cr. S. Tsitas  
**SECONDED:** Cr. T. McCarthy

**THAT** a report be submitted as a matter of urgency on the possibility of installing a safety barrier in front of the Brooke Street entrance to Westgarth Primary School to ensure student safety during peak time drop-offs and pick-ups.

**CARRIED****9.2 PLANNING MATTERS AFFECTING MULTIPLE MUNICIPALITIES****MINUTE NO. 241****MOTION**

**MOVED:** Cr. S. Tsitas  
**SECONDED:** Cr. S. Chiang

**THAT** Council:

- (1) Write to the Minister for Planning to consider the establishment of either an independent planning body or empower VCAT to hear planning matters of significance which border or jointly affect municipalities.

- (2) Such body or increased mandate for VCAT have the power of arbitration to bring about a resolution to the mutual satisfaction of all parties concerned.

Cr. McCarthy gave notice of his intention to move an alternative Motion under "General Business".

**THE MOTION WAS PUT AND LOST**

**9.3 RIGHT TURN INTO DUNDAS STREET THORNBURY FROM HIGH STREET**

**MINUTE NO. 242**

**COUNCIL RESOLUTION**

**MOVED: Cr. N. Katsis**  
**SECONDED: Cr. B. Morgan**

**THAT** Council officers investigate resident concerns pertaining to the illegal right turn into Dundas Street being undertaken from High Street by an increasing number of vehicles and report back to the next Council meeting with proposed options for improved signage.

**CARRIED**

**9.4 PLANNING APPLICATIONS ADJACENT TO OR NEAR TO MUNICIPAL BORDERS**

**MINUTE NO. 243**

**COUNCIL RESOLUTION**

**MOVED: Cr. T. McCarthy**  
**SECONDED: Cr. D. Asmar**

**THAT** Officers report to a Council meeting in July 2010 on potential mechanisms for dealing with planning applications that relate to sites adjacent to or near to municipal borders.

**CARRIED**

**9.5 INTERNATIONAL YEAR OF BIODIVERSITY****MINUTE NO. 244****COUNCIL RESOLUTION**

**MOVED:** Cr. T. McCarthy  
**SECONDED:** Cr. D. Asmar

**THAT** officers report on potential initiatives that Council can take to support the International Year of Biodiversity, including possible endorsement of the Boobook Declaration.

**CARRIED****9.6 COMMUNITY CHEF****MINUTE NO. 245****COUNCIL RESOLUTION**

**MOVED:** Cr. G. Greco  
**SECONDED:** Cr. B. Morgan

**THAT** Council seek further details regarding plans to provide culturally appropriate menus to Council residents.

**CARRIED****9.7 TREATMENT OF REFUGEES****MINUTE NO. 246****COUNCIL RESOLUTION**

**MOVED:** Cr. G. Greco  
**SECONDED:** Cr. T. McCarthy

**THAT** Council:

- (1) Write to the Prime Minister the Hon Kevin Rudd, the Minister for Immigration and Citizenship the Hon Chris Evans and the Opposition Leader the Hon Tony Abbott, to express concern over the current treatment of refugees which is continuing to tarnish Australia's human rights reputation as a place of safe haven for fleeing refugees.

- (2) Council urge the Prime Minister and Opposition Leader not to make this issue a political football in the upcoming Federal election and to act in a bi-partisan and humane way when dealing with fleeing refugees.

**CARRIED**

**9.8 SUPPLEMENTS TO ANNUAL REPORT**

**MINUTE NO. 247**

**COUNCIL RESOLUTION**

**MOVED: Cr. G. Greco**  
**SECONDED: Cr. T. McCarthy**

**THAT** Council officers report by end of July 2010 an option to:

- (1) Improve and expand Darebin's Diversity Report in time for the 2011/2012 Annual Report.
- (2) Develop an annual environmental report to accompany the Annual Report in time for the 2011/2012 Annual Report.

**CARRIED**

**9.9 ELECTRONIC INFORMATION KIOSK**

**MINUTE NO. 248**

**COUNCIL RESOLUTION**

**MOVED: Cr. G. Greco**  
**SECONDED: Cr. N. Katsis**

**THAT** Council look into the costing and feasibility of acquiring and maintaining an electronic information kiosk with the capacity to also provide multilingual information to residents.

**CARRIED**

**10. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL****CLOSE OF MEETING****MOVED: Cr. D. Asmar****SECONDED: Cr. S. Chiang**

**THAT** in accordance with section 89(2) of the Local Government Act 1989, Council resolves to close the meeting to members of the public to consider the following item which relates to a contractual matter:

10.1 Tender for the Provision of Industrial Special Risk Insurance.

**CARRIED**

The meeting was closed to members of the public at 9.45pm.

*The Council considered and resolved on Report Item 10.1 (Tender for the Provision of Industrial Special Risk Insurance) which had been circulated to Councillors on Thursday 17 June 2010 with the Council Agenda Paper.*

**RE-OPENING OF MEETING****MOVED: Cr. D. Asmar****SECONDED: Cr. S. Chiang**

**THAT** the meeting be re-opened to the members of the public.

**CARRIED**

The meeting was re-opened to members of the public at 9.47pm.

**CONFIDENTIAL****10.1 TENDER FOR THE PROVISION OF INDUSTRIAL SPECIAL RISK INSURANCE****MINUTE NO. 249****AUTHOR: Organisation Development Manager and Acting Risk Manager – Sharon Hutchinson****DIRECTOR: Director Corporate Services – Bruce Dobson****SUMMARY:**

Tenders have been publically called for the insurance renewals covering Council's Industrial Special Risks for the period from 1 July 2010 to 30 June 2011. Industrial Special Risks insurance provides coverage in relation to Council-owned buildings, contents inside buildings and plant and equipment. Jardine Lloyd Thompson Pty Ltd (JLT) as tendering agent, was appointed to conduct the tendering process on behalf of 53 local government authorities including Darebin City Council.

This report recommends that the tender submission of JMAPP (JLT Municipal Asset Protection Plan Discretionary Trust Arrangement) be accepted by Council.

**CONSULTATION:**

Chief Financial Officer  
Organisation Development Team Leader  
Coordinator Procurement and Contracting  
Claims Administration Officer

<b>RECOMMENDATION</b>
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**THAT** the Council Resolution be made available to the public but the report remain confidential.

<b>COUNCIL RESOLUTION</b>
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**MOVED:** Cr. D. Asmar  
**SECONDED:** Cr. S. Chiang

**THAT** the following Council Resolution:

*“That:*

- (1) Council resolves to award the tender for Industrial Special Risk Insurance to JMAPP (JLT Municipal Asset Protection Plan Discretionary Trust Arrangement).*
- (2) The Director Corporate Services be authorised to finalise and execute the contract documentation”*

be made available to the public but the report remain confidential.

**CARRIED**

**11. CLOSE OF MEETING**

The meeting closed at 9.48pm.