



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 22 JULY 2024

7:00PM

TOWN HALL BROADMEADOWS

OUR VISION:

Hume City Council will be recognised as a leader in achieving social, environmental and economic outcomes with a common goal of connecting our proud community and celebrating the diversity of Hume.

An audio and video recording of this meeting of the Hume City Council will be published to Council's website within two (2) working days.

HUME CITY COUNCIL

**Notice of a
COUNCIL MEETING OF THE HUME CITY COUNCIL**
to be held on Monday, 22 July 2024
at 7:00pm
at the Town Hall Broadmeadows

Attendees:	a: Council	Cr Naim Kurt	Mayor
		Cr Karen Sherry	Deputy Mayor
		Cr Jarrod Bell	
		Cr Trevor Dance	
		Cr Joseph Haweil	
		Cr Chris Hollow	
		Cr Jodi Jackson	
		Cr Jack Medcraft	
		Cr Sam Misho	
		Cr Carly Moore	
		Cr Jim Overend	
	b: Officers	Ms Sheena Frost	Chief Executive Officer
		Ms Rachel Dapiran	Director City Planning and Places
		Ms Kristen Cherry	Act. Director City Services & Living
		Mr Adam McSwain	Director Infrastructure and Assets
		Mr Hector Gaston	Director Customer & Strategy
		Ms Fiona Shanks	Chief People Officer
		Mr Fadi Srour	Chief Financial Officer

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their forebears have been custodians for many thousands of years. The Wurundjeri Woi-wurrung, which includes the Gunung-Willam-Balluk clan, are the Traditional Custodians of this land. Hume City Council would also like to pay its respects to their Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples who may be here today.

2. PRAYER

Hume City's religious diversity strengthens and enriches community life and supports the well-being of the citizens of Hume City. Hume City Council acknowledges the importance of spiritual life and the leadership offered by the Hume Interfaith Network (HIN). In recognition of the religious diversity of residents in Hume City Council has invited the HIN to take responsibility for the opening prayer at Council meetings. This evening's prayer will be led by Helen Patsikatheodorou OAM, from the Greek Orthodox Church, on behalf of the HIN.

3. APOLOGIES**4. DISCLOSURE OF INTEREST**

Councillors' attention is drawn to the provisions of the *Local Government Act 2020* and Council's Governance Rules in relation to the disclosure of conflicts of interests. Councillors are required to disclose any conflict of interest immediately before consideration or discussion of the relevant item. Councillors are then required to leave the Chamber during discussion and not vote on the relevant item.

5. CONGRATULATIONS AND CONDOLENCES**6. CONFIRMATION OF MINUTES**

Minutes of the Council Meeting held on 8 July 2024, including Confidential Minutes.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 8 July 2024, including Confidential Minutes, be confirmed.

7. ASSEMBLIES OF COUNCIL**8. PUBLIC QUESTION TIME****9. OFFICER'S REPORTS**

The Mayor will ask the Councillors and gallery at the commencement of this section, which reports they wish to speak to. These reports will then be discussed in the order they appear on the notice paper.

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11. ITEMS TO BE TABLED

12. URGENT BUSINESS
13. DELEGATES REPORTS
14. CONFIDENTIAL ITEMS

The Meeting may be closed to members of the public to consider confidential items.

RECOMMENDATION:

THAT Council close the meeting to the public pursuant to section 66(2) of the *Local Government Act 2020* to consider the following items:

- 9.5 Naming Proposal: Noogal Park (Sunbury) Community Consultation Results
- Confidential Attachment - *Noogal Park (Sunbury) Community Consultation Results*
- 9.7 Response to NOM24/24 Proposed Amendments to Governance Rules (Community Consultation Results).
- Confidential Attachment - Proposed changes to Council's Governance Rules community engagement results
- 9.9 Monthly Capital Works Update
- Confidential Attachment - *Monthly Capital Works Report - June 2024*
- 14.1 Contract - Parks Horticulture and Landscape Maintenance
- Item 14.1 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- The specified grounds apply because this report contains contractual matters.
- 14.2 Contract - SALC Water Play Area
- Item 14.2 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.
- The specified grounds apply because this report contains contractual matters.

15. CLOSURE OF MEETING

**SHEENA FROST
CHIEF EXECUTIVE OFFICER**

17/07/2024

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REPORT NO:	9.1
REPORT TITLE:	Conserving our Rural Environment Grant (CoRE) Applications for 2024-2025
SOURCE:	Cassandra Borg, Rural Environment Officer
DIVISION:	City Services & Living
FILE NO:	HCC14/160
POLICY:	-
STRATEGIC OBJECTIVE:	2.1: Facilitate appropriate urban development and enhance natural environment, heritage, landscapes and rural places
ATTACHMENTS:	<ol style="list-style-type: none"> 1. <i>Conserving our Rural Environment Grant Project and Budget Summary</i> 2. <i>Conserving our Rural Environment Guidelines 2024-25</i>

1. SUMMARY OF REPORT:

This report provides an overview of the Conserving our Rural Environment (CoRE) Grant 2024/25 assessment process. It recommends awarding 42 CoRE grants with a total spend of \$326,168.12 (Attachment 1), within allocated budget.

2. RECOMMENDATION:

That Council approves the allocation of \$326,168.12 to 42 CoRE grant projects, in accordance with Attachment 1.

3. LEGISLATIVE POWERS:

Hume City Council can offer incentives to rural landholders. The CoRE grants are administered in accordance with Hume’s Grant Giving Policy and in compliance with Local Government Act 2020. Grants are competitive and merit based.

4. FINANCIAL IMPLICATIONS:

- 4.1 Council’s 2024/25 budget provides \$415,590 for the implementation of the CoRE grant program.
- 4.2 Within this budget, \$85,000 has been assigned to reintroduce a CoRE on-ground works monitoring program (Council report SU121 dated 8 February 2016). A suitable consultant will be engaged by Council to conduct the monitoring. This leaves \$330,590 remaining in the budget for distribution to grant recipients.
- 4.3 There are a total of 42 CoRE grants recommended for funding, totalling \$326,168.12. As shown in the table below, this can be funded within the overall budget, and leaves \$4,421.88 remaining.

CoRE Budget	Total Recommended for grants	Monitoring Program	Remaining
\$415,590	\$326,168.12	\$85,000	\$4,421.88

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

As outlined in Hume’s Rural Strategy 2022 and Land and Biodiversity Plan 2023-2030, the CoRE grants aim to conserve and improve rural land and the natural environmental values on private property in Hume. They achieve this by providing financial incentives to rural

REPORT NO: 9.1 (cont.)

landowners to undertake environmental improvement works on their land and encourage sustainable agriculture.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

The CoRE grant assists in improving the quality and extent of native vegetation. This will improve the resilience of local ecosystems to the impacts of climate change and will decrease the risk of localised, climate-driven extinction of flora and fauna species. Hume’s Climate Action Plan 2023-28 includes the CoRE grants as an action for reducing the heat island effect and supporting biodiversity by increasing canopy cover on rural private property.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

7.1 The Charter of Human Rights and Responsibilities Act 2006 has been taken into consideration in the design and delivery of the CoRE grants program. Rights that are relevant and have been considered are:

7.1.1 Section 13: right to privacy

7.1.2 Section 20: right to property

7.2 The above rights are not being limited by the recommended action in this Report.

7.3 Council aims to ensure an equitable approach is used for assessing and approving grant applications. An assessment and review process involving Council officers, senior management and Councillors ensures each application is treated fairly and equitably in accordance with the Charter of Human Rights and Responsibilities Act 2006. Hume's Social Justice Charter provides further context for ensuring our responsibilities under the Act are met.

8. COMMUNITY CONSULTATION:

8.1 Approximately 1,500 landowners were sent an Expression of Interest (EOI) postcard in February 2025, allowing 11 weeks for Council Officers to engage with interested landowners. A total of 75 rural landowners returned the EOI.

8.2 The CoRE grant application round was opened on SmartyGrants on 1 February 2024. Applications could be accessed once an EOI was received, and a Council Officer conducted a property visit.

8.3 The CoRE application round was also promoted via RE-Source Rural Environment Newsletter, which is distributed to all rural landholdings in Hume.

8.4 A Rural Engagement Program Information night was held in Craigieburn on 28 February 2024. The session provided landowners with an opportunity to meet staff in person, seek guidance with their grant application and ask questions about Council’s rural land management programs.

8.5 Council officers visited each landowner applying for a CoRE grant in 2024 to discuss their applications and clarify project details.

9. DISCUSSION:

9.1 Overview of the CoRE Grant and review during 2024-25:

9.1.1 The CoRE grant provides eligible rural landowners in Hume with up to \$10,000 per property (excl. GST) to undertake environmental protection and improvement works on their land.

9.1.2 Council has a capped annual budget for the program, which is \$415,590 in 2024/25. As such, the program operates under a competitive application process whereby each application is assessed and ranked against criteria.

9.1.3 The CoRE Grant Guidelines (Attachment 2) outline the basic eligibility requirements and criteria.

REPORT NO: 9.1 (cont.)

9.1.4 The functions, Guidelines and Terms of Reference of the CoRE program are undergoing a review during the 2024/25 financial year. The scope of the review will include considerations about value for money, benefits and outcomes of the program, benchmarking with related programs, and possible integration of administrative functions alongside Council’s other grants and awards programs. Any recommended changes to the program will be presented to Council in 2025 for consideration.

9.2 **Assessment Process:**

9.2.1 In accordance with the Terms of Reference, the assessment of applications for the CoRE grant includes an assessment and review process, including:

- (a) Officer Assessment Panel (OAP) – includes Council officers involved in administering the program who make recommendations to Council based on eligibility and quality of applications.
- (b) Executive Review Panel (ERP) – includes at least two Councillors and two senior officers who review the recommendations made by the Officer Assessment Panel for probity and equitability of distribution.
- (c) Council – the decision to award or not award CoRE grants to individual applicants is made at a Council meeting.

9.2.2 Applications closed on 10 May 2024, and 44 applications were submitted via SmartyGrants.

9.3 **Officer Assessment Panel (OAP):** The OAP is comprised of the Coordinator Sustainability Engagement, Senior Rural Environment Officer and Rural Environment Officers (west and east), with administrative support from the Sustainability Project Officer.

9.3.1 The OAP assessed all applications on Tuesday 21 May and Thursday 23 May 2024. Applications were assessed using the selection criteria in the Guidelines. This process determined a score for each project. Applications were ranked from highest to lowest score.

9.3.2 Project scores for this round of CoRE ranged from 39 (highest) to 19 (lowest) through the assessment process (Attachment 1).

9.3.3 One project (CORE003) was assessed with a score below 20. This project scored low due to their limited conservation values, an important criteria in the Guidelines. Council officers will work with this applicant to build their capacity to manage their land sustainably by providing one-to-one support and land management advice. The applicant is eligible to apply for Council’s Rural Land Management Grant.

9.3.4 One project (CORE025) is not recommended for funding due to the project proposal being eligible for Melbourne Water’s streamlined and flexible incentives program: Liveable Communities, Liveable Waterways. Council and Melbourne Water have a pre-existing arrangement whereby project applications for CoRE that are eligible for Melbourne Water’s Liveable Communities, Liveable Waterways grant, are best suited to receive Melbourne Water funding.

9.3.5 An applicant who operates a business within Hume is also a preferred contractor for several applicants. Due diligence from Council officers has been conducted to ensure there is no conflict of interest. Outside of the grant, this contractor would still be engaged to conduct land management and pasture improvements.

REPORT NO: 9.1 (cont.)

9.3.6 Environmental Planners were consulted to ensure the CoRE grant does not fund any works that are, or may become, the subject of enforcement proceedings.

9.4 Executive Review Panel: The ERP included Cr Medcraft and Cr Sherry and two senior officers. All Councillors were provided with an opportunity to self-nominate for the Review Panel. Councillors on the ERP were provided with the Projects and Budget Summary 2024/25 (Attachment 1), as well as details relating to probity of the Officer Assessment Panel and equitability of grant distribution. Councillors were invited to raise questions and provide feedback at a scheduled meeting held on 17 June 2024.

9.5 NOTIFICATION OF OUTCOMES

9.5.1 Following the decision of Council, all applicants will be notified of the outcome of their application by letter. Applicants who are successful will be required to enter into a funding agreement and will be provided with ongoing project support by Council officers.

9.5.2 All grant recipients will be required to comply with standard conditions of the grant and those developed in relation to their particular project. These conditions will be outlined in the funding agreement.

9.5.3 Feedback will be given to unsuccessful applicants for the purpose of enhancing their future application submissions.

9.6 MONITORING PROGRAM

9.6.1 A monitoring program would provide data on the condition of conservation assets on a property and would assist in determining the effectiveness of Council’s investment.

9.6.2 A monitoring program was introduced in 2017 and continued until 2021.

9.6.3 During the COVID-19 pandemic, the monitoring program ceased due to lack of access on private property.

9.6.4 A suitable consultant will be engaged by Council to conduct the monitoring.

9.6.5 In previous years, a total of 50 properties have been monitored for their conservation assets, totalling 1,654.6 hectares of area monitored.

10. CONCLUSION:

The Conserving our Rural Environment (CoRE) Grant are integral components of Council’s support to the rural community of Hume City. These incentives help protect and improve the natural environment. It is expected that the 42 recommended CoRE grant projects will make a significant contribution to the health of Hume’s rural environment. These programs assist landowners to maintain a healthy and productive green wedge.

CONSERVING OUR RURAL ENVIRONMENT GRANT

Projects and Budget Summary 2024-25

NUMBER	APPLICATION	ASSESSMENT SCORE	APPLICANT	SUBURB	SUMMARY	FUNDING REQUEST	INCREMENTAL AMOUNT	RECOMMEND
1	CORE040	39	G WILSON	MICKLEHAM	NOXIOUS WEED CONTROL, REVEGETATION	\$10,000.00	\$10,000.00	RECOMMEND
2	CORE021	37	S MACCARRONE	KEILOR	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$4,300.00	\$14,300.00	RECOMMEND
3	CORE005	36	R MITCHELL	BULLA	NOXIOUS WEED CONTROL, REVEGETATION	\$10,000.00	\$24,300.00	RECOMMEND
4	CORE013	36	A APHRAM	BULLA	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$9,644.00	\$33,944.00	RECOMMEND
5	CORE016	36	I WATSON	OAKLANDS JUNCTION	NOXIOUS WEED CONTROL	\$9,994.00	\$43,938.00	RECOMMEND
6	CORE026	36	I TAYLOR	WILDWOOD	NOXIOUS WEED CONTROL	\$10,000.00	\$53,938.00	RECOMMEND
7	CORE053	36	K SKIDMORE	WILDWOOD	LAND MANAGEMENT PLAN, EXCLUSION FENCING, REVEGETATION	\$10,000.00	\$63,938.00	RECOMMEND
8	CORE037	36	T SKIDMORE	WILDWOOD	LAND MANAGEMENT PLAN, EXCLUSION FENCING, REVEGETATION	\$9,997.50	\$73,935.50	RECOMMEND
9	CORE011	34	C CECCOMANCINI	KEILOR	NOXIOUS WEED CONTROL, REVEGETATION	\$5,340.00	\$79,275.50	RECOMMEND

10	CORE002	34	R CUST	OAKLANDS JUNCTION	NOXIOUS WEED CONTROL, EXCLUSION FENCING, REVEGETATION	\$9,992.50	\$89,268.00	RECOMMEND
11	CORE027	34	I TAYLOR	WILDWOOD	NOXIOUS WEED CONTROL	\$10,000.00	\$99,268.00	RECOMMEND
12	CORE032	34	D BROWN	SUNBURY	NOXIOUS WEED CONTROL, REVEGETATION, MATERIALS, NEST BOXES	\$7,168.00	\$106,436.00	RECOMMEND
13	CORE004	33	R FISHER	WILDWOOD	NOXIOUS WEED CONTROL, REVEGETATION	\$9,058.00	\$115,494.00	RECOMMEND
14	CORE008	33	S WITHERS	KEILOR	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL, REVEGETATION	\$9,999.60	\$125,493.60	RECOMMEND
15	CORE029	33	C BAILEY	WILDWOOD	HERBICIDE PURCHASE, NOXIOUS WEED CONTROL	\$6,745.59	\$132,239.19	RECOMMEND
16	CORE044	33	S DAMMOUS	DIGGERS REST	NOXIOUS WEED CONTROL	\$9,084.00	\$141,323.19	RECOMMEND
17	CORE007	31	M VANSHELLEN	SUNBURY	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$5,588.00	\$146,911.19	RECOMMEND
18	CORE022	31	R MORLEY	CLARKFIELD	EXCLUSION FENCING, REVEGETATION, NOXIOUS WEED CONTROL	\$9,992.00	\$156,903.19	RECOMMEND
19	CORE009	31	A BEDFORD	BULLA	LAND MANAGEMENT PLAN, REVEGETATION	\$1,836.00	\$158,739.19	RECOMMEND
20	CORE020	31	A KERATIANOS	OAKLANDS JUNCTION	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$9,367.73	\$168,106.92	RECOMMEND
21	CORE049	31	C GRECH	OAKLANDS JUNCTION	MATERIALS, EXCLUSION FENCING	\$7,264.64	\$175,371.56	RECOMMEND
22	CORE036	31	R MORLEY	CLARKEFIELD	EXCLUSION FENCING	\$9,600.00	\$184,971.56	RECOMMEND
23	CORE030	30	J WESTON	BULLA	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL, REVEGETATION, MATERIALS	\$8,500.00	\$193,471.56	RECOMMEND

24	CORE034	30	N ARKINSTALL	BULLA	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$4,040.00	\$197,511.56	RECOMMEND
25	CORE028	30	J SCOTT	SUNBURY	NOXIOUS WEED CONTROL, REVEGETATION, EROSION MITIGATION, HERBICIDE PURCHASE	\$4,302.81	\$201,814.37	RECOMMEND
26	CORE042	30	R MCCARTHY	SUNBURY	LAND MANAGEMENT PLAN	\$3,000.00	\$204,814.37	RECOMMEND
27	CORE024	30	P CARNELL	SUNBURY	NOXIOUS WEED CONTROL, REVEGETATION	\$9,871.00	\$214,685.37	RECOMMEND
28	CORE033	30	L WILSON	SUNBURY	EROSION MITIGATION, NEST BOXES	\$5,732.84	\$220,418.21	RECOMMEND
29	CORE012	28	C BROWN	KEILOR	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL, REVEGETATION	\$6,909.50	\$227,327.71	RECOMMEND
30	CORE023	28	P PICKETT	KEILOR	NOXIOUS WEED CONTROL, REVEGETATION	\$10,000.00	\$237,327.71	RECOMMEND
31	CORE010	28	A BEDFORD	BULLA	LAND MANAGEMENT PLAN, REVEGETATION	\$1,836.00	\$239,163.71	RECOMMEND
32	CORE046	28	C GRECH	OAKLANDS JUNCTION	MATERIALS	\$3,520.00	\$242,683.71	RECOMMEND
33	CORE048	28	A HALAN	BULLA	REVEGETATION, MATERIALS	\$9,930.00	\$252,613.71	RECOMMEND
34	CORE041	28	N AMALSADIWALA	SUNBURY	NOXIOUS WEED CONTROL, PEST ANIMAL CONTROL, REVEGETATION, EROSION MITIGATION	\$4,502.65	\$257,116.36	RECOMMEND
35	CORE019	27	A CLARKE	WILDWOOD	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL, REVEGETATION	\$9,961.50	\$267,077.86	RECOMMEND
36	CORE031	26	M UNAL	OAKLANDS JUNCTION	REVEGETATION	\$8,113.50	\$275,191.36	RECOMMEND
37	CORE006	25	B ASHBY	SUNBURY	NOXIOUS WEED CONTROL	\$3,494.40	\$278,685.76	RECOMMEND

38	CORE015	25	M BAGLIN	MICKLEHAM	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL, EXCLUSION FENCING, REVEGETATION	\$9,718.00	\$288,403.76	RECOMMEND
39	CORE039	25	B SHEAHAN	SUNBURY	LAND MANAGEMENT PLAN, NOXIOUS WEED CONTROL	\$8,938.00	\$297,341.76	RECOMMEND
40	CORE043	24	S AYGUR	BULLA	NOXIOUS WEED CONTROL	\$9,750.00	\$307,091.76	RECOMMEND
41	CORE045	24	S AYGUR	BULLA	NOXIOUS WEED CONTROL	\$9,750.00	\$316,841.76	RECOMMEND
42	CORE014	21	A FRANZE	DIGGERS REST	EXCLUSION FENCING, NOXIOUS WEED CONTROL	\$9,327.36	\$326,169.12	RECOMMEND
43	CORE025	30	I STORM	SUNBURY	EXCLUSION FENCING, REVEGETATION	\$2,841.31		DECLINE
44	CORE003	19	B TURNER	SUNBURY	EROSION MITIGATION	\$9,990.00		DECLINE



HUME CITY COUNCIL

Conserving our Rural Environment Grant

Guidelines 2024-2025

hume.vic.gov.au





ACKNOWLEDGMENT OF TRADITIONAL OWNERS

Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi Wurrung, which includes the Gunung Willam Balluk clan, as the Traditional Custodians of this land. Council embraces Aboriginal and Torres Strait Islander living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to the existing family members of the Wurundjeri Woi Wurrung and to Elders past, present and future.

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Conserving our Rural Environment Grant

1. GRANT OVERVIEW

1.1 Program introduction

The Conserving our Rural Environment grant aims to conserve and improve the natural environmental values on private rural property. This will be achieved through the support and funding of on-ground environmental works, training activities and community engagement initiatives.

1.2 Who can apply?

- Landowners or managers with property larger than 0.4 hectares that is zoned: Green Wedge, Green Wedge A, Rural Living and Farming.
- Landowners or managers with property identified as conservation within the Biodiversity Conservation Strategy for Melbourne’s Growth Corridors.
- Landcare groups and other community groups.

1.3 Project Grant — up to \$10,000 (GST exclusive)

A Project Grant assists applicants to undertake on-ground environmental works, capacity-building or community engagement initiatives.

This grant is offered through a competitive process. Applicants will need to demonstrate the merits of their project against the selection criteria with a focus on investing in high quality natural environmental values and applicants or community groups working together.

Applicants must have a Land Management/ Project Plan that is less than five years old, or apply for the development of one in their application. Alternatively, land managers may wish to consider developing their own Land Management Plan using the [Council template](#) and seeking advice from a Council Officer. Applicants must obtain a quote for each activity proposed as part of their project.

Council officers will undertake a property visit with applicants to discuss project proposals after receiving an expression of interest.



2. GRANT SELECTION CRITERIA

Applicants must complete an application form by the due date to be eligible for the Project Grant. The Project Grant operates under a competitive grant process. Applications that don't meet the criteria will not be successful. Applicants may be offered part funding for projects or may be recommended to reapply the following financial year.

Projects must be additional to applicant's obligations under the Catchment and Land Protection Act 1994 (CaLP Act) and obligations under other incentive or grant programs such as Council's Primary Producer Rate Rebate Program (PPRR).

Repetitive projects over consecutive years eg: weed control, may be declined due to being already considered a landholder's responsibility under the CaLP Act

The following criteria will be used to assess and prioritise projects.

- **Environmental Conservation Significance**
environmental conservation significance relates to the extent and condition of the environmental asset that the project aims to protect or improve. This includes the presence of a threatened animal or plant species or a threatened native vegetation type. Priority is given to projects that focus on enhancing and improving the quality of the vegetation as well as increasing its size.
- **Project Outcomes**
project outcomes must have a focus on achieving long-term results. Long-term outcomes include revegetation works following on from weed control, fencing of an area of environmental significance from stock, or securing property protection through a conservation covenant. Priority is given to projects that focus on outcomes that can be measured several years after completion.

- **Project Location**

project location relates to where the project is located on the property and proximity to areas of environmental significance such as a waterway, a public conservation reserve or overlays that are a form of protection within the State and Local Planning Policy Framework. Priority will be given to projects that are within or near areas of environmental value, significance and importance at a local and landscape scale.

- **Landscape Connectivity**

landscape connectivity is the degree to which wildlife can move between patches of native vegetation such as woodlands and grasslands or along creeks. Priority is given to projects that aim to better support wildlife to move across the landscape.

- **Land Management Plan**

project proposal clearly links to the objectives of an approved Land Management plan. Project proposals that are not outlined in the Land Management Plan will may be declined.

- **Project Contributions**

project contributions relate to the applicants provision of their own funds or time onto the project. A minimum of 50 per cent of the total grant request must be contributed to the project by the applicant. The contribution must relate to the project or conservation area and cannot be claimed for past investments or as part of another grant program. The in-kind for physical labour is to be calculated at \$50 per hour.

- **Project Collaboration**

project collaboration can include applicants working with their neighbours or within a community. Collaboration on projects is strongly encouraged as similar projects often need to occur beyond a boundary fence or within local communities. The environmental benefits and outcomes of the project significantly increase when applicants work together rather than in isolation.

3. ELIGIBLE PROJECT ACTIVITIES

Council will fund a range or combination of activities for on-ground environmental works, capacity-building and community engagement initiatives. All activities must be directed by a land management plan or project plan that is less than five years old. If the applicant does not have a plan then one must be applied for in the first year.

Stream Frontage Projects

Council will not fund projects proposing works along stream frontages, including banks and riparian areas.

Melbourne Water’s Liveable Communities, Liveable Waterways incentive offers funding to landholders to conduct environmental works within the stream frontage. For more information visit:

<https://www.melbournewater.com.au/> or call 131 722 or email incentives@melbournewater.com.au.

3.1 On-ground environmental works

Noxious and environmental weed control – to assist in the control and spread of priority weeds in an area of environmental conservation significance undertaken by the applicant or a qualified contractor. For applicants who would like to undertake their own weed control, Council will fund the material and equipment costs, not the labour. Labour is to be included in the application as an in-kind contribution.

Pest animal control – to assist in the control and spread of priority pest animals in an area of environmental conservation significance undertaken by the applicant or a qualified contractor. For applicants who would like to undertake their own pest animal control, Council will fund the material and equipment costs, not the labour. Labour is to be included in the application as an in-kind contribution.

Revegetation works – to assist with rehabilitating degraded areas, enhance an area or to establish and link native vegetation. For applicants who would like to undertake their own revegetation works, Council will fund the material and equipment costs, not the labour. Labour is to be included in the application as an in-kind contribution.

Materials and equipment – to assist applicants with the purchase of materials or equipment to undertake works in an area of environmental conservation significance. Examples include materials to install a rabbit-proof fence, the hiring of specialised equipment to undertake priority weed control or the purchase of herbicide.

3.2 Capacity building and community engagement

Training and development – to support applicants with fees to attend workshops and conferences or to undertake relevant natural resource or land management tertiary studies, certificates or short courses such as the farm chemical users course or property management planning.

Management plans – applicants may apply for funding to engage a qualified consultant to develop a five year land management plan using Council’s guideline on Preparing a Land Management Plan. The plan must identify the environmental values on the property and aim to conserve and improve these values.

Community group activities – to assist Landcare groups and other community groups to develop relevant educational or capacity-building materials such as fliers, brochures or land management guides. Council will fund other activities associated with organising workshops, field days or group training for members and the community.

Volunteer recruitment activities – to assist environmental community groups to undertake recruitment and membership activities such as information sessions, field days and event stalls. Other activities associated with increasing community group memberships such as marketing and promotional materials may be funded.

3.3 Other items and activities

Council may consider funding other items and activities if they meet the objectives of the grant. Please discuss any activity not listed with a Council officer prior to a Project Grant application being submitted. To discuss activities, contact the Sustainability Engagement Team on 9205 2200.





3.4 List of eligible and non-eligible project activities

On-Ground Environmental Works	Yes	No
Noxious weed or declared pest animal control carried out by a qualified contractor	✓	
Purchase of herbicide and weed control materials and equipment	✓	
Revegetation with indigenous (locally native) plants (Council will not fund any revegetation works within 50 metres of a dwelling)	✓	
Purchase of materials and equipment to undertake revegetation	✓	
Fencing to exclude stock and pest animals from a conservation area undertaken by a contractor	✓	
Native flora and fauna surveys and assessments	✓	
Purchase of fencing materials and equipment to exclude stock or pest animals from a conservation area	✓	
Burning to manage weeds and regenerate native vegetation (A burning permit must be attained from Council prior to undertaking a burn)	✓	
Works or materials to control native animals or non-declared pest animals in Victoria		x
Revegetation with non-indigenous plants (not locally native to the area)		x
Removal of native vegetation or other environmental values		x
Works or equipment for landscaping with no environmental conservation benefit		x

Capacity building and community engagement

Yes No

Consultant fees to develop a land management plan or project plan	✓	
Consultant fees for property management advice	✓	
Fees to attend courses or workshops relevant to natural resource & land management	✓	
Fees for subjects relevant to land management at TAFE or a university	✓	
Purchase of natural resource and land management books or educational resources	✓	
Development of educational or capacity-building materials	✓	
Fees for trainers and expert speakers at community group events	✓	
Costs associated with community group events including venue hire and catering costs	✓	
Activities not related to natural resource, rural land or property management		✗
Purchase of infrastructure such as rain tanks		✗

ELIGIBLE AND NON-ELIGIBLE ACTIVITIES



4. PROJECT GRANT APPLICATION

4.1 How can I apply?

- Expressions of interests will be mailed out in February. To access an application you must complete and return an expression of interest form. Council will arrange a property visit to discuss projects in detail. If a project is deemed not suitable, Council can provide advice on how to improve the project.
- Council will send through a link to access an application. To gain access to the application you must complete a property visit with a Rural Engagement Officer to discuss project proposals.
- You must be the landowner of the property to be able to submit an application. If you are a land manager (lease or managing a property on behalf of the landowner) you must provide written consent with your application from the landowner. Council's Rural Engagement Officers can assist with submitting online applications if needed.
- Council will acknowledge receipt of the application via email to the applicant within 10 working days.
- All applications must have quotes or estimates for each activity with an ABN, goods or service description, hourly rates, personnel and the GST amount.
- Council will assess all applications using the selection criteria. Projects will be prioritised and allocated in order of merit until funding is spent. Part-funding may be offered to applicants.
- Both successful and unsuccessful applicants will be notified of the outcome. Please note that successful applicants will have their property details and funded activities reported to Council and available publicly
- Council can only commit to funding one year at a time and applications will be assessed every year.
- Upon completion and auditing of the approved project by Council, tax invoices must be sent to the Sustainability Engagement Team for payment. Council will not pay for approved projects up front or prior to an application being approved.
- All projects must be completed by 31 May 2025. If a project is not going to be completed by this date or the applicant decides to withdraw from the program, the applicant must send all requests in writing to Council.
- Council's terms of payment is 30 days from the date the tax invoice is received by Council. It is the responsibility of the applicant to ensure contractors and suppliers are aware of

Time-frame	Activity
1 February 2024	Project Grant expression of interest and applications open
19 April 2024	Expression of interests close
10 May 2024	Applications close (applications not accepted after this date)
June 2024	Applications assessed by the Officer Assessment Panel and Executive Review Panel
July 2024	Recommendations taken to Council for endorsement
August 2024	Applicants notified of the outcomes and enter into funding agreement

5. APPLICATION TIPS

5.1 Project planning

- Discuss the project with a Council's Rural Engagement Officers.
- Only projects that are linked to an existing Land Management Plan will be approved.
- Consider discussing project ideas with neighbours or a local Landcare group and work together on a joint project. Each property will need to submit a separate application.
- Determine if the project requires a planning permit and obtain before submitting an application.
- A permit may be required for native vegetation and soil movement or disturbance.

5.2 Supporting Documentation:

5.2.1 Quotes and estimates

- Provide a quote for each activity with the application.
- Quotes need to have the business ABN, goods or service description, hourly rates and the GST amount.
- Fencing quotes need to include the type of materials, the length and any proposed gates.
- If a quote is considered too high, applicants may be requested to supply another to ensure value for money.

5.2.2 Plans and permits

- Provide an excerpt of the Action Plan from your Land/Property Management Plan, indicating the proposed activity. For example: LMP 2021-26 for XXX Hume Rd, Humeville, Year 2 Revegetation of shelter belt on northern fence boundary
- If the applicant does not have a Council endorsed plan then one must be applied for in the application.
- If required obtain any necessary permits from the relevant Council department or agency.
- Where a permit is required for the project, it must be submitted with the application.
- If the applicant is leasing or managing the property, a signed letter of support from the landowner is required.

5.2.3 Aerials and maps

- An aerial or map must be included in the application with the project area clearly identified. Aerial photos can be provided by Council on request, contact the Sustainability Engagement Team on 9205 2200
- Include additional information on the map such as the area of treatment or length of an activity.

6. ROLES AND RESPONSIBILITIES

Successful applicants will be required to enter into a funding agreement with Council. This agreement outlines the roles and responsibilities of Council and the applicant when implementing the approved project.

The agreement cannot be changed, unless a written request is approved by Council. To discuss these roles and responsibilities, contact the Sustainability Engagement Team on 9205 2200.

Where the project relates to on-ground works the applicant must agree for five years within the project area to:

- Not apply fertiliser, disturb soil, construct dams, alter drainage, and/or remove rock or logs.
- Not remove, destroy or lop native vegetation including trees (dead or alive).
- Only plant indigenous (locally native) plant species.
- Maintain all plants planted to ensure their optimum survival.
- Monitor any areas treated for weed control and undertake any follow-up management activities.
- Monitor any areas treated for rabbit control and undertake any follow-up management activities.
- Maintain all fencing constructed under this agreement to the highest standard reasonably possible.
- Not graze stock unless this is an existing activity and only graze for short intervals.
- Allow Council Officers and contractors to audit the project and approved works.

7. INFORMATION AND ASSISTANCE

A range of resources and information is available to assist applicants when developing their project.

Information can be found on Council's page at hume.vic.gov.au. For all enquires contact the Sustainability Engagement Team on 9205 2200 or email coregrant@hume.vic.gov.au

Land & Biodiversity Guidelines

Council's Land & Biodiversity Guidelines is a resource to assist in the management of rural land, as well as the conservation and protection of natural environmental values. It includes such topics as:

- weed and pest animal management
- effective grazing
- managing soil erosion
- fire management
- managing native vegetation, revegetating and establishing windbreaks

Directory of Service Providers

To assist with managing your land, Council's Directory of Service Providers provides an up to date list of local contractors and suppliers that service the Hume area. Contractor services include such things as weed control, pest animal control, fencing, revegetation, slashing and farming maintenance/assistance. Suppliers include farm supply stores and plant nurseries.

Priority weeds and pest animals

Council's WEEDeck is a waterproof durable weed identification guide that covers the priority weeds in the Hume area



8. SMARTYGRANTS APPLICATION GUIDE

8.1 New Users

If this is your first time completing an on-line application, you will need to register an account.

Click Register and complete the registration. It is a good idea to write down your login details so you can directly login next time once you have registered.

Not logged in. [Current Rounds](#)

Login or Register

You must register before you can make an online submission.
Registration gives you secure access to your forms allowing you to work on them over time rather than having to complete them all at once.
It only takes a moment to register and you can get started on your submission straight after registering.
Fields marked with * must be completed.

Login
If you're already registered or have started an online form log in here.

Register
If you haven't registered or started filling in a form, register here.

Email Address: *

Password: *

[Forgotten your password?](#)

By clicking **Log In** you agree to Our Community's Privacy Policy

8.2 Existing Users

Simply fill in your details and Login.

If you already have a Smarty Grants account and have forgotten your password click on the link Forgotten your password to have your password reset.

8.3 Navigation

You will see three options:

- Fill Out Now - Click this when you are ready to complete the application
- Preview the Form - If you would like to view the form before completing
- Download Preview Form – Download the form in PDF format to view before completing the on-line application

Logged in: Cassandra Borg (cassandrab@hume.vic.gov.au) [My Submissions](#) [Current Rounds](#)

Conserving our Rural Environment Small Grant 2020/21

When you are ready click **Fill Out Now**.

If you cannot finish the application in one go you can Save Progress and come back to the application at a later date.

8.4 Application Details

Applicant Details

This includes basic location details about the property.

Project Description

You will need to include the activities you are applying for and outline the expected long term goals of the project. Keeping in mind that each application needs to be assessed against the grant criteria. It is a good idea to put some thought and detail into your responses.

* Indicates a required field. When you see a red asterisk, it means that you will need to provide an answer to the question.

Projects Activities and Quotes

All applications must have at least one quote or estimate for each activity with an ABN, goods or service description, hourly rates, personnel and the GST amount.

Fencing quotes need to include the type of materials, the length and any proposed gates.

If quotes are considered too high or lack enough detail, applicants may be requested to supply another to ensure value for money.

You must list the price excluding GST amount.

If the quote is considered too high or not enough detail, applicants may be requested to supply another to ensure value for money.

All amounts listed in the table must exclude GST.

Activity	Total excluding GST
<input type="text"/>	<input type="text" value="\$"/>
<input type="text"/>	<input type="text" value="\$"/>
<input type="text"/>	<input type="text" value="\$"/>
<input type="text"/>	<input type="text" value="\$"/>

Description of the activity applying for Eg. Development of a Land Management Plan

Cost of activity per the quote. Remember to exclude GST.

Must be at least 4 rows

[Add More]

Attachments

Quote 1 * Attach a file: No file chosen

Quote 2 Attach a file: No file chosen

Click **Choose Files** to attach a quote. if there is more then one click the next **Choose Files** down o attach additional quotes.

In-Kind Contribution and Costs	<p>You will need to provide a description of how you will be contributing towards the project. This can be cash or labour.</p> <p>Labour is to be calculated at \$50 per hour. Total Expenditure Amount is calculated automatically.</p>
Project Map and Photo Points	<p>The purpose of the map is for the applicant to identify the proposed project area and the proposed activities (length of fence, re-vegetation or weed control areas).</p> <p>The map can then be scanned or copied into your computer, tablet or phone and attached to the application by clicking Choose Files button.</p> <p>It is a requirement of the Grant to provide Council with at least 2 photos of the project area before and after the project.</p>
Project Checklist	<p>The project checklist is to ensure that the applicant has included everything that is requested for a completed application. Please read through and answer appropriately.</p> <p>The Conserving our Rural Environment Guidelines can be accessed through clicking the blue Hyper-link Conserving our Rural Environment Grant Guidelines.</p>
Privacy Statement and Declaration	<p>The privacy statement outlines Councils policy regarding collection and use of your personal data and set forth your privacy rights.</p> <p>Please carefully read the Privacy Statement and Declaration, also making sure to have read the Conserving our Rural Environment Guidelines before signing.</p>
Review and Submit	<p>Once you have reviewed the application form you can click Submit. You will receive a confirmation email with a PDF of your submitted application.</p>

HumeLink

Multilingual telephone
information service

Enquiries 9205 2200

للمعلومات باللغة العربية	9679 9815
معلومات باللغة البوسانية	9679 9809
Za informacije na bosanskom	9679 9816
Za informacije na hrvatskom	9679 9817
Για πληροφορίες στα ελληνικά	9679 9818
Per avere informazioni in italiano	9679 9819
За информације на српском	9679 9820
Para información en español	9679 9821
Türkçe bilgi için	9679 9822
Muốn biết thông tin tiếng Việt	9679 9823
For other languages...	9679 9824

Connect with us

-  **Hume City Council**
1079 Pascoe Vale Road, Broadmeadows
PO Box 119, Dallas, Victoria 3047
-  **9205 2200**
-  **coregrant@hume.vic.gov.au**
-  **hume.vic.gov.au**
-  **Anne Fitzpatrick**
annefi@hume.vic.gov.au
-  **Manni Skopellos**
mannis@hume.vic.gov.au



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HumeCityCouncil



REPORT NO:	9.2
REPORT TITLE:	Broadmeadows North Local Area Traffic Management Study
SOURCE:	Caleb Mau, Traffic Engineer
DIVISION:	Infrastructure & Assets
FILE NO:	HCC24
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Locality Plan</i>2. <i>Traffic Count Map</i>3. <i>Casualty Crashes</i>4. <i>Consultation Brochure 1</i>5. <i>Consultation Brochure 2</i>6. <i>Final Traffic Management Plans and Details</i>

1. SUMMARY OF REPORT:

- 1.1 Hume City Council undertakes two Local Area Traffic Management (LATM) studies each financial year. In 2023/24 a commitment was made to undertake an LATM study for the Broadmeadows North area as shown in Attachment 1. A Final Traffic Management Plan has been developed which includes 11 proposed traffic treatments valued at a total of \$2,024,000 as detailed in Attachment 6.

2. RECOMMENDATION:

That Council:

- 2.1 **Adopt the Broadmeadows North Local Area Traffic Management (LATM) Study report and Final Traffic Management Plan and Details as shown in Attachment 6.**
- 2.2 **Allocate \$241,000 from Council’s 2025/26 Capital Works Annualised Program – Local Area Traffic Management Facilities for the works listed in Item 1 of Table 1.**
- 2.3 **List Items 2 - 4 in Table 1 (valued at \$33,000) for consideration in Council’s Responsive Road Safety Works – Operating Budget for future funding.**
- 2.4 **List Items 5 - 11 in Table 1 (valued at \$1,750,000) for consideration in Council’s Capital Works Annualised Program – Traffic Management Facilities for future funding.**
- 2.5 **Inform the residents within the study area and the online consultation participants of the adopted Broadmeadows North LATM Final Traffic Management Plan (TMP) and Details.**
- 2.6 **Provide a copy of the adopted Broadmeadows North LATM Final TMP and Details on Council’s website for viewing by the public.**

3. LEGISLATIVE POWERS:

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2017 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

REPORT NO: 9.2 (cont.)

4. FINANCIAL IMPLICATIONS:

- 4.1 The total estimated cost to install the traffic management devices recommended in Table 1 is \$2,024,000.
- 4.2 There is \$482,000 in the 2025/26 Capital Works Program – LATM Facilities allocated for works related to two approved LATM studies, Broadmeadows North and Westmeadows. Of this, it is proposed that \$241,000 be allocated to the Broadmeadows North LATM.
- 4.3 The allocation of the funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on crashes, traffic speeds and volumes at the proposed treatment sites.
- 4.4 The estimated cost of the remaining treatments is \$1,783,000, of which, \$1,750,000 will be listed in Council’s Future Capital Works Annualised Program - Traffic Management Facilities and \$33,000 will be listed in Council’s future Responsive Road Safety Works – Operating Budget.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 The Broadmeadows North LATM study aims to improve pedestrian and cyclist connectivity throughout the area. The study lends itself to Victoria’s Climate Change Strategy, as promoting other methods of travel will subsequently reduce carbon emissions within the area and contribute to the overall goal of net-zero emissions by 2050. The Broadmeadows North LATM study also satisfies the current Transport Strategy for Hume by providing treatments which improve the wellbeing of motorists, cyclists, and pedestrians.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 The Broadmeadows North LATM study aims to improve pedestrian and cyclist connectivity throughout the area and towards a greater cycling network. The study aligns with the overall objectives of the Victorian Climate Change Strategy in promoting other modes of travel and subsequently reducing carbon emissions.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 The Broadmeadows North LATM study aims to improve the safety and amenity of the area. This enhances the protected rights under the Victorian Charter of Human Rights, of individuals who use this area, including the right to freedom of movement and right to life.

8. COMMUNITY CONSULTATION:

- 8.1 A brochure seeking details of existing traffic issues experienced by residents in the Broadmeadows North area was distributed to residential properties, schools, businesses, and community facilities in July 2023. A copy of the brochure can be found in Attachment 4.
- 8.2 The brochure directed residents to an online interactive mapping tool which allowed comments to be placed on locations of interest within a map of the LATM area. The recorded casualty crash data for the most recently available 5-year period across the LATM area was also available online for viewing by the public.

REPORT NO: 9.2 (cont.)

- 8.3 The community was encouraged to respond online via the interactive map but were also able to respond by email, phone, and mail.
- 8.4 At the first stage of consultation, approximately 1,300 brochures were distributed to the local community and the online interactive map tool and brochure was available for comment for approximately 5 weeks. A total of 75 responses were received from 24 respondents.
- 8.5 The study and link to the online map was also advertised to the community via the Participate Page on Hume City Council’s website.
- 8.6 Taking into consideration the feedback received, a proposed Traffic Management Plan (TMP) was prepared and distributed to residents, schools, businesses, and community facilities and made available via the online mapping tool in November 2023 for comment. The community was also given the option to provide feedback through email, phone, or mail. A copy of the proposed TMP can be found in [Attachment 5](#).
- 8.7 At the second stage of consultation, approximately 1,300 brochures of the proposed TMP, were distributed to the local community and the brochure was available online for approximately 6 weeks. A total of 13 responses were received from 10 respondents.
- 8.8 A summary of all feedback received regarding the Broadmeadows North LATM study can be found in [Tables 4a, 4b, 4c, 4d and 4e](#).
- 8.9 A final letter will be sent to all properties in the LATM area advising them of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing by the wider community on Council’s website.

9. DISCUSSION:

9.1 Background

- 9.1.1 A LATM study aims to improve safety and residential amenity in local streets on an area wide approach. It is a proactive way to identify and treat traffic, parking, pedestrian, cycling and accessibility issues in an area.
- 9.1.2 A LATM study was previously undertaken for the Broadmeadows North area in 2010. Most of the traffic treatments that were proposed in this study have been implemented. Those projects identified which had not yet been implemented were reviewed as part of this study to identify if the treatments are still required.
- 9.1.3 The treatments that were identified in the previous LATM but were not implemented are listed below:
 - (a) Blair Street at Barry Road: Install a “Truck Prohibition Sign”. On 4 January 2010, a letter was sent to VicRoads/Department of Transport and Planning (DTP) advising of the proposal and seeking approval to implement the truck prohibition along Blair Street. The proposal was not supported by the Truck Advisory Committee and therefore not approved by VicRoads/DTP.
- 9.1.4 The traffic treatments that were implemented through the previous LATM have been effective in reducing traffic speeds and enhancing road safety in the area. This is demonstrated by the general lack of speeding issues that was identified by automatic traffic counts that were undertaken for this study as shown in [Table 2](#) and [Attachment 2](#).

REPORT NO: 9.2 (cont.)

- 9.1.5 The Broadmeadows North area has changed significantly since 2010, with portions of previously industrial areas being rezoned for residential and retail developments, resulting in changed traffic conditions.
- 9.1.6 A second LATM study for an area is a good opportunity to identify any areas of concern to the community, particularly safety concerns that may not be evident through analysis of speeds and crash history. LATM studies are evolving to have a greater focus on community input to identify issues, as well as a focus on accessibility and other road users such as pedestrians and cyclists.
- 9.1.7 Hume City Council undertakes two LATM studies each year. In 2023/24 a commitment was made to undertake an LATM study for the Broadmeadows North area bounded by Riggall Street, Railway Crescent, Camp Road, and Merlynston Creek. A locality plan of the area is shown in [Attachment 1](#).
- 9.1.8 The recommendations provided in this report align with relevant standards and guidelines. These documents provide the rationale and recommended actions for addressing local traffic issues in the area.

9.2 Existing Conditions

- 9.2.1 The Broadmeadows North area is a mix of residential and industrial zones. It is located approximately 15km north of Melbourne’s CBD and has an area of approximately 1.76 square kilometres.
- 9.2.2 The area includes several community and commercial facilities, including the Broadmeadows Railway Station, Seabrook Reserve, Hume Central Secondary College, Broadmeadows Primary School, St Domenic’s Primary School, My College Primary School, and Sirius College Eastmeadows Campus.

9.3 Analysis

- 9.3.1 Council sought resident and community feedback on existing traffic, parking, and accessibility issues within the Broadmeadows North LATM area as detailed in section 9 of this report.
- 9.3.2 One of the common themes in resident feedback was traffic speed and safety issues on the arterial roads (Camp Road), and the main collector routes through the area (Blair Street, Riggall Street & Dallas Drive) and their intersections.
- 9.3.3 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are listed in [Table 2](#) and shown in [Attachment 2](#). Most of these traffic counts were conducted in early May 2023.
- 9.3.4 Crash statistics for the area were also obtained from the Department of Transport and Planning (DTP) Road Crash Information System (RCIS) database for the most recently available 5-year period at the time, which was between 1 July 2017 to 1 July 2022. The locations and number of reported casualty crashes for the study area are shown in [Attachment 3](#).
- 9.3.5 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in the most recently available a 5-year period, with any proposed actions, are shown in [Table 3](#).

REPORT NO: 9.2 (cont.)

- 9.3.6 The information provided by residents was analysed in line with the data on traffic speeds, volumes, and crashes. A summary of the issues raised, investigations and proposed actions can be found in Tables 4a, 4b, 4c and 4d. A proposed TMP was developed to address the issues that were identified and is detailed in Attachment 5.
- 9.3.7 The proposed TMP was then made available to the community for feedback. Although some comments were made regarding other matters, no responses were received relating to the proposed treatments. This indicates that the proposed treatments were generally well accepted by the community.
- 9.3.8 These additional concerns – some which were issues previously raised - were further investigated and considered as part of the final TMP. All these concerns raised have been included in Tables 4a, 4b and 4c and identified with (*).

9.4 Proposed LATM Treatments

- 9.4.1 The following treatments are proposed as part of the Final Traffic Management Plan (TMP) and are detailed in Attachment 6. These treatments have been designed in consideration of resident feedback as detailed in Tables 4a, 4b, 4c, 4d, and 4e.
- 9.4.2 **Railway Crescent between Camp Road and Kitchener Street**
- (a) **Proposal:**
- (i) Upgrade the pedestrian crossing point between Cuthbert Street and Oxley Court to a raised zebra priority pedestrian crossing (also known as a wombat crossing).
 - (ii) Install zebra line marking on the existing concrete road hump between Cuthbert Street and Kitchener Street to convert it to a raised priority pedestrian (wombat) crossing.
 - (iii) Introduce a 40km/h speed zone between Camp Road and Kitchener Street.
- (b) Community feedback raised concerns regarding vehicle speeds and the safety of pedestrians and cyclists on Railway Crescent near Broadmeadows Railway Station.
- (c) Railway Crescent is a Council Access Street with default 50 km/h speed limits. This road has a single traffic lane in each direction. Bus routes 538 and 540 operate along this section of Railway Crescent.
- (d) Railway Crescent has an average daily vehicle volume of up to 2,449 vehicles and has an 85th percentile speed of up to 43.1 km/h within the vicinity of Broadmeadows Railway Station.
- (e) This section of Railway Crescent has high pedestrian activity due to its proximity to the Broadmeadows Railway Station, bus interchange, and a strip of shops further south along the road.
- (f) Railway Crescent between Oxley Court and Cuthbert Street has been treated several times in the past, including with splitter islands and concrete road humps. An at-grade non-priority pedestrian crossing facility is also present at the road bend.

REPORT NO: 9.2 (cont.)

- (g) A review of the Department of Transport and Planning (DTP) Road Crash Information System (RCIS) database indicated that there was one casualty crash on Railway Crescent between Camp Road and Kitchener Street in the most recently available 5-year period. The crash involved a vehicle that performed a U-turn near the intersection of Railway Crescent and Cuthbert Street and failed to give way to passing traffic. The crash resulted in minor injuries.
- (h) There is a road bend on Railway Crescent between Oxley Court and Cuthbert, near the Broadmeadows Railway Station. This results in a lack of sight distance for pedestrians and vehicles at the existing pedestrian crossing points midblock between Cuthbert Street and Oxley Court.
- (i) A wombat crossing is classified as a Major Traffic Control Device (MTCD) which requires approval from the Minister of Transport. This will be sought during the design stage, however based on previous advice from DPT, no objections are expected for this proposal as the crossing is on a Council Road. Furthermore, DTP guidelines indicate that zebra crossings are appropriate on a road with low traffic speeds and high pedestrian activity.
- (j) Local bus companies were also consulted and did not object to the proposed treatment.
- (k) DTP guidelines indicate that 40km/h speed zones are suitable for roads that are within activity centres and high pedestrian activity areas. However, the speed zone change still requires approval from the Minister for Roads in line with DTP guidelines.
- (l) This proposal did not receive any feedback, indicating that this treatment is generally well accepted by the community.

9.4.3 **Riggall Street between Millewa Crescent and Pascoe Vale Road**

- (a) **Proposal:**
 - (i) Construct a bus-friendly raised safety platform with non-priority pedestrian crossing.
- (b) Riggall Street is classified as a Council Trunk Collector Road with a posted speed limit of 50 km/h. It consists of one through lane in each direction, and a bike lane on each side of the street.
- (c) Riggall Street between Blair Street and Pascoe Vale Road carries an average daily traffic volume of 13,561 vehicles and has an 85th percentile speed of 60.4 km/h.
- (d) A review of the DTP RCIS database indicated that there was one recorded casualty crash on Riggall Street between Millewa Crescent and the Pascoe Vale Road. The crash involved a traffic controller assisting with traffic management for road works at the intersection of Millewa Crescent and Riggall Street. The traffic controller was struck by a vehicle travelling on the wrong side of the road. The collision resulted in minor injuries to the traffic controller.
- (e) The recorded vehicle speeds and volumes at this section of Riggall Street meet the warrants of Council’s Traffic Management Guidelines for the installation of traffic calming devices.

REPORT NO: 9.2 (cont.)

- (f) Bus Route 532 operates along Riggall Street between Millewa Crescent and Pascoe Vale Road.
- (g) There is an existing midblock pedestrian crossing on Riggall Street between Millewa Crescent and Pascoe Vale Road.
- (h) The affected bus operator was consulted with and did not raise any objections to the proposed treatment.
- (i) This proposal did not receive any feedback, indicating that this treatment is generally well accepted by the community.

9.4.4 **Blair Street at Meadowlink Path**

- (a) **Proposal:**
 - (i) Construct a bus-friendly raised safety platform with non-priority pedestrian crossing.
- (b) Community feedback raised concerns regarding vehicle speeds and the safety of pedestrians and cyclists on Blair Street near the Meadowlink Path.
- (c) Blair Street is classified as a Council Major Road with a default speed limit of 60 km/h. It carries an average of 15,459 vehicles per day and has an average 85th percentile speed of 54.6 km/h.
- (d) Meadowlink Path is a shared user path (SUP) that runs east west between Railway Crescent and Dallas Drive. It is intersected by Blair Street, which runs north south.
- (e) The intersection of Blair Street and Meadowlink Path is currently treated with pedestrian refuge islands and associated line marking.
- (f) A review of the DTP RCIS database at the vicinity of Blair Street and Meadowlink Path indicated that there was one casualty crash in the most recently available 5-year period. A vehicle has failed to stop in time to prevent colliding with stationary queued traffic, leading to a rear end collision. The crash resulted in minor injuries. It is unclear from the RCIS report whether the stationary traffic was due to pedestrians crossing Blair Street from Meadowlink Path.
- (g) The proposed raised safety platform will be designed to accommodate busses as per the Department of Transport and Planning’s specifications for the ramp and platform grades and dimensions.
- (h) The affected bus operator was consulted with and did not raise any objections to the proposed treatment.
- (i) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments.
- (j) This proposal did not receive any feedback, indicating that this treatment is generally well accepted by the community.

REPORT NO: 9.2 (cont.)

9.4.5 **Intersections of Blair Street & Cuthbert Street, and Blair Street & Waranga Crescent**

(a) **Proposal:**

- (i) Upgrade intersections by constructing pedestrian refuge islands, improve bicycle crossing facilities, and widen kerb radii at roundabout approaches to improve vehicle flow.
- (b) Community feedback raised concerns regarding a lack of pedestrian and cycling facilities at the intersections of Blair Street and Cuthbert Street, and Blair Street and Waranga Crescent. Both intersections are currently treated with roundabouts that allow for one lane of circulating traffic.
- (c) Blair Street is classified as a Council Major Road with a default speed limit of 60 km/h. It carries an average of 15,459 vehicles per day. Cuthbert Street and Waranga Crescent are both classified as Council Access Streets and carry an average of 1,556 and 690 vehicles per day respectively.
- (d) There are existing bicycle lanes (one in each direction) that run north-south along Blair Street.
- (e) These intersections currently guide cyclists off the road, directing them onto shared concrete areas to navigate the roundabout. However, upon leaving the road, cyclists encounter obstructive signs, and the widths of the ramps and concrete paths are below standard. Additionally, there is a lack of clarity for cyclists regarding the intended transition from the road to the concrete shared areas for navigating the roundabout.
- (f) Splitter islands that incorporate pedestrian refuges are currently provided at the Blair Street crossings. The minor crossings (at Cuthbert Street and Waranga Crescent) do not have splitter or refuge islands.
- (g) A review of the DTP RCIS database at the intersection of Blair Street and Cuthbert Street indicated that there were three casualty crashes in the most recently available 5-year period.
 - (i) The first crash involved a motorbike that was struck from behind by a car. The motorcycle was stopped at the roundabout and the driver of the car claimed not to have seen the stopped motorbike. The crash resulted in minor injuries to the motorbike rider.
 - (ii) The second crash involved a collision between a truck and a station wagon. The station wagon was travelling eastbound along Cuthbert Street through the intersection when it was struck by the truck, which was travelling southbound along Blair Street and failed to give way. No injuries were reported.
 - (iii) The third crash involved a cyclist travelling westbound along Cuthbert Street through the intersection being struck by a car travelling northbound along Blair Street, after the car failed to give way. The crash resulted in moderate injuries to the cyclist.
- (h) A review of the DTP RCIS database at the intersection of Blair Street and Waranga Crescent indicated that there was one casualty crash in the most recently available 5-year period. The crash involved an SUV travelling southbound along Blair Street that lost control through the intersection and collided with a tree.

REPORT NO: 9.2 (cont.)

- (i) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments.
- (j) This proposal did not receive any feedback, indicating that this treatment is generally accepted by the community.

9.4.6 **Railway Crescent at Martell Street**

- (a) **Proposal:**
 - (i) Construct footpath connectivity upgrade.
- (b) During the LATM process, it was found that a missing pedestrian footpath link was present on Railway Crescent, at Martell Street.
- (c) This location was identified as a key footpath link due to its proximity to the Broadmeadows Railway Station and the Railway Crescent shopping strip.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.7 **Railway Crescent between Meadowlink Path and Riggall Street**

- (a) **Proposal:**
 - (i) Replace three sets of existing rubber road humps with raised safety platforms.
- (b) Flat top road humps on Railway Crescent between Nicholas Street and Riggall Street were previously committed to in the 2010 Broadmeadows North LATM. During installation, three of these locations had rubber road cushions constructed instead of flat top humps.
- (c) Railway Crescent between Meadowlink Path and Riggall Street has an average daily vehicle volume of 1,849 vehicles and has an 85th percentile speed of 52.4km/h.
- (d) Rubber road cushions tend to deform and lose their shape over time, decreasing their effectiveness as a traffic calming measure.
- (e) Raised Safety Platforms are an appropriate alternative to road cushions as they are effective devices in reducing speeds whilst also being safe for busses, pedestrians, and cyclists.
- (f) The remaining length of Railway Crescent has been treated with raised safety platforms, and replacing these last three sets of rubber road humps will improve the consistency of traffic treatments and increase safety for all road users.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.8 **Railway Crescent shopping strip near Broadmeadows Railway Station**

- (a) **Proposal:**
 - (i) Upgrade the existing accessible parking bay at the Railway Crescent shopping strip carpark to meet current Australian Standards.

REPORT NO: 9.2 (cont.)

- (b) Through the LATM process, it was found that an existing accessible parking bay along Railway Crescent did not meet current Australian Standards.
- (c) This location would benefit from improving accessible parking by upgrading it to current standards, due to its proximity to the strip of shops along Railway Crescent.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.9 **Intersection of Riggall Street and Dallas Drive**

- (a) **Proposal:**
 - (i) Construct a roundabout.
- (b) Throughout the LATM process, it was found that the intersection of Riggall Street and Dallas Drive would not sufficiently accommodate the expected increase in traffic following the proposed construction of the Merlynston Creek crossing.
- (c) Riggall Street between Blair Street and Dallas Drive is classified as a Council Access Street and carries an average daily traffic volume of 1,823 vehicles and has an 85th percentile speed of 41.9 km/h.
- (d) Dallas Drive is classified as a Council Collector Road. Dallas Drive south of Riggall Street carries an average of 1,716 vehicles per day and has an 85th percentile speed of 57.2 km/h.
- (e) A review of the DTP RCIS database at the intersection of Riggall Street and Dallas Drive indicated that there were no casualty crashes in the most recently available 5-year period.
- (f) The intersection of Riggall Street and Dallas Drive is currently treated with a reverse priority intersection, with travelling eastbound along Riggall Street and northbound along Dallas Drive, or southbound along Dallas Drive and westbound along Riggall Street having the right of way.
- (g) Splitter islands and give way line marking currently indicate that vehicles wishing to turn westbound onto Riggall Street from Dallas Drive must give way.
- (h) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.10 **Intersection of Kitchener Street and Joffre Street/Waranga Crescent**

- (a) **Proposal:**
 - (i) Construct a roundabout.
- (b) Throughout the LATM process, it was noted that the intersection of Kitchener Street and Joffre Street/Waranga Crescent is a 4-way intersection, with priority given to east-west traffic travelling along Kitchener Street.

REPORT NO: 9.2 (cont.)

- (c) The intersection is currently treated with line marking to indicate priority, as well as a painted splitter island on the southern approach, and a physical splitter island on the northern approach. Kitchener Street has also been previously treated with road humps along its entire length.
- (d) Kitchener Street, Joffre Street, and Waranga Crescent are all classified as Council Access Streets.
- (e) This section of Kitchener Street carries an average daily traffic volume of 1,076 vehicles and has an 85th percentile speed of 44.2 km/h.
- (f) Joffre Street carries an average daily traffic volume of 1,069 vehicles and has an 85th percentile speed of 41.2 km/h.
- (g) A review of the DTP RCIS database at the intersection of Kitchener Street and Joffre Street indicated that there were no casualty crashes in the most recently available 5-year period.
- (h) The arrangement and traffic treatments at the intersection of Kitchener Street and Joffre Street is inconsistent with surrounding four-way intersections, such as at Waranga Crescent and Blair Street, and Cuthbert Street and Joffre Street, which are treated with roundabouts.
- (i) A roundabout will reduce the entry speeds and reduce the crash severity for vehicles navigating the intersection, which will improve safety outcomes at this location.
- (j) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.11 **Intersection of Riggall Street and Blair Street.**

- (a) **Proposal:**
 - (i) Install lane splitter islands to protect cyclists and improve cycling and pedestrian safety.
- (b) Community feedback raised concerns regarding pedestrian and cyclist safety at the intersection of Riggall Street and Blair Street.
- (c) Blair Street is classified as a Council Major Road with a default speed limit of 60 km/h. It carries an average of 15,459 vehicles per day.
- (d) Riggall Street is classified as a Trunk Collector with a default speed of 50 km/h. It carries an average daily traffic volume of 13,561 vehicles.
- (e) A review of the DTP RCIS database at the intersection of Blair Street and Riggall Road indicated that there were 4 casualty crashes in the most recently available 5-year period. Refer to Table 3 below for additional details.
- (f) The bicycle lanes currently extend into the roundabout, and cyclists are expected to navigate the intersection on-road and unprotected from other circulating traffic.
- (g) There is a large elevation difference at this intersection, with the roundabout sloping upwards from the south-east to the north-west. This elevation difference adds to the difficulty and danger for cyclists navigating the intersection.

REPORT NO: 9.2 (cont.)

- (h) The proposed lane splitter islands will assist cyclists by protecting them as they navigate the roundabout. The reduced traffic lane widths will also slow approaching motor vehicle traffic, to assist pedestrians traversing the intersection.
- (i) These proposals were advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

10. CONCLUSION:

- 10.1 The works recommended in the Broadmeadows North LATM study address concerns raised by residents within the study area. The proposals outlined in the draft TMP were sent to residents and made available for community comment online. There were no objections received across the treatments, which reflects the general support of the consulted community for these proposals.
- 10.2 The proposed treatments will improve safety and residential amenity in the local streets of the study area and have been designed specifically to address resident concerns raised through the LATM process.

REPORT NO: 9.2 (cont.)

TABLE 1: ESTIMATED COST AND FUNDING SOURCE OF TREATMENTS

NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$ Exl. GST)
COUNCIL’S 2025/26 CAPITAL WORKS PROGRAM			
LATM FACILITIES			
1	Construct raised priority pedestrian crossing and install priority ‘zebra’ line marking and signage	Railway Crescent at Broadmeadows Railway Station	\$241,000
TOTAL			\$241,000
COUNCIL’S FUTURE OPERATING BUDGET			
RESPONSIVE ROAD SAFETY WORKS			
2	Installation of 40km/h speed zone	Railway Crescent between Camp Road and Kitchener Street	\$3,000
3	Pedestrian connectivity improvements	Railway Crescent at Martell Street	\$15,000
4	Upgrade existing accessible parking bay to current standards	Railway Crescent	\$15,000
TOTAL			\$33,000
COUNCIL’S FUTURE CAPITAL WORKS ANNUALISED PROGRAM –			
TRAFFIC MANAGEMENT FACILITIES			
5	Construct raised safety platform with non-priority pedestrian crossing	Blair Street at Meadowlink Path	\$150,000
6	Upgrade 3 sets of existing rubber road cushion humps with raised safety platforms	Railway Crescent	\$240,000
7	Roundabout upgrades to improve cycling and pedestrian connectivity	Blair Street at Cuthbert Street	\$140,000
8		Blair Street at Waranga Crescent	\$140,000
9	Proposed roundabout	Riggall Street at Dallas Drive	\$150,000
10	Proposed roundabout	Kitchener Street and Joffre Street/Waranga Crescent	\$550,000
11	Lane splitter islands at roundabout to improve cycling connectivity and safety	Blair Street at Riggall Street	\$380,000
TOTAL			\$1,750,000
TOTAL – COST OF ALL PROJECTS			\$2,024,000

Note – The project costs listed in Table 1 are estimates only, exact project costs will be determined through project scoping prior to projects being funded.

REPORT NO: 9.2 (cont.)

TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

Note – Refer to Attachment 2 for a map of specific count locations.

TRAFFIC COUNT NUMBER	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
1	Belfast St Between Blair Street and Chiltern Street	1/05/2023	2,775	58.0	40
2	Belfast St Between Maldon Street and Dallas Drive	1/05/2023	1,827	60.3	50
3	Beulah St Between Stanhope Street and Camp Road	1/05/2023	1,605	40.7	50
4	Blair St Between Cuthbert Street and Camp Road	1/05/2023	13,449	48.9	60
5	Blair St Between Kraft Court and Belfast Street	1/05/2023	15,900	59.2	60
6	Blair St Between King William Street and Waranga Crescent	1/05/2023	17,136	55.8	60 (40 school times)
7	Camp Rd Between Central Grove and Holberry Street	1/05/2023	25,648	57.1	60
8	Camp Rd Between Joseph Street and Jensen Road	1/05/2023	25,049	58.2	60
9	Central Grove Between Stanhope Street and Camp Road	1/05/2023	745	37.5	50
10	Cuthbert St Between Railway Crescent and Joseph Street	1/05/2023	1,575	46.2	50
11	Cuthbert St Between Jensen Road and London Road	1/05/2023	2,212	52.8	50
12	Cuthbert St Between Goulburn Street and Beulah Street	1/05/2023	1,280	28.8	50
13	Cuthbert St Between Joffre Street and Charlton Street	1/05/2023	1,156	40.5	50
14	Dallas Dr Between Merlynston Close and Belfast Street	1/05/2023	1,716	57.2	50
15	Gosford Cres Between Waranga Crescent (West) to Waranga Crescent (East)	1/05/2023	148	33.3	50
16	Goulburn St Between Kitchener Street and Cuthbert Street	1/05/2023	1,166	34.2	50

REPORT NO: 9.2 (cont.)

TRAFFIC COUNT NUMBER	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
17	Jensen Rd Between Cuthbert Street and Camp Road	1/05/2023	797	38.6	40
18	Joffre St Between Stanhope Street and Camp Road	1/05/2023	2,559	42.6	50
19	Joffre St Between Kitchener Street and Cuthbert Street	1/05/2023	1,069	41.2	50
20	Joseph St Between Martell Street and Camp Road	1/05/2023	1,614	47.8	50
21	King William Street Between Railway Crescent and Blair Street	1/05/2023	1,158	48.7	50
22	Kitchener St Between Railway Crescent and Seymour Street	1/05/2023	292	35.8	50
23	Kitchener St Between Charlton Street and Goulburn Street	1/05/2023	832	39.1	50
24	Kitchener St Between Blair Street and Waranga Crescent	1/05/2023	1,076	44.2	50
25	Kitchener St Between Cohuna Street and Blair Street	1/05/2023	305	35.9	50
26	Kraft Ct Between Blair Street and court bowl	1/05/2023	2,024	49.8	50
27	London Rd Between Cuthbert Street and Camp Road	1/05/2023	192	38.0	50
28	Maldon St Between Riggall Street and Belfast Street	1/05/2023	733	53.2	50
29	Martell St Between Railway Crescent and Joseph Street	1/05/2023	902	42.6	50
30	Nicholas St Between Marlo Court and Gosford Crescent	1/05/2023	304	35.7	50
31	Paris Rd Between Cuthbert Street and Camp Road	1/05/2023	685	43.5	50
32	Railway Cres Between King William Street and Nicholas Street	1/05/2023	2,449	52.6	50
33	Railway Cres Between Martell Street and Camp Road	1/05/2023	2,060	37.6	50

REPORT NO: 9.2 (cont.)

TRAFFIC COUNT NUMBER	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
34	Railway Cres Between Kitchener Street and Cuthbert Street	1/05/2023	2,636	43.1	50
35	Railway Cres Between Riggall Street and King William Street	1/05/2023	1,849	52.4	50
36	Riggall St Between Railway Crescent and Millewa Crescent	1/05/2023	13,561	60.4	50
37	Riggall St Between Murtoa Street and Kiewa Crescent	1/05/2023	1,308	42.2	50
38	Riggall St Between Apollo Crescent and Boort Street	1/05/2023	2,338	41.6	50
39	Seymour St Between Kitchener Street and Cuthbert Street	1/05/2023	520	38.8	50
40	Stanhope St Between Joffre Street and Wodonga Street	1/05/2023	704	44.4	50
41	Waranga Cres Between Rodney Court and Kitchener Street	1/05/2023	608	42.2	50
42	Waranga Cres Between Deakin Court and Kerang Court	1/05/2023	783	48.1	50
43	Waranga Cres Between Korong Court and Gosford Crescent	1/05/2023	596	45.5	50
44	Gosford Cres Between Nicholas Street and Kitchener Street	1/05/2023	252	34.8	50

REPORT NO: 9.2 (cont.)

TABLE 3: LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD

ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Blair Street	At the intersection with Cuthbert Street	Roundabout	3	No	No crash trend identified. However, a roundabout upgrade is proposed to improve cycling and pedestrian connectivity.
	At the intersection with King William Street	Stop line marking and associate signage	3	No	No proposed action. However, the developer of the residential Kingslea Estate is required to provide an intersection treatment.
	At the intersection with Riggall Street	Roundabout	4	No	No crash trend identified. However, lane splitter islands are proposed to improve cycling safety.
Camp Road	At the intersection with Blair Street and Widford Street	A signalised intersection and a divided road	7	Yes – Rear end collision and failure to give way	Department of Transport and Planning (DTP) is the responsible road authority for managing Camp Road and its intersection with local roads. Council will notify DTP to investigate these issues on Camp Road.
	At the intersection with Holberry Street	Stop line marking and associate signage	3	No	
	At the intersection with Smiley Road and Central Grove	Stop line marking and associate signage	4	Yes – Failure to give way	

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street	6	Traffic congestion and high vehicle volumes.	<p>Investigation</p> <ul style="list-style-type: none"> - Blair Street is classified as a Council Major Road. - Blair Street has an average daily vehicle volume of 15,495 vehicles between Camp Road and Riggall Street. - The existing road reserve in Blair Street severely limits the scope of available treatments to increase traffic capacity. <p>Action</p> <ul style="list-style-type: none"> - The future Merlynston Creek crossing will provide an alternative route for traffic to access Camp Road, decreasing the traffic volumes on Blair Street and the congestion at its intersection with Camp Road.
Blair Street at Broadmeadows Primary School	1	Traffic congestion during school times.	<p>Investigation</p> <p>Increased traffic on roads surrounding schools during pick up and drop off periods is typical.</p> <p>Action</p> <p>No action required.</p>
Blair Street at Cuthbert Street	1*	Request for roundabout.	<p>Investigation</p> <ul style="list-style-type: none"> - A roundabout already exists at the intersection of Blair Street and Cuthbert Street. - Refer to section 9.4.5 for a review of this intersection to address concerns regarding pedestrian and cycling connectivity. <p>Action</p> <p>Upgrade the intersection of Blair Street & Cuthbert Street by constructing pedestrian refuge islands, improve bicycle crossing facilities, and widen kerb radii at roundabout approaches to improve vehicle flow.</p>
Blair Street at King William Street	2	Traffic congestion once the Kingslea Estate is developed.	<p>Investigation</p> <ul style="list-style-type: none"> - The developer of the Kingslea Estate is required to provide an intersection treatment. - Council's Statutory Planning team has assessed this application and deemed the proposed traffic generation to be acceptable. - Intersection of Blair Street and King William Street is under investigation for future treatment, to better manage traffic volumes. - The future Merlynston Creek crossing will provide an alternative route for traffic to access Camp Road, increasing capacity on Blair Street. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street at Kitchener Street	1	Vehicles performing illegal right turns over centre median in Blair Street.	<p>Investigation</p> <ul style="list-style-type: none"> - The left-in and left out access arrangement at the intersection of Kitchener Street and Blair Street was a traffic treatment that was previously implemented as part of the previous 2009-10 Broadmeadows North LATM. - Council does not have the authority to enforce moving violations or hoon haviour. Council reports and works with Victoria Police to combat hoon behaviour. - Roundabouts are present at the intersections of Waranga Crescent, and at Cuthbert Street, which allow for right turns onto Blair Street southbound. <p>Action</p> <p>Victoria Police to be notified.</p>
Blair Street at Waranga Crescent	1	Vehicles failing to keep intersection clear.	<p>Investigation</p> <p>In accordance with the Victorian Road Rules, if a motorist does not have enough room to drive through an intersection because it is blocked, or the road ahead is blocked, they should not enter the intersection.</p> <p>Action</p> <p>Victoria Police to be notified.</p>
Blair Street between Camp Road and Cuthbert Street	1	Vehicles speeding.	<p>Investigation</p> <ul style="list-style-type: none"> - Blair Street is a Council Major Road with a default speed limit of 60 km/h between Camp Road and Cuthbert Street. - This section of Blair Street has an average daily volume of 13,449 and an 85th percentile speed of 48.9 km/h. - This section of Blair Street does not meet Council's Guidelines for the consideration for additional traffic calming devices. - There have been ten recorded casualty crashes on this road: 7 at the intersection of Camp Road and Blair Street, and 3 at the intersection of Blair Street and Cuthbert Street. Speeding was not identified as a factor in these crashes, refer to Table 3 for additional details. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street between Meadowlink Path and Waranga Crescent	1	Install road humps.	<p>Investigation</p> <ul style="list-style-type: none"> - Refer to 9.4.4 for a detailed review of Blair Street near Meadowlink Path. <p>Action</p> <p>Construct a raised safety platform crossing at the intersection of the Meadowlink Path and Blair Street.</p>
Camp Road	1	Traffic congestion during school times.	<p>Investigation</p> <p>Increased traffic on roads surrounding schools during pick up and drop off periods is typical.</p> <p>Action</p> <p>No action required.</p>
Camp Road at Joseph Street	2	Traffic congestion, request for signalised intersection.	<p>Investigation</p> <ul style="list-style-type: none"> - Camp Road is classified as a DTP Arterial Road, with a posted speed limit of 60 km/h and time-based school 40km/h speed zone. - Camp Road has an average daily volume of 25,049 vehicles and an 85th percentile speed of 58.2 km/h. - Joseph Street, Railway Crescent and Walsh Street are classified as Council Access Streets with default speed limits of 50 km/h. - Joseph Street, Railway Crescent and Walsh Street have average daily volumes of 1,614, 2,060 and 2,850 vehicles respectively. - Joseph Street, Railway Crescent and Walsh Street have 85th percentile speeds of 47.8, 37.6 and 43.3 km/h respectively. - There is a previous Council commitment to relocate the pedestrian operated signals at St Dominic’s Catholic School and to install traffic signals at the intersection of Camp Road and Joseph Street, subject to DTP approval and funding. <p>Action</p> <ul style="list-style-type: none"> - Continue to monitor Camp Road near the intersections of Railway Crescent, Joseph Street and Walsh Street. - Determine whether modifications to existing signals are required, and the feasibility of any intersection treatments with Council access streets, given the limited road reservation available along Camp Road. - Advocate to DTP for an upgrade of Camp Road to increase capacity and reduce congestion.
Camp Road at Railway Crescent	1*		
Camp Road at Walsh Street	1	Traffic congestion, relocate pedestrian operated signals at St Dominic’s Catholic School.	

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Cuthbert Street	4 2* (6)	Vehicles speeding and traffic congestion.	<p>Investigation</p> <ul style="list-style-type: none"> - Cuthbert Street is a Council Access Street with a default speed limit of 50 km/h. - It has an average daily vehicle volume of 1,556 vehicles and an 85th percentile speed of 46.5 km/h. - The vehicle volumes are within acceptable levels for a Council Access Street. - There have been six recorded casualty crashes along the length of Cuthbert Street in the most recently available 5-year period - two near the intersection of Cuthbert St and Railway Cres, three at the intersection of Cuthbert St and Blair St, and one between Paris Rd and Joffre St. None of these crashes involved speeding motorists and a trend in crash type was not observed. - Cuthbert Street is currently treated with roundabouts at the intersections of Joffre Street and at Blair Street, as well as road humps between Blair Street and Beulah Street. - Cuthbert Street between Railway Crescent and Seymour Street was reconstructed and widened in 2018 to include fully indented parking bays along both sides of the street. - Cuthbert Street does not meet Council's Guidelines for the consideration of additional traffic calming devices. <p>Action</p> <p>No action required.</p>
Jensen Road	1	Traffic congestion during school times.	<p>Investigation</p> <p>Increased traffic on roads surrounding schools during pick up and drop off periods is typical.</p> <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Joffre Street at Stanhope Street	1	Congestion at intersection.	<p>Investigation</p> <ul style="list-style-type: none"> - Joffre Street and Stanhope Street are both classified as Council Access Streets. - Joffre Street has an average daily vehicle volume of 2,559 vehicles and an 85th percentile speed of 42.6 km/h. - Stanhope Street has an average daily vehicle volume of 704 vehicles and an 85th percentile speed of 44.4 km/h. - Vehicle volumes and speeds are within acceptable limits for a Council Access Streets. - A site investigation did not indicate any congestion at the intersection of Joffre Street and Stanhope Street. - A review of the DTP Road Crash Information System was reviewed and indicates that there were no recorded casualty crashes at the intersection of Joffre Street and Stanhope Street in the most recently available 5-year period. <p>Action</p> <p>No action required.</p>
Railway Crescent between Oxley Court and Cuthbert Street	1	Vehicles speeding.	<p>Investigation</p> <ul style="list-style-type: none"> - Refer to 9.4.2 for a detailed review of this section of Railway Crescent. <p>Action</p> <p>Construct a raised safety platform wombat crossing at road bend, reduce speed limit from 50 km/h to 40 km/h between Camp Road and Kitchener Street.</p>

REPORT NO: 9.2 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Waranga Crescent	3	Request for road humps.	<p>Investigation</p> <ul style="list-style-type: none"> - Waranga Crescent is a Council Access Street with a default speed limit of 50 km/h. - Waranga Cres (west of Blair St) has an average daily vehicle volume of 596 vehicles and an 85th percentile speed of 45.5 km/h. - Waranga Cres (east of Blair St) has an average daily vehicle volume of 696 vehicles and an 85th percentile speed of 45.1 km/h. - These vehicle volumes are within acceptable levels for a Council Access Street. - There have been no recorded casualty crashes along the length of Waranga Crescent in the most recently available 5-year period. - Waranga Crescent does not meet Council's Guidelines for the consideration of traffic calming devices. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street at Broadmeadows Primary School	3	Illegal parking during school times.	<p>Investigation</p> <ul style="list-style-type: none"> - Council Officers have been in contact with Victoria Police and Broadmeadows Primary School regarding concerns over school time parking. - There are existing no stopping parking restrictions in King William Street and along Blair Street. - Belfast Street and Chiltern Street both have existing 1P parking restrictions along the school frontages. - Increased traffic on roads surrounding schools during pick up and drop off periods is typical. - It is an illegal and enforceable offence to stop in no stopping zones and other areas where parking is not permitted. <p>Action</p> <ul style="list-style-type: none"> - Modifications to existing parking restrictions in the street surrounding Broadmeadows Primary School and Hume Secondary College is under investigation. - Additional opportunities to improve parking supply in Belfast Street (adjacent to Blair Street and fronting Broadmeadows Primary School) are being investigated as part of the Belfast Street reconstruction, which is scheduled to be delivered in the 2028/29 financial year.
Blair Street at King William Street	1	Request for additional parking to be provided near King William Street prior to Kingslea Estate being completed.	<p>Investigation</p> <ul style="list-style-type: none"> - The currently approved Kingslea Estate development is to provide 127 basement car parking spaces. - Council's Statutory Planning Team has assessed this rate to be suitable for the size of the development. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Cuthbert Street between Blair Street and London Road	1	Excess parking.	<p>Investigation</p> <ul style="list-style-type: none"> - In accordance with ‘Hume City Parking Restrictions Policy’ residential streets are eligible for parking restrictions if there is consistently a parking demand exceeding 70% of the on-street parking capacity, and this parking demand is generated by lower priority user groups (i.e., commuters, shoppers, and employees). - A review of the aerial images of Cuthbert Street between Blair Street and London Road indicate that most of the on-street parking is vacant. - Based on this, no parking restrictions are required on Cuthbert Street. <p>Action</p> <p>No action required.</p>
Cuthbert Street between Jensen Road and Joffre Street	2	Excess parking.	<p>Investigation</p> <ul style="list-style-type: none"> - Cuthbert Street is a Council Access Street with a road width of approximately 7.3 metres (east of Joseph Street). It allows for cars to park on both sides of the street whilst leaving enough road width to maintain a through lane of traffic. - In accordance with ‘Hume City Parking Restrictions Policy’ residential streets are eligible for parking restrictions if there is consistently a parking demand exceeding 70% of the on-street parking capacity, and this parking demand is generated by lower priority user groups (i.e., commuters, shoppers, and employees). - A site visit and review of the aerial images of Cuthbert Street between Jensen Road and Joffre Street indicates that most of the on-street parking is vacant; it is unlikely that this area meets Council's warrants for additional parking restrictions <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Cuthbert Street between Railway Crescent and Joseph Street	1	Excess parking, illegal parking over crossovers.	<p>Investigation</p> <ul style="list-style-type: none"> - In accordance with ‘Hume City Parking Restrictions Policy’ residential streets are eligible for parking restrictions if there is consistently a parking demand exceeding 70% of the on-street parking capacity, and this parking demand is generated by lower priority user groups (i.e., commuters, shoppers, and employees). - There are shops located on Railway Crescent near the intersection with Cuthbert Street. There is an existing carpark fronting the shops. - Cuthbert Street (between Joseph Street and Railway Crescent) was reconstructed in 2018 to include fully indented street-length parking bays. - Site observations and a review of the aerial images of Cuthbert Street indicate that parking demand is high between Railway Crescent and Joseph Street, due to the provision of indented parking. However, unoccupied bays were always available. Parking demand was much lower further east along Cuthbert Street, past the intersection of Joseph Street. - Existing no stopping during school times parking restrictions have been installed at the east end of Cuthbert Street, between Charlton Street and Beulah Street due to the Sirius College – Eastmeadows Campus. - Based on this, it is unlikely that Cuthbert Street meets Council’s warrants for additional parking restrictions. <p>Action</p> <p>Referred to Council’s City Laws department for enforcement.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Cuthbert Street between Wodonga Street and Goulburn Street	1	Request for existing "No Stopping" school time parking restrictions between Wodonga Street and Goulburn Street to be removed.	<p>Investigation</p> <ul style="list-style-type: none"> - Cuthbert Street between Wodonga Street and Goulburn Street is currently treated with “No Stopping” school time parking restrictions on both the north and south sides, due to school time parking generated by Sirius College – Eastmeadows Campus. - A review of Google Streetview images indicates that these restrictions have been in place since at least 2007. - Typically, with new requests for restrictions around schools, if parking restrictions are warranted as per Hume’s Parking Restrictions Policy, school time parking restrictions are only installed on one side of the street. - In cases of major congestion or where the safety of road users is significantly compromised, parking restrictions on both sides of the street may be warranted. <p>Action</p> <p>Undertake further investigations to determine whether school time no stopping restrictions are still required on Cuthbert Street, between Wodonga Street and Goulburn Street. Consult with residents on any proposed changes.</p>
Dhmerre Place	1*	Narrow street.	<p>Investigation</p> <ul style="list-style-type: none"> - Dhmerre Place and Merlynston Close have a road width of approximately 5.5m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Dhmerre Place and Merlynston Close are considered as narrow streets. <p>Action</p> <p>Dhmerre Place and Merlynston Close have been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kitchener Street	1	Excess parking.	<p>Investigation</p> <ul style="list-style-type: none"> - Kitchener Street is a Council Access Street with a road width of approximately 7.3 metres. It allows for cars to park on both sides of the street whilst leaving enough road width to maintain a through lane of traffic. - There are existing "No Stopping" during school times signs along both sides of Kitchener Street between Charlton Street and Goulburn Street. - A review of Google Streetview images indicates that these restrictions have been in place since at least 2007. - Typically, with new requests for restrictions around schools, if parking restrictions are warranted as per Hume’s Parking Restrictions Policy, school time parking restrictions are only installed on one side of the street. - In cases of major congestion or where the safety of road users is significantly compromised, parking restrictions on both sides of the street may be warranted. - In accordance with ‘Hume City Parking Restrictions Policy’ residential streets are eligible for parking restrictions if there is consistently a parking demand exceeding 70% of the on-street parking capacity, and this parking demand is generated by lower priority user groups (i.e., commuters, shoppers, and employees). - A review of recent aerial images of Kitchener Street east of Charlton Street indicates that at least 30% of on-street parking opportunities are always available. - Based on this, it is unlikely that Kitchener Street meets Council’s warrants for additional parking restrictions. <p>Action</p> <p>Review "No Stopping" school times on both sides of Kitchener Street between Charlton Street and Goulburn Street. Consult with affected residents on any proposed changes.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Martell Street	1	Excess parking.	<p>Investigation</p> <ul style="list-style-type: none"> - Martell Street is a Council Access Street with a road width of approximately 7.3 metres. It allows for cars to park on both sides of the street whilst leaving enough road width to maintain a through lane of traffic. - In accordance with ‘Hume City Parking Restrictions Policy’ residential streets are eligible for parking restrictions if there is consistently a parking demand exceeding 70% of the on-street parking capacity, and this parking demand is generated by lower priority user groups (i.e., commuters, shoppers, and employees). - There are shops located on Railway Crescent near the intersection with Martell Street. There is an existing car park fronting the shops. - Site observations and a review of the aerial images of Martell Street indicate that most of the on-street parking is vacant. - Based on this, it is unlikely that Martell Street meets Council’s warrants for parking restrictions. <p>Action</p> <p>No action required.</p>
Railway Crescent between Camp Road and Martell Street	1	Excess parking.	<p>Investigation</p> <ul style="list-style-type: none"> - There are existing "No Stopping" restrictions along Railway Crescent near the intersection of Martell Street. - Railway Crescent has a road width of approximately 8.4 metres, which allows for parking on both sides whilst maintaining enough width for a through lane of traffic. - A review of the aerial images of Railway Crescent between Camp Road and Martell Street indicate that most of the on-street parking is vacant. - Based on this, it is unlikely that Railway Crescent meets Council’s warrants for additional parking restrictions. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Railway Crescent between King William Street and Riggall Street	1	Excess parking during prayer times.	<p>Investigation</p> <p>Increased traffic on roads surrounding Mosques during prayer times is typical.</p> <p>Action</p> <p>No action required.</p>
Stanhope Street	2	Request for indented parking bays.	<p>Investigation</p> <ul style="list-style-type: none"> - Stanhope Street is a Council Local Access Street and has a road width of approximately 7.4 metres, which allows for vehicles to park on both sides of the road and allowing for one lane of through traffic. - Under the Hume City Parking on Narrow Streets Policy, Stanhope Street is not considered a narrow street. <p>Action</p> <p>No action required.</p>

REPORT NO: 9.2 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street	1	Widen cycling lanes.	<p>Investigation</p> <ul style="list-style-type: none"> - The cycling lanes along Blair Street are generally 1.5 metres wide and are 1.2 metres wide at their narrowest. - Blair Street is a Council Collector Road with a default speed limit of 60 km/h. - As per the Department of Transport and Planning's Guidelines, the minimum required length for on-road bicycle lanes is 1.2 metres for roads with a speed limit of 60 km/h or less. <p>Action</p> <p>No action required.</p>
Blair Street at Cuthbert Street	2	Difficult for pedestrians and cyclists to navigate intersection.	<p>Investigation</p> <p>Refer to section 9.4.5 for a detailed review of the intersection at Blair Street and Cuthbert Street.</p> <p>Action</p> <p>Reconstruct bicycle facilities to take cyclists off the road to navigate the intersection, construct centre median islands.</p>
Blair Street at Meadowlink Path	1	Relocate nearby school crossing pedestrian operated signals to this location, construct raised platform, widen bicycle lanes.	<p>Investigation</p> <p>Refer to section 9.4.4 for a detailed review of Blair Street at Meadowlink Path.</p> <p>Action</p> <p>Construct raised safety platform with non-priority pedestrian crossing.</p>
Blair Street at Riggall Street	2	Difficult for pedestrians and cyclists to navigate intersection.	<p>Investigation</p> <p>Refer to section 9.4.10 for a detailed review of Blair Street at Riggall Street.</p> <p>Action</p> <p>Construct lane splitter islands at roundabout to improve cycling connectivity and safety.</p>
Blair Street at Waranga Crescent	1	Difficult for pedestrians to cross.	<p>Investigation</p> <p>Refer to section 9.4.5 for a detailed review of Blair Street at Waranga Crescent.</p> <p>Action</p> <p>Upgrade roundabout to improve pedestrian and cycling connectivity.</p>
Dallas Drive	1	Widen cycling lanes.	<p>Investigation</p> <ul style="list-style-type: none"> - Dallas Drive has been listed for reconstruction in the 2026/27 financial year to improve safety and amenity. <p>Action</p> <ul style="list-style-type: none"> - A shared user path will be constructed as part of these works, to take pedestrians and cyclists off the road.

REPORT NO: 9.2 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Meadowlink Path	1	In favour of Meadowlink Path.	Action No action required.
Railway Crescent at Broadmeadows Railway Station	1	Insufficient pedestrian facilities.	Investigation Refer to section 9.4.2 for a detailed review Railway Crescent at Broadmeadows Railway Station. Action Construct raised priority pedestrian crossing and install priority ‘zebra’ line marking and signage
	1	Insufficient cycling facilities.	

REPORT NO: 9.2 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street at Cuthbert Street (Treatment 3)	1*	Query regarding how road humps and roundabouts will reduce congestion.	<p>Investigation</p> <ul style="list-style-type: none"> - Traffic treatments such as raised safety platforms and roundabouts are traffic calming devices designed to encourage safe vehicle speeds and reduce the likelihood of fatal or serious injuries. - Raised safety platforms and roundabouts are not intended to reduce traffic congestion. <p>Action No action required.</p>
Railway Crescent at King William Street (Treatment 6)	1*	Query regarding how road humps will assist with reducing congestion once Kingslea Estate opens.	<p>Investigation</p> <ul style="list-style-type: none"> - Refer to section 9.4.7 for a detailed review of the rubber road hump replacements along Railway Crescent. - The road humps that are proposed to be upgraded on Railway Crescent are existing traffic treatments. - Traffic treatments such as raised safety platforms and roundabouts are traffic calming devices designed to encourage safe vehicle speeds and reduce the likelihood of fatal or serious injuries. - Raised safety platforms and roundabouts are not intended to reduce traffic congestion. <p>Action Monitor traffic generation resulting from Kingslea Estate once it has opened.</p>

REPORT NO: 9.2 (cont.)

TABLE 4e: SUMMARY OF ALL OUT-OF-SCOPE COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Blair Street at Camp Road	2	Increase length of left turn lane at intersection for vehicles travelling southbound from Blair Street that want to head eastbound on Camp Road.	Referred to the Department of Transport and Planning (DTP).
	1	Modify traffic signal phasing to allow more vehicles to turn right into Camp Road from Blair Street.	
	1*	Remove right turn arrow phase from traffic signals for vehicles travelling southbound from Blair Street turning onto Camp Road westbound.	
	1*	Traffic congestion at intersection Blair Street and Camp Road	
Camp Road	2	Widen shared user path that runs under Camp Road between Pascoe Vale Road and Railway Crescent	Referred to Council's City Parks and Open Spaces department.
	1*	Vehicles speeding and dangerous driving.	Referred to the Department of Transport and Planning (DTP).
	1	Widen refuge island between Jack Roper Reserve entrance and Maygar Boulevard.	
Camp Road at Jensen Road	1	Request for keep clear line marking.	Referred to the Department of Transport and Planning (DTP).
Cuthbert Street at Joffre Street	1	Heavy vehicles parking near intersection, cars parking over nature strip and blocking footpaths.	Referred to Council's City Laws Department.
Joseph Street at Camp Road	1*	Request for signalisation of intersection.	Referred to the Department of Transport and Planning (DTP).
Kitchener Street	1	Heavy vehicles parking on-street.	Referred to Council's City Laws Department.

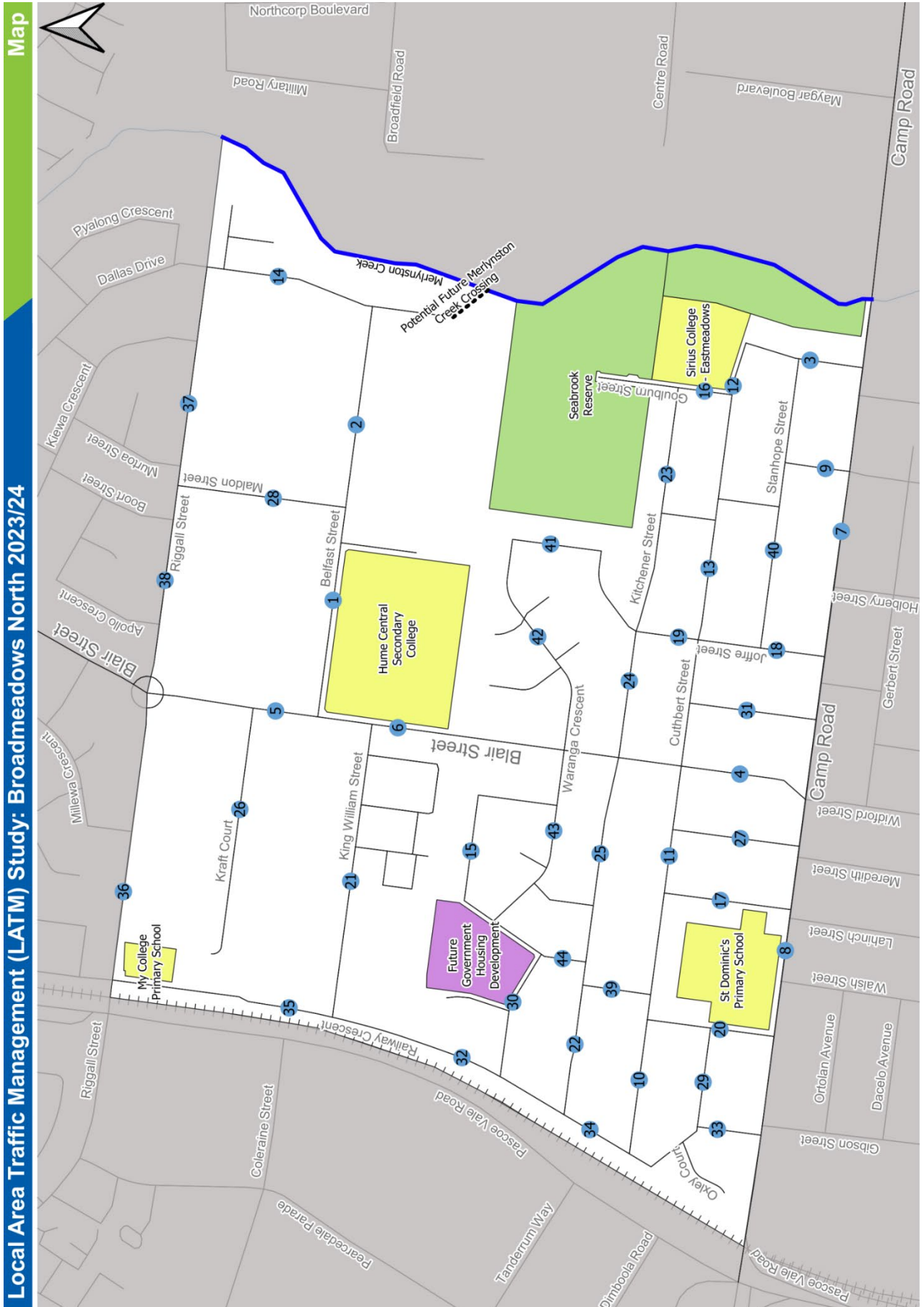
REPORT NO: 9.2 (cont.)

TABLE 4e: SUMMARY OF ALL OUT-OF-SCOPE COMMENTS RECEIVED			
<i>Note:</i>			
<i>* denotes comments received in the second round of consultation</i>			
<i>() denotes total number of comments received across all consultations</i>			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kitchener Street between Railway Crescent and Seymour Street	1	Insufficient street lighting.	Referred to Council’s Civil Design Department
Meadowlink Path	3	Hooning motorcyclists.	Referred to Victoria Police.
	1*	Request to extent Meadowlink Path east across the Merlynston Creek into Northcorp Boulevard.	Referred to Council’s City Parks and Open Spaces department.
Merlynston Creek	1	Pedestrian bridge across creek is too narrow and arched.	Referred to Council’s City Parks and Open Spaces department.
Railway Crescent	1	Request for shared user bridge over railway tracks.	Referred to Council’s City Parks and Open Spaces department.
	1	Request to extend shared user path north along railway tracks.	
	1	Request for parallel parking spaces along train tracks between King William Street and Riggall Street for train commuter parking.	Referred to Public Transport Victoria (PTV).
	1	Request for additional train commuter parking between Martell Street and Cuthbert Street.	

REPORT NO: 9.2 (cont.)

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HUME CITY COUNCIL

**Keeping Broadmeadows on the move
Have your say on local traffic management**

Stage one consultation

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Broadmeadows North Area bounded by Riggall Street, Railway Crescent, Camp Road and Merlynston Creek.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. This tool allows you to consider further information such as traffic volume and speed count data. Online you can read the comments made by community members and add to the community discussion.

The type of feedback you provide could be related to:

- Traffic**
 - Speeding issues
 - Safety issues
 - Congestion issues
- Pedestrians & Cycling**
 - Access and connectivity
 - Cycling lanes/paths
 - Footpaths and shared paths
- Parking**
 - Parking restrictions
 - Parking congestion
 - Safety issues

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Broadmeadows North Area (now)
2. Investigate and develop a draft plan to address the issues
3. Share the draft plan with the local community (will also be available online) for feedback

Note: Funding of up to \$241,000 has been proposed in the 2025/26 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic 3047
- BroadmeadowsLATM@hume.vic.gov.au 93556 6785
- Please provide your feedback by Sunday 4 June

Examples of potential traffic treatments or improvements



Traffic treatments



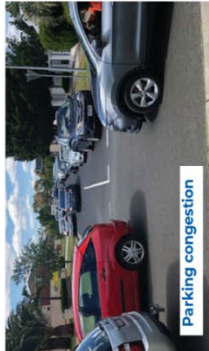
Intersection upgrades



Pedestrian links



Bicycle connectivity



Parking congestion



Road

HumeLink Multilingual telephone information service **Enquiries 9205 2200**

العربية	9679 9816	للمعلومات باللغة العربية	9679 9818	تلفونك باللغة العربية	9679 9822
فارسی	9679 9809	برای اطلاعات به زبان فارسی	9679 9819	تلفونک به زبان فارسی	9679 9823
Za informacije na hrvatskom	9679 9816	Za informacije na hrvatskom	9679 9820	For other languages...	9679 9824
Za informacije na hrvatskom	9679 9817	Para informacion en español	9679 9821		



For more information scan QR code or visit
participate.hume.vic.gov.au/broadmeadows-north-latm-stage-1



For more information scan QR code or visit
participate.hume.vic.gov.au/broadmeadows-north-latm-stage-1





Examples of potential traffic treatments or improvements

<p>TREATMENT 1</p> <p>RAISED ZEBRA PRIORITY PEDESTRIAN CROSSING (SUBJECT TO APPROVALS)</p>	<p>TREATMENT 2</p> <p>RAISED SAFETY PLATFORM WITH NON-PRIORITY PEDESTRIAN CROSSING</p>	<p>TREATMENT 3</p> <p>ROUNDABOUT PEDESTRIAN AND CYCLING CONNECTIVITY UPGRADE</p>
<p>TREATMENT 4</p> <p>40KM/H ZONE (SUBJECT TO APPROVALS)</p>	<p>TREATMENT 5</p> <p>PEDESTRIAN CONNECTIVITY IMPROVEMENTS</p>	<p>TREATMENT 6</p> <p>REPLACE EXISTING RUBBER ROAD HUMPS WITH RAISED SAFETY PLATFORMS</p>
<p>TREATMENT 7</p> <p>UPGRADE EXISTING ACCESSIBLE BAY TO CURRENT STANDARDS</p>	<p>TREATMENT 8</p> <p>PROPOSED ROUNDABOUT</p>	<p>TREATMENT 9</p> <p>UPGRADE EXISTING RAISED PEDESTRIAN CROSSING TO PRIORITY ZEBRA CROSSING (SUBJECT TO APPROVALS)</p>
<p>TREATMENT 10</p> <p>ROUNDABOUT CYCLING CONNECTIVITY UPGRADE</p>		

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Broadmeadows North Area bounded by Riggall Street, Railway Crescent, Camp Road and Merlynston Creek.

In May 2023, Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 75 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues



Council is proposing to install traffic treatments as shown on the enclosed Proposed Traffic Management Plan. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed. If you would like to provide feedback on the proposed treatments, please do so using the online interactive mapping tool. Online you can read the comments made by community members and add to the community discussion.

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Broadmeadows North LATM area (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the Proposed Traffic Management Plan with the local community (also available online) for feedback (now)

Approximately \$250,000 of funding has been proposed in the 2025/26 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- 📱 Scan the QR code to view the online interactive mapping tool
- ✉ Write to us at: PO Box 119, Dallas, 3047
broadmeadowslatm@hume.vic.gov.au
9205 6785
- 🗓 Please provide your feedback by Sunday 17 December 2023.



For more information scan QR code or visit participate.hume.vic.gov.au/broadmeadows-north-latm



For more information scan QR code or visit participate.hume.vic.gov.au/broadmeadows-north-latm






For more information scan QR code or visit participate.hume.vic.gov.au/broadmeadows-north-latm





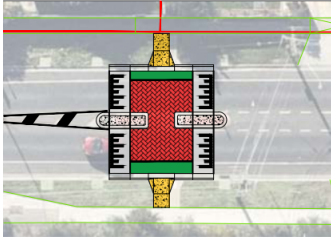
Dot colours beside treatment numbers align to online map coloured dots

TREATMENT 1 ●



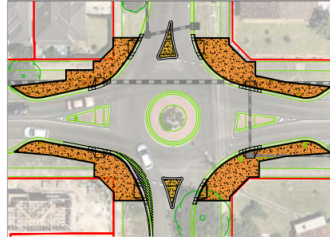
RAISED ZEBRA PRIORITY PEDESTRIAN CROSSING
(SUBJECT TO APPROVALS)

TREATMENT 2 ●



RAISED SAFETY PLATFORM WITH NON-PRIORITY PEDESTRIAN CROSSING

TREATMENT 3 ●




ROUNDAABOUT PEDESTRIAN AND CYCLING CONNECTIVITY UPGRADE

TREATMENT 4 ●



40KM/H ZONE
(SUBJECT TO APPROVALS)

TREATMENT 5 ●



PEDESTRIAN CONNECTIVITY IMPROVEMENTS

TREATMENT 6 ●



REPLACE EXISTING RUBBER ROAD HUMPS WITH RAISED SAFETY PLATFORMS

TREATMENT 7 ●



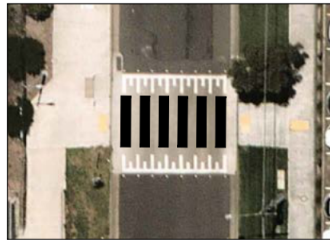
UPGRADE EXISTING ACCESSIBLE BAY TO CURRENT STANDARDS

TREATMENT 8 ●




PROPOSED ROUNDABOUT

TREATMENT 9 ●



UPGRADE EXISTING RAISED PEDESTRIAN CROSSING TO PRIORITY ZEBRA CROSSING
(SUBJECT TO APPROVALS)

TREATMENT 10 ●



ROUNDAABOUT CYCLING CONNECTIVITY UPGRADE

REPORT NO:	9.3
REPORT TITLE:	Westmeadows Local Area Traffic Management Study
SOURCE:	Stefan Franze, Engineer Marvin Chen, Coordinator Traffic Caleb Mau, Traffic Engineer
DIVISION:	Infrastructure & Assets
FILE NO:	HCC24
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	1. <i>Locality Plan</i> 2. <i>Traffic Count Map</i> 3. <i>Casualty Crashes</i> 4. <i>Brochure for First Round of Consultation</i> 5. <i>Brochure for Second Round of Consultation</i> 6. <i>Final Traffic Management Plan and Details</i>

1. SUMMARY OF REPORT:

- 1.1 Hume City Council undertakes two Local Area Traffic Management (LATM) studies each financial year. In 2023/24 a commitment was made to undertake a LATM study for the area of the Westmeadows area as shown in Attachment 1. A Final Traffic Management Plan has been developed which includes 17 proposed traffic treatments valued at a total of \$1,055,000.

2. RECOMMENDATION:

That Council:

- 2.1 **Adopt the Westmeadows Area Traffic Management (LATM) Study and Final Traffic Management Plan and Details as shown in Attachment 6.**
- 2.2 **Allocate \$241,000 from Council’s 2025/26 Capital Works Annualised Program – Local Area Traffic Management Facilities for the works listed in Items 1 – 2 of Table 1.**
- 2.3 **List Items 3-11 in Table 1 (valued at \$89,000) to be listed in Council’s Responsive Road Safety Works – Operating Budget for future funding.**
- 2.4 **List Items 12-16 in Table 1 (valued at \$225,000) to be listed in Council’s Capital Works Annualised Program – Footpath Rehabilitation Program for future funding.**
- 2.5 **Note Item 17 in Table 1, (valued at \$500,000) is proposed to be funded and delivered by the developer of the area west of Wright Street.**
- 2.6 **Inform the residents within the study area and the online consultation participants of the adopted Westmeadows LATM Final Traffic Management Plan (TMP) and Details**
- 2.7 **Provide a copy of the adopted Westmeadows LATM Final TMP and Details on Council’s website for viewing by the public.**

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3. LEGISLATIVE POWERS:

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Road Rules 2009 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

4. FINANCIAL IMPLICATIONS:

- 4.1 The total estimated cost to deliver the traffic management devices recommended in Table 1 is \$1,055,000.
- 4.2 There is \$482,000 in the 2025/26 Capital Works Budget – LATM Works for works related to two approved LATM studies, Broadmeadows North and Westmeadows. Of this, it is proposed that \$241,000 be allocated to the Westmeadows LATM. Refer to Table 1 items 1 to 2 for projects proposed to be funded in Council’s 2025/26 Capital Works Annualized Program – Local Area Traffic Management facilities.
- 4.3 The allocation of the funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on crashes, traffic speeds and volumes of the proposed treatment sites.
- 4.4 Projects estimated at \$225,000 will be listed in Council’s Future Capital Works Annualized Program – Footpath Rehabilitation Program, and projects estimated \$89,000 will be listed in Council’s Responsive Road Safety Works – Operating Budget.
- 4.5 The roundabout at the intersection of Western Avenue and Hillcrest Drive estimated at \$500,000 is required as part of planning permit condition to be delivered by the developer of the area west of Wright Street.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 The Westmeadows LATM study aims to improve pedestrian and cyclist connectivity throughout the area. The study lends itself to Victoria’s Climate Change Strategy, as promoting other methods of travel will subsequently reduce carbon emissions within the area and contribute to the overall goal of net-zero emissions by 2050. The Westmeadows LATM study also satisfies the current Transport Strategy for Hume by providing treatments which improve the wellbeing of motorists, cyclists, and pedestrians. Other environmental considerations include the requirement of Cultural Heritage Management Plans for selected proposed treatments especially within Willowbrook Reserve and Moonee Ponds Creek Trail.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 The Westmeadows LATM study, as mentioned above, aims to improve pedestrian and cyclist connectivity throughout the area and towards the greater cycling network along Mickleham Road and Moonee Ponds Creek Trail. The study aligns with the overall objectives of the Victorian Climate Change Strategy in promoting other modes of travel and subsequently reducing carbon emissions.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 The Westmeadows LATM study aims to improve the safety and amenity of the Westmeadows area. This enhances the protected rights under the Victorian Charter of Human Rights, of individuals who use this area, including the right to freedom of movement and right to life.

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8. COMMUNITY CONSULTATION:

- 8.1 A brochure seeking details of existing traffic issues experienced by residents in the Westmeadows area was distributed to residential properties, schools, businesses, and community facilities in May 2023.
- 8.2 The brochure directed residents to an online interactive mapping tool which allowed comments to be placed on locations of interest within a map of the LATM area.
- 8.3 The community was encouraged to respond online via the interactive map but were able to respond by email, phone, and mail. A copy of the brochure can be found in Attachment 4.
- 8.4 At the first stage of consultation, approximately 1,300 brochures were distributed to the local community and the online interactive map tool and brochure was available for comment for approximately 4 weeks. A total of 75 responses were received from 25 respondents.
- 8.5 The study and link to the online map was also advertised to the community via the Participate page on Hume City Council’s website.
- 8.6 Taking into consideration the feedback received, a proposed Traffic Management Plan (TMP) was prepared and distributed to residents, schools, businesses, and community facilities and made available via the online mapping tool in November 2023 for comment. Residents were also given the option to provide feedback through email, phone, or mail. A copy of the proposed TMP can be found in Attachment 5.
- 8.7 At the second stage of consultation, approximately 1,300 brochures of the proposed TMP were distributed to the local community and the brochure was available online for approximately 4 weeks. A total of 37 responses were received from 19 respondents.
- 8.8 A summary of all feedback received regarding the Westmeadows LATM study can be found in Tables 4a, 4b, 4c, 4d and 4e.
- 8.9 A final letter will be sent to all properties in the LATM area advising them of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing by the wider community on Council’s website.

9. DISCUSSION:

9.1 Background

- 9.1.1 A LATM study aims to improve safety and residential amenities in local streets on an area wide approach. It is a proactive way to identify and treat traffic, parking, and accessibility issues in an area.
- 9.1.2 A LATM study was previously undertaken for the Westmeadows area in 2009. Most of the traffic treatments that were proposed in this study have been implemented, with the remainder listed for funding consideration in Council’s Capital Works Annualized Program – Traffic Management Facilities. Those projects identified which had not yet been implemented were reviewed as part of this study to identify if the treatments are still required.

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- 9.1.3 The treatments that were identified in the previous LATM but were not implemented are listed below:
- (a) Western Avenue at Mickleham Road: Extension of traffic lane at intersection.
 - (b) Western Avenue at Hillcrest Drive: Proposed roundabout at intersection.
- 9.1.4 The above projects were to be funded as part of a proposed development west of Wright Street. The Minister of Planning recently approved the rezoning and planning permits to subdivide and develop this land. As part of this development, a developer is required to deliver the following treatments.
- (a) Western Avenue at Mickleham Road - extension of traffic lane at intersection, adding a second right turn lane, and improving pedestrian facilities. The developer will also modify east of the intersection at Rylandes Drive through adding a second right hand turn lane and improving pedestrian facilities.
 - (b) Western Avenue at Hillcrest Drive: A developer is proposing to deliver a roundabout at this intersection.
 - (c) Mickleham Road at Broadmeadows Road: Roundabout improvements include adding a right turn lane, converting the existing lanes to only through lanes and modifying the centre medians.
- 9.1.5 The traffic treatments that were implemented through the previous LATM have been effective in reducing traffic speeds and enhancing road safety in the area. This is demonstrated by the general lack of speeding issues that was identified by automatic traffic counts that were undertaken for this study as shown in [Table 2](#) and [Attachment 2](#).
- 9.1.6 A second LATM study for an area is a good opportunity to identify any areas of concern to the community, particularly safety concerns that may not be evident through analysis of speeds and crash history. LATM studies are evolving to have a greater focus on community input to identify issues, as well as a focus on accessibility and other road users such as pedestrians and cyclists.
- 9.1.7 As part of the 2017-2021 Hume City Council Plan a commitment was made to undertake a LATM study for the Westmeadows Area bounded by Tullamarine Freeway, Wright Street, Melbourne Airport Runway Alignment and Mickleham Road. A locality plan of the area is shown in [Attachment 1](#).
- 9.1.8 The recommendations provided in this report align with relevant standards and guidelines. These documents provide the rationale and recommended actions for addressing local traffic and parking issues.

9.2 Existing Conditions

- 9.2.1 The Westmeadows area is predominantly residential. It is located approximately 15km north of Melbourne’s CBD and has an area of approximately 2.2 square kilometres. The area includes community facilities such as Willowbrook Reserve and industrial zones along Western Avenue and Global Drive.

9.3 Analysis

- 9.3.1 Council sought resident and community feedback on existing traffic, parking, and accessibility issues within the Westmeadows LATM area.

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- 9.3.2 One of the common themes in resident feedback was traffic and safety issues on the arterial roads, (Mickleham Road) and the main trunk collector routes through the area (Western Avenue, Bamford Avenue) and their intersections.
- 9.3.3 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are listed in Table 2 and shown in Attachment 2. Most of these traffic counts were conducted in mid-May 2023.
- 9.3.4 Crash statistics for the area were also obtained from the Department of Transport and Planning (DTP) Road Crash Information System (RCIS) database for the most recently available 5-year period at the time, which was between 1 January 2017 to 1 January 2023. The locations and number of reported casualty crashes for the study area are shown in Attachment 3.
- 9.3.5 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in a 5-year period, with any proposed actions, are shown in Table 3.
- 9.3.6 The information provided by residents was analysed in line with the data on traffic speeds, volumes, and crashes. A summary of the issues raised, investigations and proposed actions can be found in Tables 4a, 4b and 4c. A draft TMP was developed to address the issues that were identified.
- 9.3.7 The proposed draft TMP was then made available to the community for feedback. The responses received relating to the proposed treatments are detailed in Table 4d.
- 9.3.8 Community feedback to the proposed traffic management plan was generally supportive of the proposed treatments. There were some objections to the proposed treatments directed at treatments being unnecessary and for Council to improve access to the estate from arterial roads which is out of scope of this study.
- 9.3.9 These additional concerns – some of which were issues previously raised - were further investigated and considered as part of the final TMP. All these concerns raised have been included in Tables 4a, 4b and 4c and identified with (*).
- 9.3.10 The Final TMP included no additional proposals within the TMP that was proposed to the community, as there were no new sites that were identified or warranted treatments.

9.4 Proposed LATM Treatments

- 9.4.1 The following treatments are proposed as part of the Final TMP and are detailed in Attachment 6. These treatments have been designed in consideration of resident feedback as detailed in Tables 4a, 4b, 4c and 4d.
- 9.4.2 **Bateman Street at Parkers Court**
- (a) **Proposal:**
- (i) Upgrade the existing footpath links on Bateman Street at Parkers Court.
- (b) There is an existing footpath on Parkers Court, Bateman Street and Haddon Hall Reserve, however the pram crossings are angled towards the intersection which will have future ‘Give Way’ treatment as proposed in Item 9.4.14.

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- (c) Pedestrians travelling along these footpaths must cross the centre of an intersection which carries vehicles approaching from three different directions, which is a safety issue.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal did not receive any comments indicating that it was accepted by the community.

9.4.3 **Haddon Hall Drive between Threadneedle Street and Bateman Street**

(a) **Proposal:**

- (i) Upgrade the existing footpath links along Haddon Hall Drive.
- (b) There are existing footpaths on Haddon Hall Drive on both the residential and reserve side. There are no existing pram crossings between the two footpaths.
- (c) Pedestrians and cyclists are required to cross either at the roundabout on Haddon Hall Drive at Trumpington Terrace or at the intersection of Haddon Hall Drive at Trinity Boulevard.
- (d) It is proposed to construct pram crossings and improve the footpath links along Haddon Hall Drive midblock between Threadneedle Street and Bateman Street, improving the pedestrian and cycling connectivity within this area.
- (e) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating it was accepted by the community.

9.4.4 **Trinity Boulevard at Haddon Hall Drive and Collyer Court**

(a) **Proposal:**

- (i) Upgrade the existing footpaths links at the intersections of Haddon Hall Drive at Trinity Boulevard and Collyer Court at Trinity Boulevard.
- (b) There are existing footpaths on Haddon Hall Drive and Collyer Court which connect to the footpath on the residential (north) side of Trinity Boulevard. There is also multiple footpaths and shared paths as part of the Moonee Ponds Creek Trail on the south side of Trinity Boulevard.
- (c) There are existing pram crossings opposite Collyer Court and Haddon Hall Drive from the trail which force pedestrians and cyclists’ intersection and there is no accompanying pram crossing on the opposite side.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period and received one objection. The comment was objecting to a bike lane on the road which is not part of this proposal.
- (e) The lack of feedback indicates that these treatments were generally accepted by the community.

9.4.5 **Ian Musgrove Reserve at Beecroft Drive and Brolga Street**

(a) **Proposal:**

- (i) Upgrade the existing footpath links on Brolga Street, Beecroft Drive and Swan Avenue servicing access to Ian Musgrove Reserve.

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- (b) There are existing footpaths on the west and east side of Beecroft Drive. There are existing footpaths on the north and south sides of Brolga Street and west and east sides of Swan Avenue.
- (c) There are no existing pram crossings between the east and west sides on Beecroft Drive until the intersection of Beecroft Drive and Ashford Crescent. Pedestrians are required to walk south to the intersection to cross to the western footpath.
- (d) The existing pram crossings at the intersection of Brolga Street and Swan Avenue are directed at the intersections of Brolga Street and Swan Avenue, and Rosella Court and Swan Avenue. This requires pedestrians to cross on the road in the middle of the intersections rather than at safe distances from the intersections. There is also no pram crossing between Brolga Street and the east side of Swan Avenue.
- (e) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.6 **Bamford Avenue between Ashford Crescent and Swan Avenue.**

- (a) **Proposal:**
 - (i) Construct a raised safety platform with a non-priority pedestrian crossing on Bamford Avenue between Ashford Crescent and Swan Avenue.
- (b) The community provided many comments revolving around several crossings within this study area. After undertaking further investigations, Council identified that this crossing is an important link which required improvement to benefit the community.
- (c) Bamford Avenue is classified as a Council Collector Road with a default speed limit of 50km/h. It consists of one through lane in each direction.
- (d) Bamford Avenue between Ashford Crescent and Koala Crescent carries an average daily traffic volume of 606 vehicles and has an 85th percentile speed of 42.0km/h.
- (e) A review of the DTP RCIS database indicates that there were no recorded casualty crashes at these intersections in the most recently available 5-year period.
- (f) There are no buses that operate along Bamford Avenue and the abutting streets.
- (g) There is an existing pedestrian crossing on Koala Crescent between Beecroft Drive and Swan Avenue connecting the shared paths between the two reserves either side of Bamford Avenue.
- (h) There is an existing raised safety platform slightly to the west of the existing pedestrian crossing which will be relocated to the east to incorporate the pedestrian crossing.
- (i) The proposed raised safety platform will improve connectivity throughout the Westmeadows Area for pedestrians and cyclists, reduce vehicle speeds along Bamford Avenue and provide a safer environment for pedestrians and road users.

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- (j) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.7 **Koala Crescent between Beecroft Drive and Swan Avenue**

(a) **Proposal:**

- (i) Construct a raised safety platform with a non-priority pedestrian crossing on Koala Crescent between Beecroft Drive and Swan Avenue.
- (b) Community feedback was received requesting that the existing non-priority pedestrian crossing on Koala Crescent accessing the Moonee Ponds Creek Trail and Ian Musgrove Reserve be improved due to safety concerns. These concerns can be found in Table 4c.
- (c) Koala Crescent is classified as a Council Local Road with a default speed limit of 50km/h. It consists of one through lane in each direction.
- (d) Koala Crescent between Bamford Avenue and Swan Avenue carries an average daily traffic volume of 190 vehicles and has an 85th percentile speed of 41.4km/h.
- (e) A review of the DTP RCIS database indicates that there were no recorded casualty crashes at these intersections in the most recently available 5-year period.
- (f) There are no buses that operate along Koala Crescent and the abutting streets.
- (g) There is an existing pedestrian crossing on Koala Crescent between Beecroft Drive and Swan Avenue connecting the shared paths between the two reserves either side of Koala Crescent.
- (h) The proposed raised safety platform will improve connectivity throughout the Westmeadows Area for pedestrians and cyclists, reduce vehicle speeds along Koala Crescent and provide a safer environment for pedestrians and road users.
- (i) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.8 **Glencara Close**

(a) **Proposal:**

- (i) Upgrade the existing footpath on the west side of Glencara Close to a shared path.
- (b) Throughout the LATM Process, it was identified that improving pedestrian/cycling connectivity was a criterion for proposed treatments.
- (c) There is existing footpath on the west, east and north sides of Glencara Close.
- (d) Cyclists who utilize the shared path in the nearby reserve on Bamford Avenue are required to then use the road to travel towards Hillcrest Drive.

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- (e) The proposal will allow for improved connectivity for cyclist and pedestrians as it allows for one continuous path throughout the estate from the Moonee Ponds Creek Trail to Western Avenue and subsequently Mickleham Road, improving the safety of this bicycle route.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.9 **Construct pram crossings and shared path at intersection of Hillcrest Drive at Duncan Court**

- (a) **Proposal:**
 - (i) Upgrade the existing footpath links at the intersection of Glencara Close, Hillcrest Drive and Duncan Court.
- (b) Throughout the LATM Process, it was identified that improving pedestrian/cycling connectivity was a criterion for proposed treatments.
- (c) There are existing pram crossings heading both east and west along Hillcrest Drive and a path through Duncan Reserve.
- (d) There are no pram crossings that allow for pedestrians and cyclists to travel from Glencara Close, across Hillcrest Drive to Duncan Reserve. Pedestrians and cyclists travelling along this path are required to cross Hillcrest Drive by walking on the road across intersections or walking several hundred metres east and west to find a pram crossing.
- (e) It is proposed to construct pram crossings heading south from Glencara Close to Duncan Reserve in conjunction with the shared path proposed in Item 9.4.8 above. There will also be a shared path leading cyclists and pedestrians to Duncan Court where another proposed pram crossing will allow for cyclists to travel on the road towards Global Drive Reserve.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.10 **Duncan Court**

- (a) **Proposal:**
 - (i) Install sharrow line marking on Duncan Court.
- (b) Throughout the LATM Process, it was identified that improving pedestrian/cycling connectivity was a criterion for proposed treatments.
- (c) There is an existing footpath on the east side and west side of Duncan Court which connect Duncan Reserve to Global Drive Reserve.
- (d) Cyclists who utilize Duncan Court to travel to Global Drive Reserve must use the existing footpaths or the road.
- (e) To enhance the cyclist connectivity throughout this estate, it is proposed to install sharrow line marking within this court. This will improve safety for cyclists and encourage an improved cycling path in conjunction with abutting treatments in Item 9.4.9 and Item 9.4.11.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

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9.4.11 **Duncan Court at Global Drive Reserve**

(a) **Proposal:**

- (i) Upgrade the existing footpath at 19 Duncan Court to a shared path connecting to existing shared path network at Global Drive Reserve.
- (b) Throughout the LATM Process, it was identified that improving pedestrian/cycling connectivity was a criterion for proposed treatments.
- (c) There is an existing footpath and pram crossing at Duncan Court leading to the existing shared paths at Global Drive reserve.
- (d) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments.

9.4.12 **Moonee Ponds Creek Trail from Koala Crescent to Willowbrook Reserve**

(a) **Proposal:**

- (i) Upgrade the existing gravel path from Koala Crescent to Willowbrook Reserve and tie into existing path.
- (b) Community feedback was received requesting that the existing gravel path from Koala Crescent to Willowbrook Reserve and the Mickleham Road underpass be improved due to safety concerns. These concerns can be found in **Table 4c**.
- (c) There are existing gravel paths as part of the Moonee Ponds Creek Trail, leading pedestrians, and cyclists from Koala Crescent to the Westmeadows Village. There are further existing gravel paths leading from Koala Crescent heading northwest along the Moonee Ponds Creek Trail. The shared path is sealed when it reaches Willowbrook Reserve.
- (d) The proposal is subject to any Cultural Heritage Management Plans for Willowbrook Reserve.
- (e) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.13 **Mickleham Road Underpass between Willowbrook Reserve and Westmeadows Village**

(a) **Proposal:**

- (i) Upgrade the existing shared path through installing translucent line marking and widening the path by half a meter on the Mickleham Road underpass subject to further approvals.
- (b) Community feedback was received requesting that the existing shared path on the Mickleham Road underpass be improved due to safety concerns. These concerns can be found in **Table 4c**.
- (c) There is an existing shared path with faded line marking at the Mickleham Road underpass for pedestrians to travel from Willowbrook Reserve to Westmeadows Village. The path also connects to the wider pedestrian and cycle network with the Moonee Ponds Creek Trail.
- (d) A traffic investigation concluded that there are safety concerns regarding the shared path due to the faded line marking, lack of light under the bridge, and that the abutment of the bridge slightly encroaches onto the shared path.

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- (e) The treatments will improve safety for pedestrians and cyclists using this path to travel to the nearby facilities and the broader shared path network.
- (f) Council has received ‘in support’ approval from the Department of Transport and Planning, however DTP’s Major Infrastructure Team, Melbourne Water and Parks Victoria will need to be consulted as advised by DTP.
- (g) This proposal was advertised to the community during the proposed draft TMP consultation period. The proposal received 4 objections, which is a small amount of the total catchment of the Westmeadows Area.
- (h) The lack of feedback indicates that these treatments were generally accepted by the community.

9.4.14 **Install ‘Give Way’ signs and associated line marking at the intersections of Trinity Boulevard at Marjon Court and Bateman Street at Parkers Court**

- (a) **Proposal:**
 - (i) Install ‘Give Way’ signs and associated line marking at the intersections of Trinity Boulevard at Marjon Court and Bateman Street at Parkers Court.
- (b) Through the LATM process, it has been identified that there is no ‘Give Way’ sign and associated line marking at the intersections of Trinity Boulevard at Marjon Court and Bateman Street at Parkers Court.
- (c) These intersections are reverse priority intersections as indicated via the use of kerb outstands at these intersections. Vehicles traveling straight through Parkers Court and Marjon Court do not have priority at these intersections.
- (d) A review of the DTP RCIS database indicates that there were no recorded casualty crashes at these intersections in the most recently available 5-year period.
- (e) ‘Give-Way’ line marking advises motorists of the priority at the intersection, reduces confusion, and can assist in reducing the likelihood of crashes.
- (f) This proposal was advertised to the community during the proposed draft TMP consultation period and did not receive any comments indicating that it was accepted by the community.

9.4.15 **Western Avenue at Hillcrest Drive**

- (a) **Proposal:**
 - (i) Developer to construct a roundabout at the intersection of Western Avenue and Hillcrest Drive.
- (b) Throughout the LATM process undertaken in 2009, a roundabout was proposed at the intersection of Western Avenue and Hillcrest Drive as a developer funded project. Current indications are that the development of the area west of Wright Street will proceed in the near future.
- (c) It was found that the intersection of Western Avenue and Hillcrest Drive would not sufficiently accommodate the expected traffic and turning movements following the development.

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- (d) Western Avenue is classified as a Council Collector Road. Western Avenue west of Global Drive carries an average daily traffic volume of 4,077 vehicles and has an 85th percentile speed of 56.6km/h.
- (e) Hillcrest Drive is classified as a Council Collector Road and carries an average daily traffic volume of 1,826 vehicles and has an 85th percentile speed of 43.6km/h.
- (f) A review of the DTP RCIS database at the intersection of Western Avenue indicated that there has been 1 recorded casualty crash along this section of Western Avenue in the most recently available 5-year period. The crash involved the following:
 - (i) A westbound motorist ‘fell off their motorbike’ resulting in an ‘other injury’. The crash appeared to be accidental and was not a result of an unsafe road environment.
- (g) It is expected that these traffic volumes will increase following the construction of the subdivision to the northwest of Western Avenue as Western Avenue is the only signalized access for this estate.
- (h) The intersection of Western Avenue and Hillcrest Drive is currently treated as a T-intersection with westbound and eastbound traffic on Western Avenue having priority. Western Avenue also has parking lanes line marked on both sides of the road.
- (i) Give way line marking currently indicates that vehicles wishing to run eastbound and westbound from Hillcrest Drive onto Western Avenue must give way.
- (j) The proposal was advertised to the community during the proposed draft TMP consultation period. The proposal received 6 objections and 2 in favour responses.
- (k) The rejections specified that the intersection did not require a roundabout as the intersection was rarely congested and the resources were better utilized elsewhere. Community feedback also specified the intersection only required continued enforcement of cars parked close to the intersection and highlighted that larger vehicles would do illegal U-turns at this intersection.
- (l) The summary of the residents’ feedback is that there are still safety concerns. A roundabout will improve sightlines for motorists exiting onto Western Avenue from Hillcrest Drive while also reducing the number of vehicles parked close to the intersection with the accompanying line marking and signage as per relevant standards and guidelines. The roundabout would ultimately improve the safety of the intersection. It is also noted that some residents that have objected to the proposal may not appreciate future traffic impacts on the intersection and deterioration in its performance following further infill development of the vacant land to the northwest.
- (m) Considering the number of responses received is a small number of the overall consultation catchment, the lower level of feedback indicates that this treatment was generally accepted by the community.

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10. CONCLUSION:

- 10.1 The works recommended in the Westmeadows LATM study address concerns raised by residents within the study area. The proposed draft TMP sent to residents and made available for community comment online received 15 objections. Given the amount of local traffic that uses these streets, the relatively small number of objections reflects the general support of residents for these proposals.
- 10.2 Otherwise, responses received were generally supportive of the proposed treatments. Additional traffic issues raised by residents in their feedback were also incorporated into the Final TMP, as shown in Attachment 6. The proposed treatments will improve safety and residential amenity in the local streets of the study area and have been designed specifically to address resident concerns raised through the LATM process.

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TABLE 1: ESTIMATED COST AND FUNDING SOURCE OF TREATMENTS

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NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$ Exl. GST)
COUNCIL’S 2025/26 CAPITAL WORKS BUDGET – LATM WORKS			
1	Raised Safety Platform and Pedestrian Connectivity Improvements	Property no. 42 Koala Crescent	\$120,500
2	Raised Safety Platform and Pedestrian Connectivity Improvements	Property no. 28 Bamford Avenue	\$120,500
TOTAL			\$241,000
COUNCIL’S FUTURE RESPONSIVE ROAD SAFETY WORKS – OPERATING BUDGET			
3	Give Way Treatment	Trinity Boulevard at Marjon Court	\$4,000
4	Give Way Treatment	Bateman Street at Parkers Court	\$4,000
5	Pedestrian/Cycling Connectivity Improvements	Parkers Court (To Haddon Hall Reserve)	\$18,000
6	Pedestrian/Cycling Connectivity Improvements	Haddon Hall Drive (To Haddon Hall Reserve)	\$10,000
7	Pedestrian/Cycling Connectivity Improvements	Trinity Boulevard (To Existing Moonee Ponds Creek Trail, opposite property no. 64 Haddon Hall Drive)	\$10,000
8	Pedestrian/Cycling Connectivity Improvements	Trinity Boulevard (To Existing Moonee Ponds Creek Trail, opposite property no. 28 Trinity Boulevard)	\$10,000
9	Pedestrian/Cycling Connectivity Improvements	Adjacent to Property no. 4 Beecroft Drive	\$10,000
10	Pedestrian/Cycling Connectivity Improvements	Swan Avenue at Brolga Street	\$18,000
11	Sharrow Line marking	Duncan Court	\$5,000
TOTAL			\$89,000
COUNCIL’S FUTURE CAPITAL WORKS ANNUALISED PROGRAM – FOOTPATH REHABILITATION PROGRAM			
12	Shared Path Widening and Linemarking	Mickleham Road Underpass (Willowbrook Reserve to Westmeadows Shopping Centre)	\$30,000
13	Shared Path	Property no. 19 Duncan Court (To Global Drive Reserve)	\$35,000
14	Sealing Gravel Path	Koala Crescent to Willowbrook Reserve	\$80,000
15	Shared Path and Pram Crossings at Intersection	Hillcrest Drive at Duncan Court	\$35,000
16	Shared Path	Glencara Close	\$45,000
TOTAL			\$225,000
FUTURE PROJECTS TO BE DELIVERED BY DEVELOPER			
17	Roundabout	Western Avenue at Hillcrest Drive	\$500,000
TOTAL			\$500,000
TOTAL – COST OF ALL PROJECTS			\$1,055,000

REPORT NO: 9.3 (cont.)

Note – The project costs listed in Table 1 are estimates only, exact project costs will be determined through project scoping prior to projects being funded.

TABLE 2: EXISTING TRAFFIC SPEEDS AND VOLUMES

TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
1	Arnside Crescent Outside property no. 27	12/05/2023	102	33.7	50
2	Ashford Crescent Outside property no. 26	12/05/2023	122	37.7	50
3	Bamford Avenue Outside property no. 63	12/05/2023	613	39.1	50
4	Bamford Avenue Outside property no. 97	12/05/2023	369	24.5	50
5	Bamford Avenue Outside property no. 5	12/05/2023	1441	47.2	50
6	Bateman Street Outside property no. 15	12/05/2023	606	42.0	50
7	Beecroft Drive Outside property no. 8	12/05/2023	41	32.9	50
8	Copeland Road Outside property no. 15	12/05/2023	105	38.9	50
9	Global Drive Outside property no. 11	12/05/2023	175	35.4	50
10	Haddon Hall Drive (Eastbound) Approximately 100m northeast of Trumpington Terrace	12/05/2023	1274	53.9	50
11	Haddon Hall Drive (Westbound) Approximately 100m northeast of Trumpington Terrace	12/05/2023	545	56.9	50
12	Haddon Hall Drive Outside property no. 36	12/05/2023	1338	41.7	50
13	Haddon Hall Drive Outside property no. 54	12/05/2023	371	45.1	50
14	Hillcrest Drive Outside property no. 68	12/05/2023	923	45.0	50

REPORT NO: 9.3 (cont.)

TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
15	Hillcrest Drive Outside property no. 3	12/05/2023	1127	37.4	50
16	Hillcrest Drive Outside property no. 89	12/05/2023	1826	43.6	50
17	Hornsby Avenue Outside property no. 18	12/05/2023	829	46.0	50
18	Koala Crescent Outside property no. 74	12/05/2023	177	42.7	50
19	Koala Crescent Outside property no. 44	12/05/2023	190	41.4	50
20	Koala Crescent Outside property no. 26	12/05/2023	155	40.8	50
21	Maddingley Road Outside property no. 9	12/05/2023	349	46.1	50
22	Maddingley Road Outside property no. 24	12/05/2023	244	45.8	50
23	Mickleham Service Road Outside property no. 269	12/05/2023	149	38.4	50
24	Mickleham Service Road Outside property no. 303	12/05/2023	55	33.2	50
25	Mickleham Service Road Outside property no. 283	12/05/2023	153	36.8	50
26	Mickleham Service Road Outside property no. 217	12/05/2023	1286	34.0	50
27	Mickleham Service Road Outside property no. 175	12/05/2023	987	36.5	50
28	Mickleham Service Road Outside property no. 247	12/05/2023	1385	35.4	50
29	Sandham Road Outside property no. 20	12/05/2023	184	38.9	50
30	Sidgewick Street Outside property no. 14	12/05/2023	114	36.3	50
31	Swan Avenue Outside property no. 10	12/05/2023	203	40.1	50

REPORT NO: 9.3 (cont.)

TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
32	Threadneedle Street Outside property no. 24	12/05/2023	266	36.8	50
33	Threadneedle Street Outside property no. 48	12/05/2023	59	33.2	50
34	Trinity Boulevard Outside property no. 64 Haddon Hall Drive	12/05/2023	528	43.8	50
35	Trinity Boulevard Outside property no. 38	12/05/2023	253	37.6	50
36	Trinity Boulevard Outside property no. 52	12/05/2023	336	44	50
37	Trinity Boulevard Outside property no. 86	12/05/2023	107	39.2	50
38	Trinity Boulevard Outside property no. 94	12/05/2023	125	41.4	50
39	Trinity Boulevard Outside property no. 4	13/05/2023	381	40.8	50
40	Trinity Boulevard Outside property no.68	12/05/2023	89	37.1	50
41	Trumpington Terrace Outside property no. 24	12/05/2023	543	50.9	50
42	Western Avenue Outside property no. 110	12/05/2023	4077	56.6	50
43	Western Avenue Outside property no. 13	12/05/2023	7165	55.1	50
44	Western Avenue Outside property no. 66	12/05/2023	5360	59.4	50
45	Western Avenue Outside property no. 128	12/05/2023	1931	54.6	50
46	Wright Street Outside property no. 228	12/05/2023	678	43.2	50
47	Wright Street Outside property no. 250	20/05/2023	409	40.0	50

REPORT NO: 9.3 (cont.)

TABLE 3: LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5 YEAR PERIOD

ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Mickleham Road	At the intersection with Western Avenue	Signalised Intersection	10	No – Failure to drive to conditions	Referred to Department of Transport and Planning.
Mickleham Road	At the intersection with International Drive	Signalised Intersection	10	No – Failure to drive to conditions	Referred to Department of Transport and Planning.
Mickleham Road	60m south of Intersection with International Drive	Signalized intersection and bicycle lanes	3	No – Failure to drive to conditions	Referred to Department of Transport and Planning.
Tullamarine Freeway	On ramp to Mickleham Road	Signalized intersection	3	No – Failure to drive to conditions	Referred to Department of Transport and Planning.
Tullamarine Freeway	350m NW from Mickleham Road Exit	Clear signage and delineating lanes signaling Mickleham Road Exit from freeway	4	No – Failure to drive to conditions	Referred to Department of Transport and Planning.
Mickleham Road	At the intersection with Bamford Avenue	Centre median with deceleration lanes and give way line marking	3	No – Failure to drive to conditions	Mickleham Road and Bamford Avenue Intersection as well as the roundabout intersection between Mickleham Road and Broadmeadows Road are on Council’s long term advocacy projects.
Mickleham Road	At the roundabout with Broadmeadows Road Drive	Signalised Roundabout with Bus Lane	5	Yes – Rear end crashes and failure to give way	Mickleham Road and Bamford Avenue Intersection as well as the roundabout intersection between Mickleham Road and Broadmeadows Road are on Council’s long term advocacy projects.

REPORT NO: 9.3 (cont.)

It should be noted that several casualty crashes have occurred along Mickleham Road in the most recently available 5-year period. This road is outside the scope of Council and this study however Council will continue to advocate for safety improvements at the intersections of Bamford Avenue and Mickleham Road, and Mickleham Road and Broadmeadows Road.

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Trinity Boulevard at Marjon Court.	1	Requesting give way treatment.	<p>Investigation</p> <p>Motorists on Marjon Ct should be giving way to motorists travelling on Trinity Boulevard; however, this may be confusing due to the intersection visually being similar to a T-Intersection.</p> <p>Action</p> <p>Install Give Way Treatment at Intersection.</p>
Bateman Street at Haddon Hall Drive.	1	Requesting bus stop to be shifted to top of Haddon Hall Drive as bus takes both lanes of traffic turning onto Bateman Street.	<p>Investigation</p> <p>Out of scope of study.</p> <p>Action</p> <p>Referred to Department of Transport and Planning.</p>
Hillcrest Avenue	1	Existing speed humps are harsh	<p>Investigation</p> <p>Site observations determined that the speed humps are effective in slowing down vehicles.</p> <p>Action</p> <p>No action.</p>
Trumpington Terrace	1	Requesting speed humps.	<p>Investigation</p> <p>Traffic counts undertaken May 2023 show 85th Percentile Speed of 50.9km/h and average daily vehicle volume of 543 vehicles which do not meet Hume’s requirements for traffic calming devices.</p> <p>Action</p> <p>No action.</p>

REPORT NO: 9.3 (cont.)

TABLE 4a: SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Western Avenue	3	Requesting speed limit increase.	<p>Investigation</p> <p>The speed limit for Western Avenue is default speed 50km/h as per a previous LATM (2007) but hasn't formally been changed yet. The default speed is appropriate given the mix residential and industrial areas the road accesses, and it consistent with other local streets within the municipality.</p> <p>Action</p> <p>No action.</p>
Haddon Hall Drive	1	Requesting U-turn area on Haddon Hall Drive.	<p>Investigation</p> <p>Traffic counts undertaken May 2023 show 85th Percentile Speed of 50.9km/h and average daily vehicle volume of 543 vehicles which do not meet Hume's requirements for traffic calming devices.</p> <p>Action</p> <p>No action.</p>
Hornsby Avenue	3	Requesting speed humps on Hornsby Avenue.	<p>Investigation</p> <p>Traffic counts undertaken May 2023 show 85th Percentile Speed of 46km/h and average daily vehicle volume of 829 vehicles which do not meet Hume's requirements for traffic calming devices.</p> <p>Action</p> <p>No action.</p>
Western Avenue	1	Frequent hooning behaviour on Western Avenue	<p>Investigation</p> <p>Traffic control devices such as road humps are effective in reducing traffic speeds but are ineffective in reducing hoon behaviour, such as burnouts.</p> <p>Action</p> <p>Referred to Crime Stoppers.</p>
Mickleham Road Service Lane at Western Avenue	2	Vehicles illegally using Service Lane.	<p>Investigation</p> <p>Illegal movements are only enforceable through Victoria Police.</p> <p>Action</p> <p>Referred to Victoria Police.</p>

REPORT NO: 9.3 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Koala Crescent at Bamford Avenue	2	Parking Congestion at Intersection	<p>Investigation</p> <p>Site observations showed that sightlines are adequate for any vehicles turning onto Bamford Avenue from Koala Crescent.</p> <p>Action</p> <p>No action required.</p>
Haddon Hall Drive	1	Requesting indented parking bays on reserve side.	<p>Investigation</p> <ul style="list-style-type: none"> - Haddon Hall Drive has a road width of approximately 7.6m, which allows for vehicles to park on both sides of the road, allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Haddon Hall Drive is not considered a narrow street. <p>Action</p> <p>No action required.</p>
Trumpington Terrace	1	Requesting indented parking bays on Trumpington Terrace.	<p>Investigation</p> <ul style="list-style-type: none"> - Trumpington Terrace has a road width of approximately 7.5m, which allows for vehicles to park on both sides of the road, allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Trumpington Terrace is not considered a narrow street. <p>Action</p> <p>No action required.</p>
Threadneedle Street	1	Requesting indented parking bays on Threadneedle Street	<p>Investigation</p> <ul style="list-style-type: none"> - Threadneedle Street has a road width of approximately 5.6m, which allows for vehicles to park only on one side of the road while allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Threadneedle Street is considered a narrow street. <p>Action</p> <p>Threadneedle Street has been listed in the next round of parking surveys to determine if street length indented parking bays are warranted as per the Hume City Parking on Narrow Streets Policy.</p>

REPORT NO: 9.3 (cont.)

TABLE 4b: SUMMARY OF ALL PARKING COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Koala Crescent	1	Requesting increased parking opportunities.	<p>Investigation</p> <ul style="list-style-type: none"> - Koala Crescent has a road width of approximately 7.2m, which allows for vehicles to park on both sides of the road, allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Trumpington Terrace is not considered a narrow street. <p>Action</p> <p>No action required.</p>
Hillcrest Drive	3 5* (8)	Requesting indented parking bays due to parking.	<p>Investigation</p> <ul style="list-style-type: none"> - Hillcrest Drive has a road width of approximately 9.8m, which allows for vehicles to park on both sides of the road, allowing for one lane of through traffic. - Under the Hume City Parking Narrow Streets Policy Hillcrest Drive is not considered a narrow street. - There is solid white linemarking preventing parking around the bend in the road either side of the raised safety platform (in front of property no. 28 Hillcrest Drive). <p>Action</p> <p>Referred to City Laws for enforcement.</p>
Western Avenue	1 1* (2)	Illegal parking in no stopping zones and on nature strips.	<p>Investigation</p> <p>Parking in no stopping zones and on nature strips is illegal and is treated through parking enforcement.</p> <p>Action</p> <p>Referred to City Laws for enforcement.</p>
Hornsby Avenue at Bamford Avenue	5*	Safety Issues at Intersection due to parked cars on both sides.	<p>Investigation</p> <ul style="list-style-type: none"> - Hornsby Avenue has a road width of approximately 7.2m, which allows for vehicles to park on both sides of the road, allowing for one lane of through traffic. - Parking in no stopping zones, within 10m of intersections and on nature strips is illegal and is treated through parking enforcement. <p>Action</p> <p>Referred to City Laws for enforcement.</p>

REPORT NO: 9.3 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Trinity Boulevard	1	Footpath is not comfortable riding uphill	<p>Investigation</p> <p>Given the existing constraints in terms of the landscape and geometry of the road reserve, pedestrians, cyclists, and motorists need to adapt to the conditions.</p> <p>Action</p> <p>No action required</p>
Trinity Boulevard	2	Requesting a bridge over creek under Mickleham Road.	<p>Investigation</p> <p>Out of scope of study.</p> <p>Action</p> <p>Referred to Open Space and Landscapes.</p>
Mickleham Road	2	Path under road is a hazard.	<p>Investigation</p> <p>Traffic investigation identified that safety improvements were required at this path due to lack of lighting.</p> <p>Action</p> <p>Subject to the appropriate authority’s approval, Council will propose widening of the shared path and install translucent line marking to provide lighting.</p>
Koala Crescent	2	Requesting gravel path to be sealed.	<p>Investigation</p> <p>Out of scope of study.</p> <p>Action</p> <p>Referred to Open Space Planning and Transport Planning.</p>
Swan Avenue	1	Requesting improvements to shared path along Swan Avenue.	<p>Investigation</p> <p>Out of scope of study.</p> <p>Action</p> <p>Referred to Open Space and Landscapes.</p>
Western Avenue	2	Requesting bike path to airport across the freeway.	<p>Investigation</p> <p>Out of scope of study.</p> <p>Action</p> <p>Referred to Melbourne Airport.</p>
Global Drive	1	Requesting Cycling route.	<p>Investigation</p> <p>Global Drive and Western Avenue are not recognised as cycling routes on the Bicycle Network.</p> <p>Action</p> <p>No action taken.</p>

REPORT NO: 9.3 (cont.)

TABLE 4c: SUMMARY OF ALL CYCLING/PEDESTRIAN COMMENTS RECEIVED

Note:

* denotes comments received in the second round of consultation

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Haddon Hall Drive	1	Requesting pedestrian facilities in front of reserve	<p>Investigation</p> <p>Pedestrian facilities in this area require improvement.</p> <p>Action</p> <p>Council will propose pedestrian facilities aligned with current standards and guidelines.</p>
Koala Crescent and Bamford Avenue	2	Requesting improvements to alignment of shared path and pedestrian crossing.	<p>Investigation</p> <p>Traffic Investigation identified connectivity improvements for cyclists and pedestrian are required within this area, especially accessing the reserve in the study area.</p> <p>Action</p> <p>Council will propose raised safety platform and pedestrian crossing providing improved access and connectivity between the reserves.</p>

REPORT NO: 9.3 (cont.)

TABLE 4d: SUMMARY OF ALL PROPOSED TREATMENT COMMENTS RECEIVED

Note:

** denotes comments received in the second round of consultation*

() denotes total number of comments received across all consultations

LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Trinity Boulevard	1*	Objection to Pedestrian/Cycling Improvements	Resident objected to bike lane on road, however Council is only proposing improved pram crossings. No action required.
Western Avenue at Hillcrest Avenue	6*	Objection to proposed roundabout	No action required.
Western Avenue at Hillcrest Avenue	2*	In favour of the proposed roundabout	No action required.
Mickleham Road Underpass	1*	Objection to proposed widening/improving walking path	No action required.

REPORT NO: 9.3 (cont.)

TABLE 4e: SUMMARY OF ALL OUT-OF-SCOPE COMMENTS RECEIVED			
<i>Note:</i>			
* denotes comments received in the second round of consultation			
() denotes total number of comments received across all consultations			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Bamford Avenue at Mickleham Road	13 8* (21)	Intersection is Dangerous	<p>Investigation</p> <ul style="list-style-type: none"> - The access point to Bamford Avenue has been designed as a left-in-left-out arrangement and Council undertook a recent Council Report in appendix of this report. - There are no plans to modify this intersection at present. - Mickleham Road and Bamford Avenue Intersection as well as the roundabout intersection between Mickleham Road and Broadmeadows Road are on Council's long term advocacy projects. <p>Action Referred to DTP</p>
Haddon Hall Drive at Mickleham Road	1	Difficulty for cyclists to see oncoming traffic from Mickleham Road	Referred to DTP
Haddon Hall Drive at Mickleham Road	1	Requesting corrections to existing line marking	Referred to DTP
Mickleham Road	2	Requesting upgrades to walking and cycling pathways along Mickleham Road.	Referred to DTP
Mickleham Road	2	Requesting Bus Lane to be in Service Lane	Referred to DTP
Mickleham Road at Western Avenue	7 4* (11)	Traffic Congestion increases difficulty of leaving estate.	Referred to DTP
Mickleham Road at Broadmeadows Road	2 4* (6)	Traffic congestion and safety concerns regarding roundabout.	<p>Investigation</p> <ul style="list-style-type: none"> - Mickleham Road and Bamford Avenue Intersection as well as the roundabout intersection between Mickleham Road and Broadmeadows Road are on Council's long term advocacy projects. <p>Action Referred to DTP</p>
Hillcrest Avenue at Mickleham Road	1	Intersection is dangerous.	Referred to DTP
Mickleham Road	1	Requesting designated bike path from Attwood towards Greenvale.	Referred to DTP
Mickleham Road	2	Traffic Congestion.	Referred to DTP

Hume City Council Westmeadows LATM 2023/24

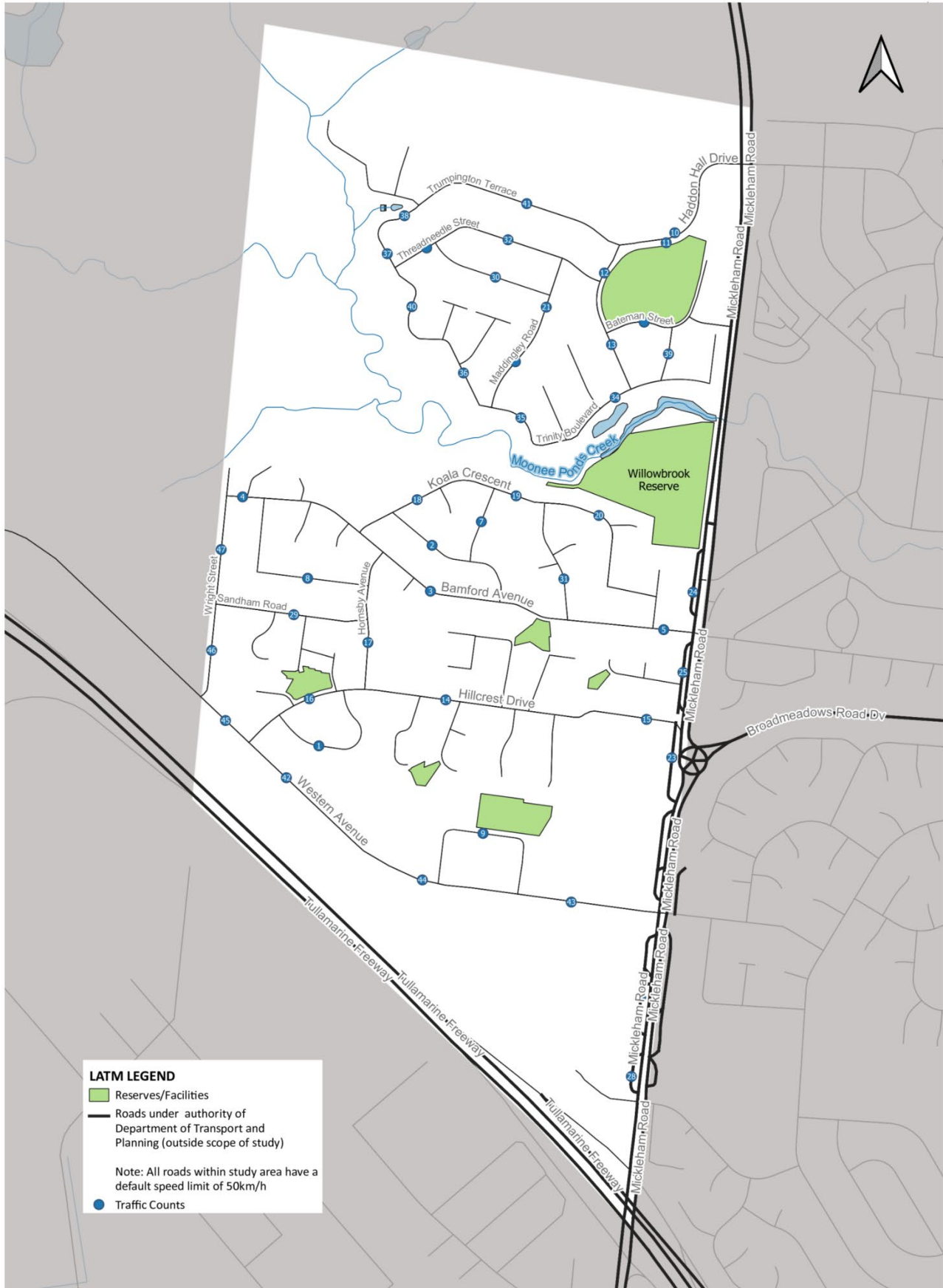
Map



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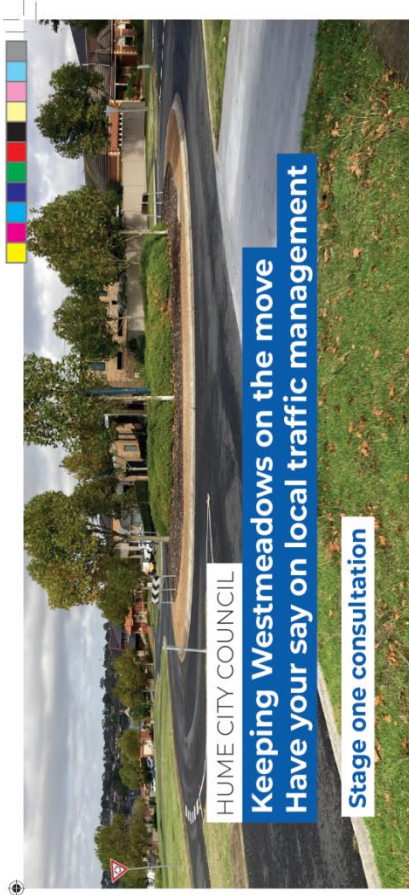
Hume City Council Westmeadows LATM 2023/24

Map



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As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Westmeadows Area bounded by Tullamarine Freeway, Wright Street, Melbourne Airport Runway Alignment and Mickleham Road.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. This tool allows you to consider further information such as traffic volume and speed count data. Online you can read the comments made by community members and add to the community discussion.

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Westmeadows Area (now) address the issues
2. Investigate and develop a draft plan to (will also be available online) for feedback
3. Share the draft plan with the local community

Note: Funding of up to \$241,000 has been proposed in the 2025/26 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

The type of feedback you provide could be related to:

- Traffic**
 - Speeding issues
 - Safety issues
 - Congestion issues
- Pedestrians & Cycling**
 - Access and connectivity
 - Cycling lanes/paths
 - Footpaths and shared paths
- Parking**
 - Parking restrictions
 - Parking congestion
 - Safety issues

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic. 3047
- WestmeadowsLATM@hume.vic.gov.au
- 9356 6786
- Please provide your feedback by Sunday 4 June

Examples of potential traffic treatments or improvements



HumeLink

Multilingual telephone information service

9679 9815	9679 9818	9679 9819	9679 9820	9679 9821	9679 9822
المعلومات باللغة العربية	المعلومات باللغة الإنجليزية	معلومات باللغة الإيطالية	معلومات باللغة الروسية	معلومات باللغة الإسبانية	معلومات باللغة الفلبينية
For other languages...					



For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm-stage-1



For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm-stage-1





For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm-stage-1





HUME CITY COUNCIL

**Keeping Westmeadows on the move
Have your say on local traffic management**

Stage two consultation

As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Westmeadows Area bounded by Tullamarine Freeway, Wright Street, Melbourne Airport Runway Alignment and Mickleham Road.

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Westmeadows area LATM (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the Proposed Traffic Management Plan with the local community (also be available online) for feedback (now)

In May 2023, Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 75 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues



Council is proposing to install traffic treatments as shown on the enclosed Proposed Traffic Management Plan. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed. If you would like to provide feedback on the proposed treatments, please do so using the online interactive mapping tool. Online you can read the comments made by community members and add to the community discussion.

Have your say:

- 📱 Scan the QR code to view the online interactive mapping tool
- ✉ Write to us at: PO Box 119, Dallas, 3047
- 📧 westmeadowlatm@humevic.gov.au
- ☎ 9205 6786
- 🗓 Please provide your feedback by Sunday 17 December 2023.

Examples of potential traffic treatments or improvements

TREATMENT 1

RAISED SAFETY PLATFORM WITH NON-PRIORITY PEDESTRIAN CROSSING

TREATMENT 2

PEDESTRIAN/CYCLING CONNECTIVITY IMPROVEMENTS

TREATMENT 3

SHARED PATH AND PRAM CROSSINGS AT INTERSECTION

TREATMENT 4

SHARED PATH (SUBJECT TO APPROVALS)

TREATMENT 5

SHARROW LINEMARKING

TREATMENT 6

SHARED PATH WIDENING AND LINEMARKING (SUBJECT TO APPROVALS)

TREATMENT 7

SEALING GRAVEL FOOTPATH (SUBJECT TO APPROVALS)

TREATMENT 8

PROPOSED ROUNDABOUT

TREATMENT 9

GIVE - WAY INTERSECTION TREATMENT

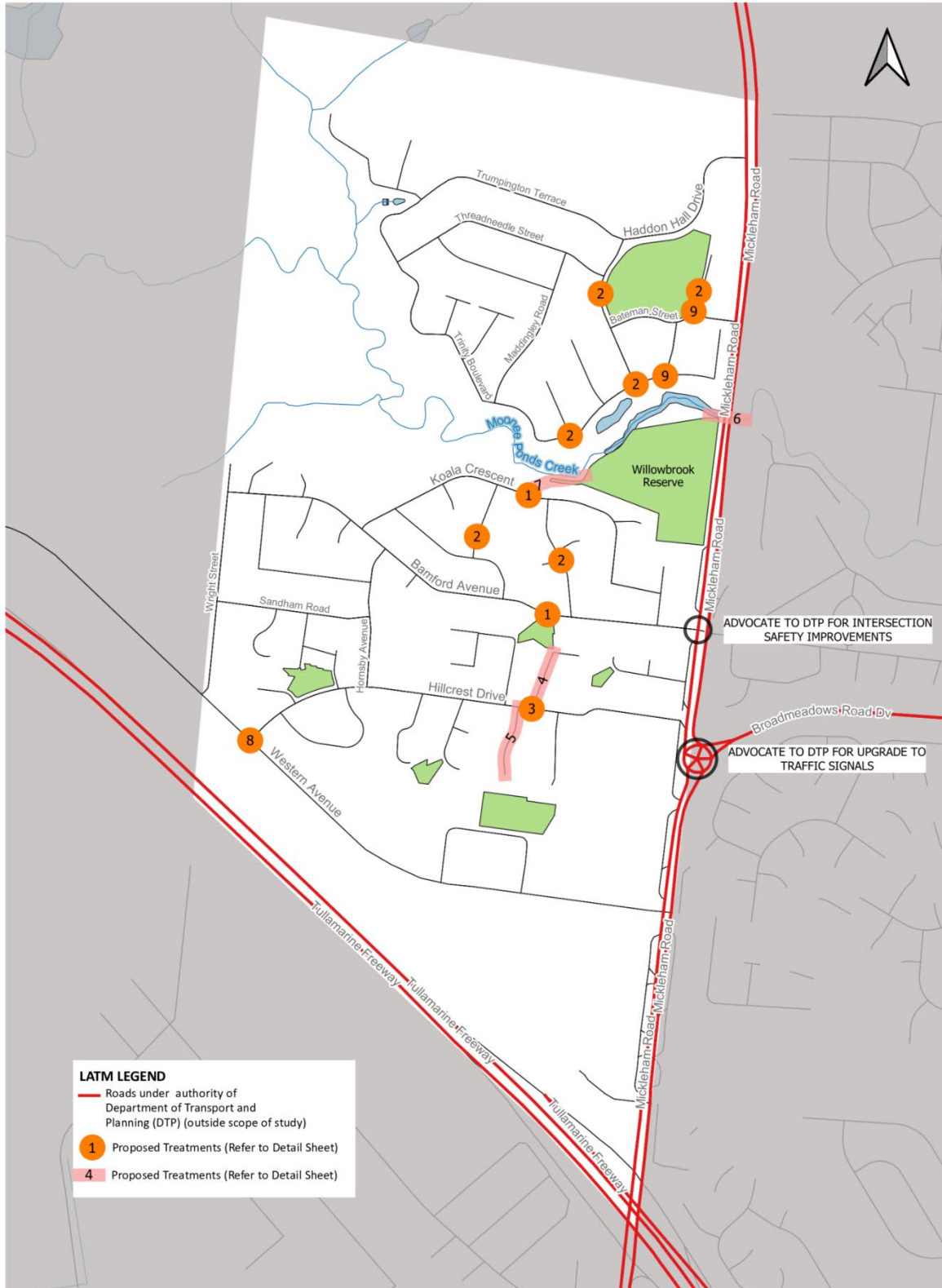


For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm



For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm



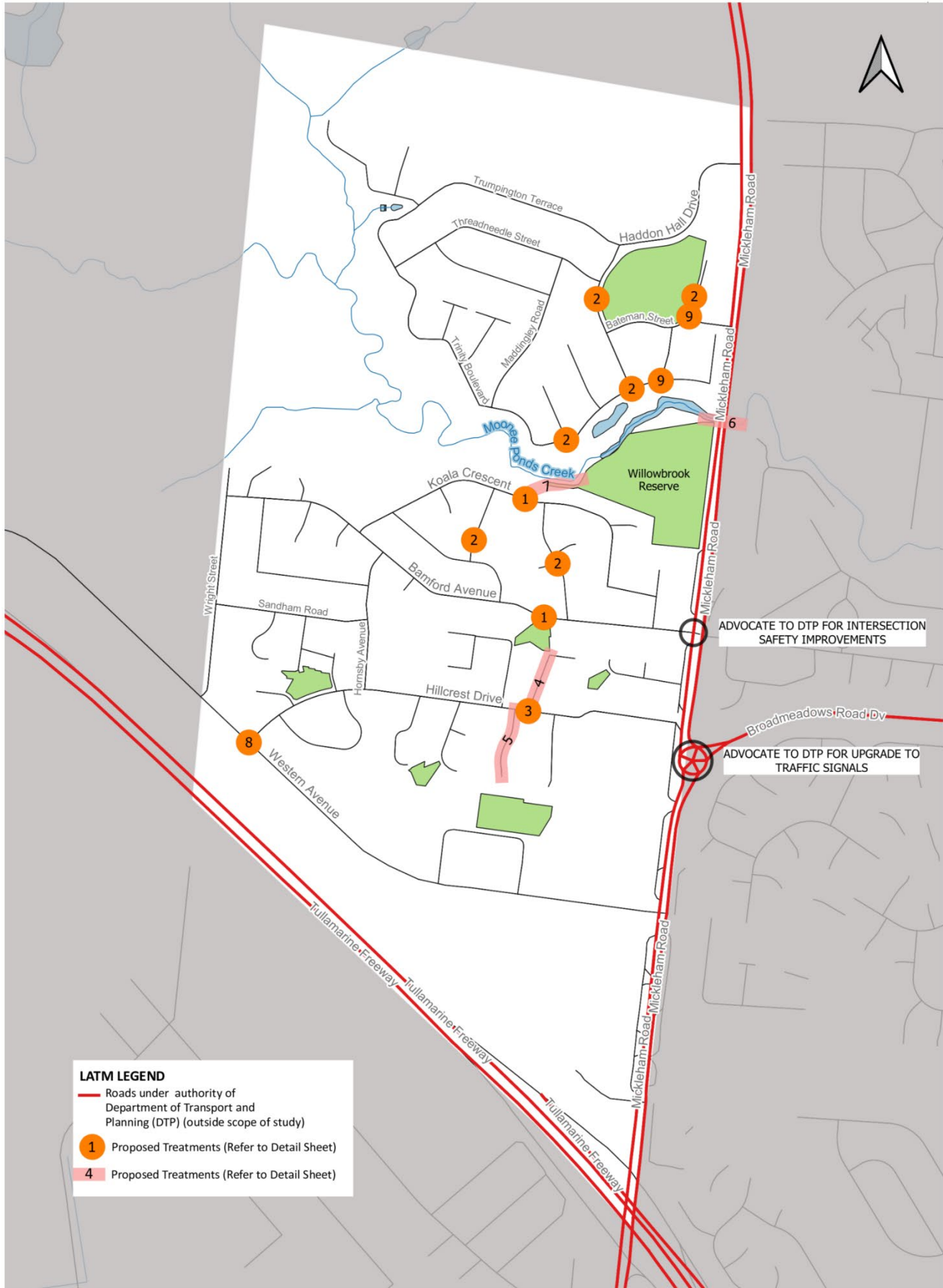


For more information scan QR code or visit participate.hume.vic.gov.au/westmeadows-latm



Hume City Council Westmeadows LATM 2023/24

Map

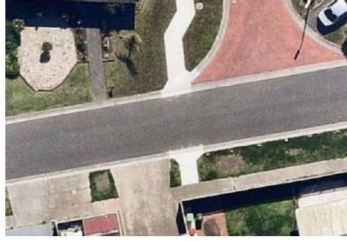


TREATMENT 1



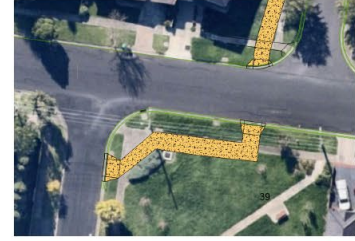
RAISED SAFETY PLATFORM AND
PEDESTRIAN CONNECTIVITY
IMPROVEMENTS

TREATMENT 2



PEDESTRIAN/CYCLING
CONNECTIVITY IMPROVEMENTS

TREATMENT 3



SHARED PATH AND PRAM
CROSSINGS AT INTERSECTION

TREATMENT 4



SHARED PATH
(SUBJECT TO APPROVALS)

TREATMENT 5



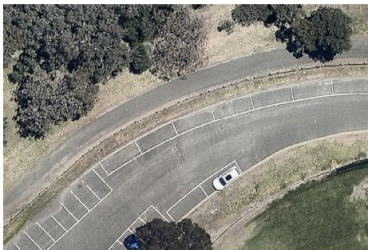
SHARROW LINEMARKING

TREATMENT 6



SHARED PATH WIDENING AND
LINEMARKING
(SUBJECT TO APPROVALS)

TREATMENT 7



SEALING GRAVEL FOOTPATH
(SUBJECT TO APPROVALS)

TREATMENT 8



ROUNDBOUT

TREATMENT 9



GIVE - WAY TREATMENT

REPORT NO:	9.4
REPORT TITLE:	Response to NOM24/03 - Australia Day Event Options
SOURCE:	Joel Kimber, Acting Manager Governance Peter Faull, Coordinator Governance and Council Business
DIVISION:	Finance & Governance
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	1.4: Strengthen community connections through local events, festivals and the arts
ATTACHMENTS:	Nil

1. SUMMARY OF REPORT:

- 1.1 At its meeting held on Monday 12 February 2024, Council adopted the following resolution:
- That:
- 1.1.1 One: Hume City Council recognises the 26th of January as being Australia Day and this is reflected in all council communications and that the Australian flag will be raised on all Council owned flag poles at Councils main hubs and prominently across other facilities in Hume.
- 1.1.2 Two: That council prepare a report on the options available to running an Australia Day Celebration event in Sunbury and the rest of Hume for all of the community to attend.
- 1.2 This report provides Council with Australia Day event options for its consideration in response to resolution 2 in 1.1.2 above.
- 1.3 Resolution one (1.1.1) will be addressed in the lead up to Australia Day every year.

2. RECOMMENDATION:

THAT Council:

- 2.1 **Hosts an Australia Day Park in the Park event on Australia Day, 26 January 2025.**
- 2.2 **Notes that the Australia Day event in 2025 will be held in Sunbury.**
- 2.3 **Notes that funding for an Australia Day event will come from the existing Civic Events budget and that no more than \$30,000 (dependent on which option is chosen) will be spent on the event.**
- 2.4 **Notes that a Citizenship Ceremony will continue to be held as a stand-alone event on Australia Day, 26 January each year.**

3. LEGISLATIVE POWERS:

Whilst not directly related to the holding of a community event on Australia Day, under the *Australian Citizenship Ceremonies Code 2022* Councils must hold a Citizenship Ceremony on Australia Day, or the three days prior or the three days after Australia Day.

4. FINANCIAL IMPLICATIONS:

- 4.1 This report provides Council with event proposals with cost estimates up to \$30,000 with funding for an Australia Day event to come from the existing Civic Events budget

REPORT NO: 9.4 (cont.)

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

Environmental Sustainability has been considered when preparing this report. Dependent on the scale of an event held on Australia Day 2025, Council has the opportunity to incorporate environmental sustainability practices such as waste reduction, sustainable food and beverage options, and education initiatives.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

As any event held would take place in summer, contingency plans will be considered for any extreme weather events, such as heatwaves or storms to reduce any potential disruptions that could be caused by this.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

7.1 In preparing this report, officers have taken into consideration the Charter of Human Rights (the Charter). In considering an Australia Day event, Council should take into consideration an event that respects and celebrates the diverse cultures and backgrounds of all Australians.

7.2 Section 19 of the Charter protects the right to participate in culture, practice religion and use native language. This section also recognises that First Nations peoples hold distinct cultural rights.

7.3 This section of the Charter requires public authorities to adopt measures that protect and promote cultural diversity and inclusion. This could include measures and programs to support people from First Nations communities, or multicultural or multifaith communities, to engage freely in their cultural practices so they can preserve their cultures.

8. COMMUNITY CONSULTATION:

Community consultation has not occurred prior to this report being presented to Council, and with the election caretaker period commencing soon, consultation is not proposed to occur.

9. DISCUSSION:

9.1 Up until 2022, Hume City Council held the ‘Australia Day Awards’ in conjunction with a Citizenship Ceremony on 26 January each year. Following a decrease in community participation and by resolution of Council, the ‘Australia Day Awards’ were no longer held as of 2023 and they were replaced by the ‘Hume Community Awards’ which were held later that year.

9.2 A Citizenship Ceremony is held on 26 January each year as required under the Australian Citizenship Ceremonies Code, which states that Councils must hold a ceremony on Australia Day, or the three days prior or the three days after Australia Day. It is recommended that Council continues to hold citizenship ceremonies as a stand-alone event on Australia Day each year, and that they are not incorporated into other events that may be held on Australia Day, unless Council specifically resolves to hold a ceremony as part of a future Australia Day event in a particular year.

9.3 No other Australia Day events have previously been held by Hume City Council.

9.4 Australia Day, celebrated on January 26th, commemorates the arrival of the First Fleet at Sydney Cove in 1788, marking the beginning of British colonization in Australia. However, for many Indigenous Australians, this date symbolizes the beginning of dispossession, violence, and the loss of their land, culture, and sovereignty. Many Indigenous Australians view Australia Day as a day of mourning rather than celebration. Holding events on this day can be seen as culturally insensitive and dismissive of the trauma and ongoing struggles faced by Indigenous communities.

9.5 The following options for an event on Australia Day each year are proposed for Council’s consideration, all of which would be delivered within the budget outlined in section 4 above:

REPORT NO: 9.4 (cont.)

9.5.1 **Option One: Australia Day in the Park**

- (a) An ‘Australia Day in the Park’ event can commemorate Australia Day by uniting the community in a celebration of Australian culture and heritage. The event could consist of:
 - (i) Live music performances;
 - (ii) A variety of activities including, for example, face painting and a wildlife petting zoo;
 - (iii) Diverse catering options including, for example a sausage sizzle and Australian themes desserts such as mini pavlovas and lamingtons;
 - (iv) Collaboration with community organizations such as Men's Sheds and local scout groups to showcase a variety of different skills;
- (b) The estimated cost for this event option is \$20,000 for a day-time event which would be inclusive of expenses related to entertainment, such as music, special guests, and various activities; costs related to catering including vendor fees (and dependent on whether catering is for a cost or no cost to attendees); costs related to funding collaborations with community organisations; and staff costs.

9.5.2 **Option Two: Outdoor Cinema Under the Stars: Australian Film Night**

- (a) A film night could offer community members an evening in a local park or community space, showcasing iconic Australian films under the stars.
- (b) A large screen could be set up, complemented by beanbags, cushions, and lawn chairs for comfortable seating. The curated lineup would feature family-friendly Australian movies that celebrate the country's culture, humor, and storytelling.
- (c) Attendees would be encouraged to bring picnic baskets, and snacks and refreshments could also be made available.
- (d) The estimated cost for this event option is \$30,000 which would be inclusive of hiring and operational costs for screening equipment and setup, as well as licensing fees for acquiring screening rights for films; costs related to the venue, coordination with local authorities and budgeting for venue including security and amenities; and costs related to the procurement of snacks, refreshments, and partnerships with local vendors or concessions for food and beverage services.

- 9.6 It is recommended that Option 1 be implemented in order to provide a fun, family-oriented event which can help the community celebrate Australia Day.
- 9.7 To maximise attendances, it is proposed that the Australia Day event be held in one of the three current large population centres across Hume City – either of Sunbury, Broadmeadows or Craigieburn.
- 9.8 As the population grows in other parts of the city (eg. Mickleham/Kalkallo) these locations could be considered.
- 9.9 It is recommended that the Australia Day event in 2025 be held in Sunbury.

10. CONCLUSION:

This report provides Council with options for consideration for an event to be held on Australia Day annually, commencing on 26 January 2025.

REPORT NO: 9.4 (cont.)

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REPORT NO:	9.5
REPORT TITLE:	Naming Proposal: Noogal Park (Sunbury) Community Consultation Results
SOURCE:	Joel Kimber, Acting Manager Governance Peter Faull, Coordinator Governance and Council Business Joanne Grindrod, Senior Governance Officer
DIVISION:	Finance & Governance
FILE NO:	HCC22/494
POLICY:	Place Names Policy
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Noogal Park (Sunbury) Community Consultation Results - Confidential</i>

1. SUMMARY OF REPORT:

- 1.1 At its meeting held on 25 March 2024, Council approved commencement of community consultation for a proposal to name to officially name a reserve, which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury, Noogal Park.
- 1.2 Community consultation on this proposal is now complete, and this report provides Council with a summary of the results of the community consultation period.

2. RECOMMENDATION:

THAT Council:

- 2.1 **Notes the results of community consultation on a proposal to officially name a reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury, Noogal Park.**
- 2.2 **Endorses the proposed name of Noogal Park for the aforementioned reserve and submits this name to the Registrar of Geographic Names for their consideration and approval.**
- 2.3 **Notes that the community will be advised of Council’s decision on whether to endorse this naming proposal, which will consist of sending correspondence to the same affected property owners and residents who originally received a consultation pack on this proposal, and by placing a notice on Council’s website.**
- 2.4 **Notes that if this proposal is approved by the Registrar of Geographic Names, that signage with the new name will be installed at the reserve.**

3. LEGISLATIVE POWERS:

- 3.1 Geographic Place Names Act 1998 (the Act);
- 3.2 Naming Rules for places in Victoria – Statutory requirements for naming roads, features and localities 2022 (the Naming Rules).

4. FINANCIAL IMPLICATIONS:

- 4.1 Expenditure associated with this naming proposal include administration costs, a cost to consult with consulting with the Wurundjeri Woi-wurrung Cultural Heritage Association and postage costs for community engagement and consultation activities. Costs

REPORT NO: 9.5 (cont.)

associated with any naming proposal that is ultimately approved by the Registrar of Geographic Names there would also be costs for signage and an unveiling event, if held.

- 4.2 A fee of \$3,500 (GST exclusive) would be payable to the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation for the ongoing use of the word Noogal, which is a Woi wurrung word. This fee is only payable if the name Noogal Park is ultimately approved by the Registrar of Geographic Names (if first endorsed by Council).
- 4.3 This fee is not specific to Hume City Council and it is a cost that is also incurred by other Council’s for the use of Traditional Owner language in feature naming.
- 4.4 27 comments were received during the community consultation period objecting to Council paying this fee. Whilst the Naming Principles contained in the Naming Rules do not list financial considerations as grounds for objection to a naming proposal, this feedback is something that Council may wish to consider when making a decision on this matter.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

There are no environmental sustainability implications in respect to this report.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

There are no climate change adaptation implications in respect of this report.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

The rights protected in the Charter of Human rights and Responsibilities Act 2006 were considered and it was determined that no rights are engaged in this naming proposal.

8. COMMUNITY CONSULTATION:

- 8.1 When consulting with the community, Council officers coordinating this naming proposal followed the applicable procedures as outlined in the Naming Rules.
- 8.2 The consultation period for this naming proposal commenced on 11 April 2024 and concluded on 14 May 2024. The activities undertaken during this consultation period were as follows:
 - 8.2.1 Consultation packs were sent to 134 directly affected property owners and residents in the vicinity of the new reserve (referred to as the immediate community in the Naming Rules). The consultation packs contained a covering letter with background information, a community survey and a reply-paid envelope.
 - 8.2.2 The naming proposal was promoted on the Participate page of Council’s website, inviting residents from the extended community, as defined by the Naming Rules, to also provide their feedback on the naming proposal.
- 8.3 Of the 134 consultation packs that were distributed, no survey responses were returned, however individuals who received a consultation pack may have responded via the Participate Page on Council’s website instead.
- 8.4 In total 163 submission were received, with 156 submissions being submitted via the Participate Hume page on Council’s website, 6 by email and one by post. Of the 163 submissions received, 123 of these included comments.
- 8.5 Table 1 below lists the number of submissions received, both in total and as a percentage, that either objected to or supported this naming proposal.

REPORT NO: 9.5 (cont.)

Table 1

Total Number of Submissions Received Objecting To or Supporting Naming Proposal

Oppose or Support Naming Proposal	Number	Percentage
Oppose	85	52.1%
Support	78	47.9%
TOTALS	163	100%

8.6 Table 2 below lists the objections received. Officers have assessed these objections as not being compliant with one of the Naming Principles contained within the Naming Rules (even if the objection does not specifically refer to a Naming Principle).

Table 2

Objections Assessed as Naming Proposal Being Non-Compliant with a Naming Principle

Objection Received	Naming Principle	Officer Comments
Comments were received expressing a preference to retain the current unofficial name or a name making reference to Rolling Meadows or a variation of the words ‘Rolling’, ‘Meadows’ or ‘Green’.	Principle D – Ensuring names are not duplicated. Principle J – Using Commercial and Business Names.	As referred to later in this report, the name Rolling Meadows Reserve, or other suggestions using a variation of these words, have been assessed as non-compliant with the Naming Rules because they use an estate name, which is prohibited under Principle J Using Commercial and Business Names. Suggested names that include the word ‘Village’ have been assessed as duplications which could potentially cause confusion with the existing Sunbury Village Green under Principle D Ensuring Names are Not Duplicated. For the reasons described above, comments received expressing a preference to retain the current unofficial name or a name making reference to Rolling Meadows or a variation of the words ‘Rolling’, ‘Meadows’ or ‘Green’ are not considered to have established that the naming proposal contained in this report is non-compliant with the Naming Rules.
Comments were received stating that the reserve should be named after an individual from the local area.	Principle I – Using Commemorative Names	Recognising individuals who have contributed to the local area via commemorative feature naming is supported, and there are many examples of this in the

REPORT NO: 9.5 (cont.)

Objection Received	Naming Principle	Officer Comments
<p>Some comments suggested specific individuals and others made this comment more generally and not related to a specific individual.</p>	<p>Principle C - Linking the name to place.</p>	<p>suburb of Sunbury, however it is recommended that this option is only considered if Council first decides that it does not wish to endorse the proposed name of Noogal Park.</p> <p>Some individuals were suggested as possible alternative names for this park during the community consultation period, however further information would be required before these individuals could be further considered (for example, family support would first be sought). This report respectfully acknowledges the contribution to the local community of those other individuals and the possibility of further investigating feature name opportunities for them, depending on the outcome of the naming proposal recommended to Council in this report.</p> <p>Other comments received for commemorative naming did not suggest any specific individual for consideration.</p> <p>Whilst a commemorative name would be an option for this park, as it would be for any feature, comments received suggesting a commemorative name are not assessed as having first established that the name Noogal Park, which is currently under consideration Council, is non-compliant with the Naming Rules.</p>
<p>Comments were received indicating that an Indigenous name was not supported.</p>	<p>Principle E – Recognition and the use of Traditional Owner Languages</p> <p>Principle K - Language</p>	<p>As stated in the Naming Rules, the use of Traditional Owner languages in the naming of roads, features and localities is encouraged. Comments indicating a preference that an Indigenous name is not used are viewed as a personal preference and they are not considered as having established that the proposed name of Noogal Park</p>

REPORT NO: 9.5 (cont.)

Objection Received	Naming Principle	Officer Comments
		<p>is not compliant with the Naming Rules.</p> <p>Principle K of the Naming Rules – Language – states that Traditional Owner names that initially appear complex will, over time, become familiar and easy to use.</p>

8.7 Table 3 below presents a summary of the common comments either objecting to or supporting the naming proposal.

Table 3

Summary of Comments Received Objecting to and Supporting the Naming Proposal

Summary of Comments Received in Support of the Naming Proposal	Summary of Comments Received Objecting to the Naming Proposal
<ul style="list-style-type: none"> • The proposed name recognises First Nations name and/or First Nations History. • The proposed name builds awareness of Indigenous history and culture. • The proposed name is a step toward Reconciliation. • The proposed name provides a solution to the confusion caused by two locations having a duplicated name. This solution will also help emergency services. • The proposed name is respectful and inclusive. • Support was expressed for the meaning of the proposed name – belong. • Comments were submitted stating that the proposed name was a great idea, a great suggestion, and that the proposed name is fully supported. • The Sunbury area already has non-Indigenous feature names. 	<ul style="list-style-type: none"> • Comments were received objecting to a fee being paid to use the proposed name. • There are many other individuals from the local area that this park could be named after, and/or who could be recognised by the naming of this park after them. • This park will still be known as the Village Green and/or the name should not be changed from what it is currently known as. • Comments were received stating that: <ul style="list-style-type: none"> ○ The proposed name has no meaning, relevance or significance to the area; ○ The proposed name is not a name that ratepayers want; ○ The park name does not need to be an Indigenous name; ○ A name should be easy to pronounce. • Comments were received stating that an Indigenous name was not supported.

8.8 Table 4 below provides a sample of comments received either objecting to or supporting the naming proposal.

Table 4

Sample of Comments Received Objecting to and Supporting the Naming Proposal

REPORT NO: 9.5 (cont.)

Submissions Received in Support of the Naming Proposal – Sample Comments	Submissions Received Objecting to the Naming Proposal – Sample Comments
<ul style="list-style-type: none"> • I am all for the change to Noogal Park. I believe incorporating Indigenous language into our everyday locations and conversations is one of the best ways we can be a truly inclusive community. Our community parks should be a place of belonging and community, and therefore I fully support the proposed name. • I love this! What an amazing way to build inclusion into our community. And build awareness amongst our young people of a language rooted so deeply into this country. Great work Hume Council. • It's important to acknowledge the first nations people and the history of the land, and this is a small and easy way to do so. • The two Village Greens is definitely confusing, and Noogal Park is a beautiful way to recognise our history while reminding us we all belong. • Thinks it's great to have more indigenous named places in our community and needs to be changed to avoid confusion. • I support this proposal as a life long Sunbury local. • I think it is an excellent initiative and give my full support to the name change. 	<ul style="list-style-type: none"> • As a resident in this estate who enjoys access to this parkland, I do not identify with that chosen name. Other residents also will not refer to the park by that 'official' name. It is no way reflects the submissions, and you could do a better job and choose words that reflect on the frequently submitting suggestions of village, rolling meadows and green. • I am totally against paying my rates/taxes to renaming a park when we have much more need in our community its disappointing that council makes decisions to waste our money. • I believe that the park should be named after a community member. I object to the fact that the ratepayers have to pay for this naming process. • I prefer the name already used for this park, which is the village green. • My preference would be an English name! Eg.King Charles.Queen Elizabeth etc.or a Respected Australian from the local area, past or present! • Noogal does not have any meaning for the people that now live there and call it home. Call it Rupertsdale Green. • Silly name. Should be a name that recognises that it is in Sunbury and should be a name easy to pronounce. Does not need to be an indigenous name.

8.9 As per the Naming Rules, it is assumed that all non-returned survey recipients had no objections to the naming proposal.

8.10 Based on the objections received during the community consultation period, as described above, it is not recommended that Council amends that proposed name of Noogal Park for the reasons outlined in officer comments in Table 2.

9. DISCUSSION:

9.1 At its meeting held on 24 October 2022, Council approved the commencement of a community engagement process to provide members of the community and community organisations with the opportunity to suggest names for the reserve which is currently unofficially known as the Village Green Reserve.

REPORT NO: 9.5 (cont.)

- 9.2 A total of 49 suggestions for names were received, with some suggestions received multiple times. Of the 49 submissions received, the name Rolling Meadows Reserve received the highest number of suggestions. There were also names suggested using the words ‘Rolling’, ‘Meadows’ or ‘Green’ in different combinations.
- 9.3 The name Rolling Meadows Reserve, or other suggestions using a variation of these words, was assessed as non-compliant with the Naming Rules because they use an estate name, which is prohibited under Principle J *Using Commercial and Business Names*.
- 9.4 Suggested names that included the word ‘Village’ were assessed as duplications which could potentially cause confusion with the existing Sunbury Village Green (Principle D *Ensuring Names are Not Duplicated*). Other suggested names that were more than three words long have been assessed as non-compliant with Principle K *Language*, and some other names, whilst well meaning, are not were viewed as not being appropriate for further consideration.
- 9.5 Council officers consulted with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation on suggested names that use Traditional Owner language. Following this consultation the name of Noogal Park was recommended to Council. Noogal means ‘belong’ in the Woi Wurrung language.
- 9.6 Council’s Place Names Policy, which was readopted on 15 December 2023, includes the following statement:
- Council acknowledges inequity in the naming of places, and it is committed to work towards equity in place naming in relation to gender, traditional owner names and languages and names and languages which reflect Hume City’s modern multicultural society.*
- 9.7 This statement was referenced in the report to Council at its meeting held on 25 March 2024 in support of the report’s recommendation of the proposed name of Noogal Park.
- 9.8 An analysis of this naming proposal was undertaken by Council officers against key naming principles in the Naming Rules. This analysis, which was provided in the report to Council at its meeting held on 25 March 2024, is provided again in Table 5 below. Additional comments have been added to Principles I (which was originally recorded as Not Applicable) and L of this analysis in response to comments received during the community consultation period, however all other analysis remains unchanged.

TABLE 5: Analysis of proposal against Naming Principles – Proposed name of Noogal Park for a reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury.

Principle (A)	Comment
Ensuring public safety.	The formal naming of this unofficially named reserve will enhance public safety by providing a more easily identifiable location for emergency services and visitors to the reserve.
Principle (B)	Comment
Recognising the public interest.	Hume City Council’s Place Names Policy states that Council acknowledges inequity in the naming of places, and it is committed to work towards equity in place naming in relation to gender, traditional owner names and languages and names and languages which reflect Hume City’s modern multicultural society For this reasons this naming proposal is viewed as being of a long-term benefit to the local community.
Principle (C)	Comment

REPORT NO: 9.5 (cont.)

TABLE 5: Analysis of proposal against Naming Principles – Proposed name of Noogal Park for a reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury.	
Linking the name to the place.	The word Noogal means ‘belong’ in the Woi Wurrang language. The park that this name is being considered for is located in a residential setting, it is surrounded by homes on all sides, and it is a widely used popular location. A name with the meaning belongs using traditional owner language is viewed as representative of the park.
Principle (D) Ensuring names are not duplicated.	Comment A search in VICNAMES revealed no duplication of the name ‘Noogal Park’ within a 15 km radius of the location.
Principle (E) Recognition and use of Traditional Owner languages.	Comment The proposed name recognizes and uses traditional owner language, and it was selected following consultation with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.
Principle (F) Names must not discriminate or be offensive.	Comment The proposed name does not discriminate.
Principle (G) Gender equality.	Comment The intent of this naming proposal is to consider a name using traditional owner language.
Principle (H) Dual names.	Comment Not applicable
Principle (I) Using commemorative names.	Comment Some individuals were suggested as possible alternative names for this park during the community consultation period, however further information would be required before these individuals could be further considered (for example, family support would first be sought). This report respectfully acknowledges the contribution to the local community of those other individuals and the possibility of further investigating feature name opportunities for them, depending on the outcome of the naming proposal recommended to Council in this report. This comment has been added to this analysis in response to comments received during the community consultation period.
Principle (J) Using commercial and business names	Comment Not applicable.
Principle (K) Language	Comment The proposed name complies with the requirements set out in this principle. Traditional Owner names that initially appear complex will, overtime, become familiar and easy to use. This comment has

REPORT NO: 9.5 (cont.)

TABLE 5: Analysis of proposal against Naming Principles – Proposed name of Noogal Park for a reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury.	
	been added to this analysis in response to comments received during the community consultation period.
Principle (L) Directional names to be avoided	Comment Not applicable
Principle (M) Assigning extent to a road, feature, or locality	Comment Not applicable

- 9.9 Based on the results of the second stage community consultation process, and the assessment conducted against the Naming Principles contained within the Naming Rules, it is recommended that Council endorses the proposed name of Noogal Park for the reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury, and submits this name to the Registrar of Geographic Names for their consideration and approval.
- 9.10 If Council chooses not to endorse submitting the proposed name of Noogal Park to the Registrar, an alternative name for this location could potentially be identified from some of the feedback received during the community consultation period. Any alternative name that may be identified must be compliant with the Naming Principles. In these circumstances any further action on this naming project would be paused until early 2025 following local government elections being held on 26 October 2024.
- 9.11 The Naming Rules require that both the immediate and extended communities are advised of Council’s decision on whether to endorse this naming proposal. This will be done by sending correspondence to the same affected property owners and residents who originally received a consultation pack on this proposal, and by placing a notice on Council’s website.
- 9.12 Under the Naming Rules, any person who lodges an objection to a naming proposal has the right to lodge an appeal directly to the Registrar of Geographic Names if a naming authority endorses the proposed name that they objected to. The Naming Rules state that the Registrar of Geographic Names may only consider appeals from members of the community who have already objected directly to the naming authority’s proposal if the objector can demonstrate that either:
- (a) the naming authority did not consider the objections during its deliberations.
 - (b) the proposal does not reasonably conform to the naming rules.
- 9.13 If Council endorses the proposed name of Noogal Park and approves that this name is submitted to the Registrar of Geographic Names, and person who objected to this naming proposal will be advised on their appeal rights if Council has their contact details.

10. CONCLUSION:

Community consultation on a proposal to name a reserve which is bound by Rupertswood Road, Berrydale Road, Rolling Meadows Drive and The Village Green in Sunbury is now complete. It is recommended that Council endorses the name of Noogal Park for this reserve and submits this name to the Registrar of Geographic Names for their consideration and approval.

REPORT NO: 9.5 (cont.)

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REPORT NO:	9.6
REPORT TITLE:	Sunbury Aquatic and Leisure Centre Water Play Area
SOURCE:	Savva Giannikos, Group Manager Leisure Centres
DIVISION:	City Services & Living
FILE NO:	HCC10707
POLICY:	-
STRATEGIC OBJECTIVE:	1.3: Promote a healthy, inclusive and respectful community that fosters community pride and safety
ATTACHMENTS:	Nil

1. SUMMARY OF REPORT:

- 1.1 Council has allocated \$3.1M in its adopted 2024/25 capital works program to replace the existing outdoor toddler pool area at the Sunbury Aquatic and Leisure Centre with an improved accessible entry area (from the main reception to the outdoor pool), and new zero depth water play area. The funding allocated to this project is inclusive of a \$1.3M election commitment from the State Government.
- 1.2 With price escalations affecting the project budget, there is a funding shortfall to deliver the project scope. This report seeks Council’s commitment to reallocate funds to progress construction of the project.

2. RECOMMENDATION:

- 2.1 **That Council approves the reallocation of \$700,000 (GST exclusive) from within the capital works program to support the delivery of the Sunbury Aquatic and Leisure Centre (SALC) water play project.**

3. LEGISLATIVE POWERS:

- 3.1 This report is written in accordance with the Local Government Act 2020, having effect to governance principle (i) whereby the transparency of Council decisions, actions and information is to be ensured.

4. FINANCIAL IMPLICATIONS:

4.1 Project funding:

- 4.1.1 In its 2023/24 Council allocated \$2.6M to deliver the SALC water play project across two years, inclusive of \$1.3M State government funding. As an election commitment, there is a requirement to deliver this project by November 2026. Council is also required to seek approval from the State Government for any variations to scope, timing, and delivery.
- 4.1.2 The funding agreement with the State Government was signed on 2 April 2024 on the basis of the above funding.
- 4.1.3 In its 2024/25 budget Council increased its project budget to \$3.1M due to expected cost increases. This was based off a quantity surveyors estimate undertaken in August 2023, which costed the project at approximately \$2.6M. The QS report applied an additional risk contingency to try and manage any potential cost increases.
- 4.1.4 Despite the increase in the 2024/25 budget, construction costs for this project have come in above the available project budget, resulting in a project funding shortfall.

REPORT NO: 9.6 (cont.)

4.2 Opportunities to address the funding shortfall:

- 4.2.1 Officers have explored projects in the 2024/25 capital works program from the Jacksons Creek ward and have identified ‘Riddell Road Landfill – Leachate Management Upgrade’ (project 604450) as an opportunity for reallocation. This project is in the capital works program for delivery across the next three financial years, with a total budget of \$3.22M.
- 4.2.2 Following the decision by Council to close the Sunbury Landfill (Council report in December 2023) this project had been flagged for review. Currently, in the 2024/25 budget there is a carryforward allocation for this project of \$1.88M. This funding won’t be required in 2024/25 and while preliminary advice is that funding will be required in the future for this project, the timing will be in future years (likely 2026/27) and the exact amount required is still to be determined. Additionally, across other projects there is a further allocation of approximately \$22M to cover project costs at the Riddell Road landfill site. It is noted that this isn’t a confirmed project saving.
- 4.2.3 Within the capital program there is also an allocation of \$140,000 in 2027/28 for flooring replacement of the proposed outdoor water play area that could be utilised to cover part of the project shortfall. Funding for flooring replacement will be required in the future, however not as soon as 2027/28. Across the broader ten-year program there are allocations of \$160,653 and \$184,353 that will cover the required maintenance across this period.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 Recommendations in the project take into consideration Council’s environmental sustainability responsibilities and seek outcomes to minimise Council’s carbon emissions and subsequent impact on climate change.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 Climate change is likely to see Hume face lower than average rainfall, higher intensity rainfall events, higher average temperature with more heatwaves.
- 6.2 The project includes water sensitive urban design (WSUD) elements to minimise environmental and climate change impacts.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 The Charter of Human Rights and Responsibilities Act 2006 and Hume’s Social Justice Charter were considered and there are no rights being limited by this report.

8. COMMUNITY CONSULTATION:

- 8.1 Extensive consultation was undertaken with the Sunbury community in September 2023 to support the design of this project. Feedback was received from 486 residents, providing ideas for features to be included in the water play area (i.e. tipping buckets, slides, spraying loops and various water jets).
- 8.2 Pending the decision of Council regarding this project, the community would be provided with an update via the Council website, and signage at the Sunbury Aquatic and Leisure Centre.

9. DISCUSSION:

- 9.1 A quantity surveyors report was undertaken in August 2023, which costed the project at approximately \$2.6M. The QS report applied an additional risk contingency to try and manage any potential cost increases. Advice from this report formed the basis of the \$500,000 project increase that was included in the 2024/25 budget. This increased the total project budget to \$3.1M. However, even with these measures in place, construction costs for this project have come in above the allocated budget.

REPORT NO: 9.6 (cont.)

- 9.2 All alternatives for value management have been explored, and where possible implemented, however it is the view of officers that any further reductions at this point will negatively affect the quality and experience of the final water play area.
- 9.3 This project received positive community support during the consultation process. However, it is noted that the support was within the original project scope.
- 9.4 It is noted that the Active Living Service and Infrastructure Plan and the Sunbury Aquatic and Leisure Centre Masterplan are both due to be undertaken in the 2024/25 financial year.
- 9.5 These strategic plans will provide long-term guidance on the future aquatic needs of Hume and the Sunbury community. As these projects are in the commencement stage, the recommendations are unknown at this stage, and in the absence of adopted recommendations, there is no funding in the long-term capital works program to implement any recommendations that arise from either of these plans.

Considerations and Alternative Options:

- 9.6 If Council does not endorse the provision of additional funding to this project, the likely implications of this decision include:
 - a. The current aquatic offerings at the Sunbury Aquatic and Leisure Centre will remain as is until after the completion of the Sunbury Aquatic and Leisure Centre Masterplan, and identified projects are funded in future capital works budgets.
 - b. A potential negative impact on Council’s reputation and relationship with the State Government.
 - c. A potential negative impact on Council’s reputation with the local community and facility users (members and patrons) who have strong interest in this project and are expecting it to be delivered.
 - d. A potential positive impact on any community who are supportive of Council electing not to proceed with the project in the face of escalating costs, valuing financial prudence of ratepayer funds.
 - e. Potential financial risks related to cost escalations if the project is deferred to a later delivery date.
- 9.7 If Council chooses not to provide additional funding to this project it is recommended the project be cancelled, with remaining Council funding (\$1.67M, noting funds already expended in design phase) reallocated. The following options are available for consideration:
 - a. **Option A)** Return rates funding to the capital works program.
 - b. **Option B)** Reassign funds to deliver an alternative project within Jacksons Creek Ward.
 - c. **Option C)** Hold the funds in reserve to support the delivery of identified recommendations following the completion of the Sunbury Aquatic and Leisure Centre Masterplan.

10. CONCLUSION:

The opportunity to replace the existing outdoor toddler pool area at the Sunbury Aquatic and Leisure Centre with an improved accessible entry from the main reception to the outdoor pool, and new zero depth water play area would improve the amenity and usability of the facility.

However, with price escalations affecting the project budget, this report seeks Council’s commitment to provide additional funding to progress construction of the project.

REPORT NO: 9.6 (cont.)

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REPORT NO:	9.7
REPORT TITLE:	Response to NOM24/24 Proposed Amendments to Governance Rules (Community Consultation Results).
SOURCE:	Joel Kimber, Acting Manager Governance
DIVISION:	Finance & Governance
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Proposed changes to Council's Governance Rules community engagement results - Confidential</i>
RELATED PREVIOUS ITEMS	10.1 - NOM24/24 - Cr Carly Moore - Council Meeting - 27 May 2024 7.00pm

1. SUMMARY OF REPORT:

- 1.1 On 27 May 2024 Council resolved to propose changes to its Governance Rules.
- 1.2 As a result of this decision community engagement was undertaken on the proposed changes.
- 1.3 This report outlines the summary of this engagement to aid Council in its decision making with respect to the proposed changes to its Governance Rules.

2. RECOMMENDATION:

That Council:

1. Approve/reject the following changes to Council’s Governance Rules:

a. 72. Chair May Remove

- i. **72.1 The Chair may order and cause the removal of any person whose words or actions disrupts any meeting or who fails to comply with a direction given under sub-Rule 71.2. It is intended that this power be exercisable by the Chair, without the need for any Council resolution. The Chair may choose to order the removal of a person whose actions immediately threaten the stability of the meeting or wrongly threatens the Chair’s authority in chairing the meeting.**
- ii. **72.2 The Chair may, pursuant to section 19(1)(b) of the Act, direct a Councillor to leave a Council meeting if the behavior of the Councillor is preventing Council from conducting its business.**

3. LEGISLATIVE POWERS:

Local Government Act

4. FINANCIAL IMPLICATIONS:

- 4.1 There are no financial implications as a result of a decision of Council on this matter.

5. CHARTER OF HUMAN RIGHTS APPLICATION:

- 5.1 Should the proposed changes to the Governance Rules be endorsed by Council the human rights of all Councillors are not being limited as a result of this matter as it would be in accordance with section 19(1)(b) of the Local Government Act:

REPORT NO: 9.7 (cont.)

19 Specific powers of the Mayor

- (1) The Mayor has the following specific powers—
- (a) to appoint a Councillor to be the chair of a delegated committee;
 - (b) to direct a Councillor, subject to any procedures or limitations specified in the Governance Rules, to leave a Council meeting if the behaviour of the Councillor is preventing the Council from conducting its business;
 - (c) to require the Chief Executive Officer to report to the Council on the implementation of a Council decision.

6. COMMUNITY CONSULTATION:

- 6.1 Following the decision of Council to propose changes to Council’s Governance Rules a community engagement process was undertaken from 31 May 2024 to 17 June 2024.
- 6.2 A Hume Participate page was publicly available during this time and the community could give feedback via an online form (Appendix 1), emailing contactus@hume.vic.gov.au or phoning the Acting Manager Governance.
- 6.3 A Facebook post on 3 June 2024 informed community of the proposed changes. The post was shared 9 times, had 6 reactions and there were 2 comments.
- 6.4 The data was downloaded via the Participate platform’s automated reporting feature. All information was managed in accordance with the *Privacy and Data Protection Act 2014 (Vic)*.
- 6.5 With respect to the question posed through the community engagement process the following submissions were received in supporting or opposing the proposed change:

	Number	Percentage
Oppose	74	90%
Support	8	10%
TOTAL	82	

- 6.6 More information can be found in Attachment 1

7. DISCUSSION:

- 7.1 On Monday 27 May Council resolved to propose a change to its Governance Rules.
- 7.2 The resolved proposed change was as follows:

REPORT NO: 9.7 (cont.)

1. RECOMMENDATION:

THAT Section 72 of Hume City Councils Governance Rules is replaced with:

1.1 72. Chair May Remove

1.2 72.1 The Chair may order and cause the removal of any person whose words or actions disrupts any meeting or who fails to comply with a direction given under sub-Rule 71.2. It is intended that this power be exercisable by the Chair, without the need for any Council resolution. The Chair may choose to order the removal of a person whose actions immediately threaten the stability of the meeting or wrongly threatens the Chair’s authority in chairing the meeting.

1.3 72.2 The Chair may, pursuant to section 19(1)(b) of the Act, direct a Councillor to leave a Council meeting if the behavior of the Councillor is preventing Council from conducting its business.

7.3 As is outlined in 5.1 above the Local Government Act makes provision for the Mayor to have these specific powers should they be outlined in a Councils Governance Rules.

7.4 The results of community engagement outlined that 90% of respondents weren’t in favour of the proposed change.

7.5 The decision rests with Council as to whether they would like to amend their Governance Rules to include the proposed change.

8. CONCLUSION:

8.1 A community engagement exercise was undertaken in response to the resolution of Council from 27 May 2024 to propose a change to its Governance Rules.

8.2 90% of respondents opposed the proposed changes.

8.3 A decision is now required from Council following the community engagement on this matter.

REPORT NO: 9.7 (cont.)

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REPORT NO:	9.8
REPORT TITLE:	Correspondence received from or sent to Government Ministers or Members of Parliament - June 2024
SOURCE:	Brendan Clifford, Chief Information Officer Paul White, Coordinator Knowledge Management
DIVISION:	Customer & Strategy
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Accessibility Request - Sunbury Train Station</i>2. <i>Social Housing in Hume</i>3. <i>Family Violence Program Funding</i>4. <i>Sunbury Roads and removal of graffiti</i>5. <i>Cost Shifting and Financial Sustainability - Submission</i>6. <i>Municipal Emergency Resourcing Program (MERP)</i>7. <i>Roads to Recovery (RTR) Program</i>8. <i>Celebration of Hume Bill of Rights</i>9. <i>Celebration of Hume Bill of Rights</i>10. <i>Kalkallo State Emergency Services Facility</i>11. <i>Hume Central Program</i>12. <i>Northern Councils Alliance</i>13. <i>Broadmeadows Suburban Revitalisation Board (SRB)</i>14. <i>Greenvale Tennis Club</i>15. <i>Merlynston Creek Crossing Project</i>16. <i>Greenvale North Part 2 precinct</i>17. <i>Waste dumping along Mount Ridley Road</i>18. <i>Hume Central Program</i>19. <i>Westmeadows Primary School - Waste collection access</i>20. <i>Railway Crescent Broadmeadows - Pedestrian Safety Concerns</i>21. <i>Hume Planning Scheme – C274</i>

1. SUMMARY OF REPORT:

This report presents a summary of correspondence relating to Council resolutions or correspondence that is considered to be of interest to Councilors received from or sent to State and Federal Government Ministers and Members of Parliament.

2. RECOMMENDATION:

That Council notes this report on correspondence received from or sent to Government Ministers or Members of Parliament.

3. DISCUSSION:

There is a range of correspondence sent to or received from State and Federal Government Ministers and Members of Parliament during the normal course of Council’s operations.

This report contains correspondence of this nature registered in Council’s record keeping system during June 2024:

Table 1 Correspondence in relation to notices of motion items from Council meetings.

REPORT NO: 9.8 (cont.)

Table 2 Correspondence that may be of interest to Councillors.

Table 3 Correspondence in relation to grant / funding opportunities from State and Commonwealth government.

Copies of the documents are provided as attachments to this report.

Table 1 - Correspondence in relation to Council Notices of Motion Items

Direction	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
Outwards / Inwards	Accessibility Request - Sunbury Train Station - When will a lift system will be installed.	Minister for Public and Active Transport	13/06/2024 24/06/2024	Coordinator Advocacy	NOM24/18	1
	Response from Minister for Public and Active Transport (Page 3)	Member for Sunbury	27/06/2024			
	Response from Member for Sunbury attached (Page 4)					
Outwards	Social Housing across the municipality	Minister for Housing Member for Greenvale Member for Broadmeadows	13/06/2024	Manager City Lifestyle	NOM24/16	2
Outwards	Victorian Government Family Violence Program Funding	Premier of Victoria	17/06/2024	Manager City Safety	NOM24/19	3
Outwards	Maintenance of Sunbury Roads and removal of graffiti	Minister for Roads and Road Safety	25/06/2024	Coordinator Advocacy	NOM24/20	4
Outwards	Submission to State Government on Cost Shifting and Financial Sustainability	Legislative Council Economy and Infrastructure Committee	25/06/2024	Manager Finance	8.3 24/06/2024	5

Table 2 – General correspondence that may be of interest to Councillors

Direction	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
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REPORT NO: 9.8 (cont.)

Inwards	Municipal Emergency Resourcing Program (MERP) - Funding agreement for the MERP for the period 1/07/2024 to 30 June 2028	Minister for Local Government	5/06/2024	Emergency Management Officer		6
Inwards	Funding allocation under the Roads to Recovery (RTR) Program - Five-year funding period 1 July 2024 to 30 June 2029 - \$14,242,672	Minister for Infrastructure, Transport, Regional Development and Local Government Minister for Regional Development, Local Government and Territories	7/06/2024	Manager Assets		7
Outwards	INVITATION - Celebration of Hume Bill of Rights 20 Year Anniversary - Attorney-General	Attorney-General	7/06/2024	Coordinator Advocacy		8
Outwards	INVITATION - Celebration of Hume Bill of Rights 20 Year Anniversary	Deputy Prime Minister	25/06/2024	Coordinator Advocacy		9
Inwards	Kalkallo State Emergency Services Facility – Hume Planning Scheme	Minister for Planning	7/06/2024	Manager City Strategy		10
Inwards	Hume Central Program - the Heart of Broadmeadows - Thank you and suggested contacts	Minister for Local Government	7/06/2024	Mayor		11
Inwards	Request for meeting re: Transport Services in Melbourne’s North	Premier of Victoria	12/06/2024	Northern Council Alliance		12
Inwards	Broadmeadows Suburban Revitalisation Board (BSRB) regarding the Australian Government’s Thriving Suburbs and urban Precincts and Partnerships Programs.	Member for Broadmeadows	13/06/2024	Mayor		13
Outwards / Inwards	Greenvale Tennis Club regarding planned upgrade of club's facilities	Member for Greenvale	13/06/2024	CEO		14

REPORT NO: 9.8 (cont.)

Inwards	Merlynston Creek Crossing Project - Socio-economic benefits of project and proposed sale of surplus Commonwealth land at Maygar Barracks	Assistant Minister for Defence	13/06/2024	Manager Strategic Projects & Places		15
Inwards	Exercising power under section 36 of the Victorian Planning Authority Act 2017 - Preparation of draft plans for the Greenvale North Part 2 precinct	Minister for Planning	13/06/2024	Manager City Strategy		16
Inwards	Waste dumping along Mount Ridley Road in Craigieburn - 15 Mount Ridley Road Craigieburn - Fencing installed	Minister for Roads and Road Safety Member for Kalkallo	19/06/2024 13/06/2024	Manager Waste and Sustainability		17
Inwards	Hume Central Program - the Heart of Broadmeadows - Thank you - Active Centres Program	Minister for the Suburbs	17/06/2024	Mayor		18
Outwards	Westmeadows Primary School - Waste collection access	Member for Greenvale	18/06/2024	Manager Assets		19
Outwards / Inwards	Railway Crescent Broadmeadows - Pedestrian safety concerns Includes follow-up correspondence	Member for Broadmeadows	19/06/2024 24/06/2024	Manager Assets		20
Outwards	Notice of preparation of an amendment to the Hume Planning Scheme – C274	Member for Kalkallo	25/06/2024	Manager City Strategy		21

Table 3 – Correspondence in relation to grant / funding opportunities

Direction	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Carmen Frawley
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

11 June 2024

The Hon. Gabrielle Williams MP
Minister for Public and Active Transport
Level 3, 1 Treasury Place
East Melbourne VIC 3002

Via email: minister.williams@dgs.vic.gov.au

Dear Minister,

RE: ACCESSIBILITY REQUEST – SUNBURY TRAIN STATION

Hume City Council at its meeting on 15 April 2024 resolved:

“That Council writes to the Minister responsible and to the local Member Josh Bull asking for details of when a lift system will be installed at the Sunbury Railway station so that the elderly and the disabled can actually go from one side of the station to the other side that currently they cannot do physically or even safely.”

Sunbury Railway station opened in 1859 and offers an electrified service to Melbourne and V/Line services to Bendigo and Echuca.

Access to the station requires travellers to either use a series of steep stairs, or exceedingly long ramps. The stairs and ramps make access to the platforms difficult for those of all ages and mobility, as well as taking considerable time and effort.

All other major stations on the Sunbury rail line have been recently redeveloped to incorporate elevators for accessible access. Sunbury station is the only station left without elevator access.

By 2041, Sunbury’s population of 40,701 is forecasted to rise to 101,065 people. This exponential growth highlights the critical demand for accessible transport options to support our community with their commute to work and social engagements as well as health care appointments.

The installation of an elevator at Sunbury railway station would significantly improve non-assisted access for our community. We would appreciate if you could arrange for this issue to be reviewed and for yourself provide advice on solution/s and the timeline.

If you would like to meet to discuss this request further, please contact Carmen Frawley, Coordinator Advocacy, at _____ or _____, to arrange a mutually convenient time.

As always, I appreciate your strong interest and support for public transport issues for our community across the Hume municipality.

Yours sincerely,



**NAIM KURT
MAYOR
HUME CITY COUNCIL**

Cc: josh.bull@parliament.vic.gov.au

Encl: Report No. 10.3 Hume City Council Meeting Minutes 15 April 2024



Gabrielle Williams MP

Minister for Government Services
Minister for Consumer Affairs
Minister for Public and Active Transport

1 Treasury Place
East Melbourne, Victoria 3002
Australia

Ref: CMIN-1-24-3540

Cr Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047
NaimK@hume.vic.gov.au

Dear Mayor, *Naim*

Thank you for your letter regarding accessibility at Sunbury train station.

The Allan Labor Government is working to ensure that our public transport network is inclusive and accessible for all Victorians. We have delivered significant accessibility improvements across the network through the construction of new and upgraded stations, level access tram stops, upgraded bus stops, and hundreds of new accessible trains, trams and buses through our \$9 billion rolling stock program.

The Department of Transport and Planning will consider your feedback as part of planning and determining priorities for potential future upgrades at Sunbury train station.

I am also pleased to advise that, as part of the new 693-space multideck car park that we are delivering at Sunbury station as part of our Car Parks for Commuters program, accessibility is at the forefront. The new carpark will feature a lift, accessible spaces and enhanced lighting. The recently delivered level crossing removal on Gap Road also provides an alternate route for local pedestrian movements and access across the railway track to the south of the station.

Further, the bus interchange upgrade at Sunbury station will include improvements for Disability Discrimination Act compliance, including new tactiles, seating upgrades, lighting and CCTV.

I hope this information is of assistance. Thank you again for raising this matter.

Sincerely,

Gabrielle Williams
Gabrielle Williams MP
Minister for Government Services
Minister for Consumer Affairs
Minister for Public and Active Transport

27.6.2024
.....1.....





24 June 2024

Cr. Naim Kurt
Mayor, Hume City Council
PO Box 119
DALLAS 3047

Dear Mayor,

RE: ACCESSIBILITY REQUEST – SUNBURY TRAIN STATION

Thank you for your correspondence dated 11 June 2024 regarding the installation of lifts at the Sunbury Train Station.

I am proud that since coming to Government we have invested in record amounts in our local community.

We have removed the Gap Road level crossing, signalised the Gap-Horne intersection, duplicated Sunbury Road, are delivering the Sunbury Community Hospital, delivered in partnership with Hume City Council projects like the Boardman Reserve Upgrade, Sunbury GLC, the Dulap Wilim Hub, Sunbury Lawn Tennis club upgrade, Sunbury Warm Water Pool, McMahon Reserve Upgrade and we are close to completion on the brand new multideck car park. On top of this we have invested more than \$100 million in school capital upgrades right across my electorate, and are transforming Jacksons Hill after purchasing the site from Victoria University – however there is always more to do.

Gets it done.

📍 Suite 4, Sunbury Corporate Centre, 33-35 Macedon St, Sunbury VIC 3429
☎ 9740 4091 📧 josh.bull@parliament.vic.gov.au
📘 JoshBullMP 📷 @josh4sunbury 🌐 joshbull.com.au

I am aware of the advocacy for the installation of lifts at the train station and have met with a number of residents about this issue.

I have advocated to both the Minister for Transport Infrastructure and Minister for Public Transport on this matter and will continue to do so.

I want to take this opportunity to acknowledge the strong and positive working relationship we share. I especially want to acknowledge Councillors Bell and Medcraft who work constructively and positively with me for the betterment of our local community.

Should you wish to discuss this further, please give my office a call on 9740 4091 or send me an email via josh.bull@parliament.vic.gov.au.

Yours sincerely,



Josh Bull MP
State Member for Sunbury
Parliamentary Secretary for Infrastructure Delivery



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 15 APRIL 2024

7.03PM

HUME GLOBAL LEARNING CENTRE SUNBURY

UNCONFIRMED MINUTES

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 29 April 2024.

Updated 02/05/2024

MINUTES

**15 APRIL 2024
COUNCIL MEETING**

Report No.	Report	Page in Agenda
10.3	NOM24/18 - Cr Trevor Dance	183

Moved Cr Trevor Dance, **Seconded** Cr Jack Medcraft

Background Information:

Sunbury Railway Station has no lifts to be used. There is a current long ramp and staircase only

That Council writes to the Minister responsible and to the local Member Josh Bull asking for details of when a lift system will be installed at the Sunbury Railway station so that the elderly and the disabled can actually go from one side of the station to the other side that currently they cannot do physically or even safely.

Councillor Jodi Jackson left the meeting during discussion on the item *NOM24/18 Cr Trevor Dance*, the time being 9:09pm.

Councillor Jodi Jackson returned to the meeting during discussion on the item *NOM24/18 Cr Trevor Dance*, the time being 9:12pm.

CARRIED

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Carmen Frawley
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

11 June 2024

Mr Josh Bull MP
State Member for Sunbury
PO Box 635
SUNBURY VIC 3429

Via email: josh.bull@parliament.vic.gov.au

Dear Mr Bull,

RE: ACCESSIBILITY REQUEST – SUNBURY TRAIN STATION

Hume City Council at its meeting on 15 April 2024 resolved:

“That Council writes to the Minister responsible and to the local Member Josh Bull asking for details of when a lift system will be installed at the Sunbury Railway station so that the elderly and the disabled can actually go from one side of the station to the other side that currently they cannot do physically or even safely.”

As you would know, Sunbury Railway station opened in 1859 and offers an electrified service to Melbourne and V/Line services to Bendigo and Echuca.

Access to the station requires travellers to either use a series of steep stairs, or exceedingly long ramps. The stairs and ramps make access to the platforms difficult for those of all ages and mobility, as well as taking considerable time and effort.

All other major stations on the Sunbury rail line have been recently redeveloped to incorporate elevators for accessible access. Sunbury station is the only station left without elevator access.

By 2041, Sunbury’s population of 40,701 is forecasted to rise to 101,065 people. This exponential growth highlights the critical demand for accessible transport options to support our community with their commute to work and social engagements as well as health care appointments.

The installation of an elevator at Sunbury railway station would significantly improve non-assisted access for our community. I have copied you in on the correspondence that I have sent to The Hon. Gabrielle Williams MP, Minister for Public and Active Transport and hope that you will also follow up the matter with the Minister.

If you would like to meet to discuss this request further, please contact Carmen Frawley, Coordinator Advocacy, at _____ or _____, to arrange a mutually convenient time.

As always, I appreciate your strong interest and support for public transport issues for our community across the Sunbury Electorate.

Yours sincerely,



**NAIM KURT
MAYOR
HUME CITY COUNCIL**

Encl: Report No. 10.3 Hume City Council Meeting Minutes 15 April 2024



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 15 APRIL 2024

7.03PM

HUME GLOBAL LEARNING CENTRE SUNBURY

UNCONFIRMED MINUTES

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 29 April 2024.

Updated 02/05/2024

MINUTES

15 APRIL 2024
COUNCIL MEETING

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Councillor Jodi Jackson left the meeting during discussion on the item *NOM24/18 Cr Trevor Dance*, the time being 9:09pm.

Councillor Jodi Jackson returned to the meeting during discussion on the item *NOM24/18 Cr Trevor Dance*, the time being 9:12pm.

CARRIED

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– OFFICE OF THE MAYOR –



Our File: NOM 24/16
Enquiries: Kristen Cherry
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

12 June 2024

The Hon. Harriet Shing MP
Minister for Housing
Level 16, 8 Nicholson Street
East Melbourne VIC 3002

Via email: Harriet.Shing@parliament.vic.gov.au; Minister.housing@dffh.vic.gov.au

Dear Minister,

RE: Notice of Motion 24/16 - Social Housing in Hume

Hume City Council at its meeting of 15 April 2024 resolved:

- Writes to the Victorian Minister of Housing, The Hon. Harriet Shing MP and the State Members for Broadmeadows and Greenvale:
 1. Expressing Council's concern about the condition and state of social housing stock across the municipality.
 2. Calling on the Department to develop a clear and timely response pathway for unsightly and dilapidated properties owned or managed by the Department, ensuring Council and its residents are kept informed of progress and outcomes.
 3. Seeking the implementation of a proactive inspection and maintenance program for social housing properties to ensure they do not pose safety or amenity impacts for Hume City residents.
- Write to the Department of Fairness, Families and Housing requesting attendance at a future Council briefing to discuss the social assets and maintenance management.
- Write to the CEO's of all social housing providers and community owned properties requesting their approach to asset maintenance and that they receive a copy of the letters sent to the ministers of parliament.

On behalf of Hume City Council, I am writing to you to express the Council's concern regarding the condition and state of social housing stock in the Hume municipality.

2

As of June 2023, Hume City municipality had 2,529 social housing dwellings, with the vast majority of these being single/stand-alone houses. I am also informed that the majority of social housing dwellings in the Hume municipality are owned by the Victorian Government as public housing, with 337 being owned by Community Housing organisations. Hume has approximately 7,000 applications on the Victorian Housing Register, representing an acute need for additional public and community housing in the Hume municipality.

It is recognised that the majority of Hume’s social housing is over 30 years old, and a large majority of these dwellings fall short of the liveability standards and amenity of the community expects and deserves. Whilst I would like to acknowledge the investment made by the Victorian Government through the Big Housing Build and previous housing reforms; our Hume community is continuing to encounter issues regarding the availability, condition, maintenance, and upkeep of existing properties owned and managed by the Victorian Government.

Council has written to the Department of Families, Fairness and Housing (the department) to raise concerns about the condition and state of social housing stock in Hume. Council is requesting the department develop a clear and timely response pathway for unsightly and dilapidated properties owned and/or managed by the Department, ensuring Council and the residents of Hume are consistently kept informed of progress and outcomes.

Council officers have advised they often refer issues regarding social housing properties to the local housing office within the department. Feedback from Council officers is that these complaints occasionally go unacknowledged and that Council officers receive very little information regarding work undertaken following these referrals. This places officers in a challenging position when responding to complaints made by residents to Council. Council has several examples where the same property has been referred multiple times to the department, with no apparent action or response.

To avoid these delays and repeated referrals, I request the Victorian Government implement a proactive program of inspection and maintenance for social housing properties. Hume City Council stands ready to assist the department with providing advice on properties already identified and strengthening communication processes between Council and the department to assist in their work.

I welcome the announcement in the 2024/25 State Budget which provides funding to improve renter experience and satisfaction with public housing maintenance. I encourage the Victorian Government to expand this to include proactive inspection and remediation work be undertaken on properties the department currently owns and manages.

I am writing to department representatives, requesting they attend a future Council briefing session to discuss with Council the social housing assets and maintenance management program in the Hume municipality.

I look forward to your consideration and response to the issues and suggestions raised by Hume City Council.

Yours sincerely,

3



**NAIM KURT
MAYOR
HUME CITY COUNCIL**

Encl: Report No. 10.1 Hume City Council Meeting Minutes 15 April 2024

Cc:

- *Iwan Walters MP, Member for Greenvale*
- *Kathleen Matthews-Ward MP, Member for Broadmeadows*
- *Darren Smith, CEO, Aboriginal Housing Victoria*
- *Elizabeth Thomas, Managing Director, Common Equity Housing Limited*
- *Danny Dracic, CEO, Community Housing (VIC)*
- *Andrew Cairns, CEO, Haven; Home, Safe*
- *David Fisher, CEO, Housing Choices Australia*
- *Bevan Warner, CEO, Launch Housing Limited*
- *Chris Karagiannis, CEO, Salvation Army Housing*
- *James King, CEO, Unison Housing*
- *Dr Jenny Fitzgerald AM, CEO, VincentCare Community Housing*
- *Bryan Lipmann AM, CEO, Wintringham Housing*
- *Judy Line, CEO, Women’s Housing*
- *Roberta Buchanan, CEO, Women’s Property Initiatives*



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 15 APRIL 2024

7.03PM

HUME GLOBAL LEARNING CENTRE SUNBURY

UNCONFIRMED MINUTES

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 29 April 2024.

Updated 02/05/2024

MINUTES

15 APRIL 2024
COUNCIL MEETING

10. NOTICES OF MOTION

Report No.	Report	Page in Agenda
10.1	NOM24/16 - Cr Joseph Haweil	179

Moved Cr Joseph Haweil, **Seconded** Cr Sam Misho

That Council:

Writes to the Victorian Minister of Housing, The Hon. Harriet Shing MP and the State Members for Broadmeadows and Greenvale:

- 1. Expressing Council’s concern about the condition and state of social housing stock across the municipality.**
- 2. Calling on the Department to develop a clear and timely response pathway for unsightly and dilapidated properties owned or managed by the Department, ensuring Council and its residents are kept informed of progress and outcomes.**
- 3. Seeking the implementation of a proactive inspection and maintenance program for social housing properties to ensure they do not pose safety or amenity impacts for Hume City residents.**

AMMENDMENT:

Moved Cr Karen Sherry, **Seconded** Cr Jack Medcraft

THAT COUNCIL ADD THE FOLLOWING POINTS

- 4. Write to the Department of Fairness, Families and Housing requesting attendance at a future Strategy and Policy briefing to discuss the social housing, assets management and maintenance.**
- 5. Write to the CEO’s of social housing providers who own properties in Hume notifying them of our letter to the Minister and requesting information on their approach to maintenance and asset management.**

CARRIED

MINUTES**15 APRIL 2024
COUNCIL MEETING**

The substantive motion was then put.

That Council:

Writes to the Victorian Minister of Housing, The Hon. Harriet Shing MP and the State Members for Broadmeadows and Greenvale:

- 1. Expressing Council’s concern about the condition and state of social housing stock across the municipality.**
- 2. Calling on the Department to develop a clear and timely response pathway for unsightly and dilapidated properties owned or managed by the Department, ensuring Council and its residents are kept informed of progress and outcomes.**
- 3. Seeking the implementation of a proactive inspection and maintenance program for social housing properties to ensure they do not pose safety or amenity impacts for Hume City residents.**
- 4. Write to the Department of Fairness, Families and Housing requesting attendance at a future Council briefing to discuss the social assets and maintenance management.**
- 5. Write to the CEO’s of all social housing providers and community owned properties requesting their approach to asset maintenance and that they receive a copy of the letters sent to the ministers of parliament.**

CARRIED

Councillor Jarrod Bell left the meeting, the time being 8:45pm.

– OFFICE OF THE MAYOR –



Our File: HCC17712
Enquiries: Sam Ferrier
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address
PO BOX 119
DALLAS 3047

Telephone 03 9205 2230
Facsimile 03 9309 0139
www.hume.vic.gov.au

17 June 2024

The Hon. Jacinta Allan MP
Premier of Victoria
Officer of the Premier
1 Treasury Place
MELBOURNE VIC 3002

Via email: Jacinta.allan@parliament.vic.gov.au

Dear Premier, *Jacinta*

RE: VICTORIAN GOVERNMENT FAMILY VIOLENCE PROGRAM FUNDING

Council at its meeting of 29 April 2024 resolved:

That Council write to the Victorian Premier, the Hon. Jacinta Allan:

1. *Expressing Council's concern regarding the persistence of family violence rates in Hume City and elsewhere across Victoria.*
2. *Expressing Council's ongoing commitment to prevent family and gender-based violence through the delivery of coordinated action across specialist family violence services, primary prevention agencies, the community, and other levels of government.*
3. *Calling on the Victorian Government to:*
 - a. *Sustainably fund the specialist family violence response sector;*
 - b. *Increase safe and affordable housing to facilitate escape and recovery from family violence; and,*
 - c. *Maintain primary prevention work – including a commitment to sustain grant funding for local governments through the Free From Violence Local Government Program, particularly for those Councils whose funding is expected to cease in 2025.*

On behalf of Hume City Council, I am writing to you to express the Council's concern regarding the persistently high family violence rates in the Hume municipality, and elsewhere across Victoria.

Hume City experiences some of the highest numbers of family violence incidents within the Victoria, recording 3,554 incidents in the 2023 calendar year alone. Despite a downward trend in incidents over the past five years, we firmly hold the view that this figure remains too high, and the social harm that stems from these incidents, is far too great.

Hume City Council has a long standing and ongoing commitment to prevent family and gender-based violence. Council’s journey in this area extends back to at least 2009, at which time family violence and women’s safety was identified as a key priority within our Community Safety Strategy 2009-2014.

Over the last 15 years, our commitment to reducing family and gender-based violence has been reiterated through numerous strategic documents, including the latest versions of the Council Plan and Municipal Health and Wellbeing Plan. This unwavering commitment is deeply rooted in our belief that, as the level of government closest to the pulse of our community, we are uniquely positioned to discern and address the multifaceted needs of our diverse residents to assist in reducing harm.

Our overarching goal throughout the years has remained unchanged; to eradicate family and gender-based violence through comprehensive and coordinated action across family violence services, primary prevention agencies, the broader community and other government bodies.

In recognition of the high family violence incidents in our locality, Hume City Council was one of the first local governments funded through the Free from Violence Local Government Program. Through this program, Council has delivered a range of impactful initiatives tailored to the needs of our community, including:

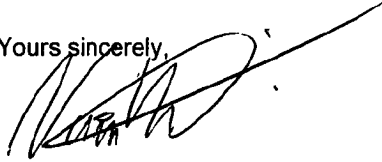
- Comprehensive training to front-line staff working across community facilities such as libraries, community centres and leisure centres to assist them in responding to resident disclosures of family violence.
- The formation of a Hume Gender Equity in Sport Network, bringing together local sporting groups, women’s health organisations and community health organisations to promote gender equity and equal representation in sport.
- Establishment of a Hume City Council Family Violence Leave Policy, noting Council’s position as a significant local employer, and as a leader and steward within the local business community.
- The delivery of a family violence training and accreditation program for local hairdressers and beauty therapists, recognising that many women may disclose experiences of family violence to these trusted sources.
- The provision of free Escape Bags, available from Council customer service centres and community locations, to assist women in fleeing violence.

As we approach the planned conclusion of this program, we strongly urge the Allan Labor Government to extend funding for this work beyond 2025. Your continued partnership and financial support in this area is vital to sustaining the current breadth and depth of local initiatives and in achieving our shared goal of eradicating family violence in our community.

We acknowledge and commend the recent announcements from your government regarding the allocation of funding to the family violence service system and to expand safe and affordable housing through the 2024-2025 State Budget. We eagerly await further detail on these commitments and trust they will result in tangible improvements in services and support for our residents.

Thank you for your attention to this matter. We look forward to your governments continued partnership and commitment to eradicating family violence in Hume City and across Victoria.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Naim Kurt', with a long, sweeping horizontal stroke extending to the right.

NAIM KURT
MAYOR
HUME CITY COUNCIL

Encl: Report No. 10.1 Hume City Council Meeting Minutes 29 April 2024



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 29 APRIL 2024

7.00PM

TOWN HALL BROADMEADOWS

UNCONFIRMED MINUTES

(Updated 15 May 2024)

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 13 May 2024.

MINUTES

29 APRIL 2024
COUNCIL MEETING

10. NOTICES OF MOTION

Report No.	Report	Page in Agenda
10.1	NOM24/19 - Cr Jack Medcraft	423

Moved Cr Jack Medcraft, **Seconded** Cr Jarrod Bell

That Council:

1.1 Writes to the Victorian Premier, the Hon. Jacinta Allan:

- 1.1.1 Expressing Council’s concern regarding the persistence of family violence rates in Hume City and elsewhere across Victoria.**
- 1.1.2 Expressing Council’s ongoing commitment to prevent family and gender-based violence through the delivery of coordinated action across specialist family violence services, primary**

MINUTES

29 APRIL 2024
COUNCIL MEETING

prevention agencies, the community, and other levels of government.

1.1.3 Calling on the Victorian Government to:

- (a) Sustainably fund the specialist family violence response sector**
- (b) Increase safe and affordable housing to facilitate escape and recovery from family violence**
- (c) Maintain primary prevention work – including a commitment to sustain grant funding for local governments through the Free From Violence Local Government Program, particularly for those Councils whose funding is expected to cease in 2025.**

CARRIED

11. ITEMS TO BE TABLED

Nil

12. URGENT BUSINESS

Nil

13. DELEGATES REPORTS

Nil

14. CONFIDENTIAL ITEMS

The Meeting may be closed to members of the public to consider confidential items.

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Carmen Frawley
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

25 June 2024

The Hon. Melissa Horne MP
Minister for Roads and Road Safety
Level 16, 121 Exhibition Street
Melbourne VIC 3000

Via email: minister.horne@minstaff.vic.gov.au

Dear Minister

RE: MAINTENANCE OF SUNBURY ROADS AND REMOVAL OF GRAFFITI

Hume City Council at its meeting on 13 May 2024 resolved:

“That Council writes to the Victorian Minister for Roads and Road Safety, the Hon Melissa Horne, requesting that:

- 1) VicRoads commit to a regular maintenance service of roundabouts and median strips (including edging) on roads that are the responsibility of the Victorian Government in Sunbury and all of Hume City.*
- 2) VicRoads clean the graffiti on the cutting of Vineyard Road and Macedon Street including the new bridge over Jackson’s Creek in Sunbury.*
- 3) The Department of Transport and Planning clean off the graffiti on the railway bridge across Station Street in Sunbury.”*

Council regularly receives complaints from the Hume community about the poor state of arterial roads around the municipality. It is clear to Council and the Hume community that the standard of roadside maintenance has declined to a level well below community expectations.

Up until 2019, Council had a Minor Maintenance Agreement (MMA) with VicRoads for maintaining roadside vegetation across Hume on 20 arterial roads. Council stopped providing the service at the end of the 2019/20 financial year, following the Department of Transport and Planning (DTP) moving the contract to a private contractor.

Council received \$179k annually for this service and in the final year of the agreement Council contributed more than \$330,000 of Council funding to provide maintenance works to a standard that was acceptable to the Hume community.

The table below shows the different standards expected from the VicRoads agreement and the Hume City Council/community:

Service	VicRoads Standard (extracts from agreement)	Hume City Council Standard
Pavement Sweeping	When the accumulation of debris is preventing free flow of water. Minimum three monthly.	Fortnightly for high profile areas.
Grass Mowing	Maximum length 200-250 mm, 3 cuts per annum.	Four Weekly
Edge Trimming	When grass growth exceeds 100mm from back of kerb.	Quarterly
Grass/Weed Control	Maintain joints between pavement and kerb weed free.	4 Weekly
Tree/Shrub Management	When sights distance is restricted or intrude over path or traffic lane.	Biannually
Noxious Weed Management.	Measures to prevent spread.	4 Weekly
Litter Control	Before mowing (3 times per year).	4 Weekly

In more recent discussions DTP have advised that Council could take this service back on, however there has been no indication of the availability of additional funding to cover the cost to complete the work.

Council has now assessed that it would cost approximately \$1.15 million per year to undertake the work. Approximately 50% of these costs are associated with the traffic management that is now required to undertake work on arterial roads (generally higher speed roads).

The Hume community take great pride in their municipality and as one of the state’s fastest growing municipalities there is increasing frustration at the poor condition of maintenance of the nature strips, centre medians and landscaped areas of the arterial road network within Hume City, along with the slow removal of graffiti.

Since 2020, we have sent multiple letters to VicRoads, DTP, you and your predecessors about this matter. Council, on behalf of the Hume community, seeks your assistance in increasing the frequency of roadside maintenance on the road network within Hume. We also ask that you liaise with VicRoads and the DTP to ensure the speedy removal of graffiti in prominent Sunbury locations. More frequent maintenance will provide the area with improved safety, amenity and a sense of pride for the Hume community.

If you would like to meet to discuss this request further, please contact Carmen Frawley, Coordinator Advocacy, at _____ or _____ to arrange a mutually convenient time.

Yours sincerely



**CR NAIM KURT
MAYOR
HUME CITY COUNCIL**

Cc: Josh.bull@parliament.vic.gov.au
Ros.Spence@parliament.vic.gov.au
Iwan.walters@parliament.vic.gov.au
Kathleen.Matthews-Ward@parliament.vic.gov.au



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 13 MAY 2024

7.00PM

TOWN HALL BROADMEADOWS

UNCONFIRMED MINUTES

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 27 May 2024.

10. NOTICES OF MOTION

Report No.	Report	Page in Agenda
10.1	NOM24/20 - Cr Jack Medcraft	69

The Chief Executive Officer read a comment submitted by Mr Chris O’Neill on item 10.1 NOM24/20 - Cr Jack Medcraft

Moved Cr Jack Medcraft, Seconded Cr Jarrod Bell

THAT Council writes to the Victorian Minister for Roads and Road Safety, the Hon Melissa Horne requesting that:

- 1) VicRoads commit to a regular maintenance service of roundabouts and median strips (including edging) on**

MINUTES

13 MAY 2024
COUNCIL MEETING

roads that are the responsibility of the Victorian Government in Sunbury

- 2) VicRoads clean the graffiti on the cutting of Vineyard Rd and Macedon St including the new bridge over Jackson’s Creek in Sunbury**
- 3) The Department of Transport and Planning clean off the graffiti on the railway bridge across Station Street in Sunbury**

AMENDMENT

Moved Cr Joseph Haweil, **Seconded** Cr Chris Hollow

That the words “and all of Hume City be added to item 1

- 1) VicRoads commit to a regular maintenance service of roundabouts and median strips (including edging) on roads that are the responsibility of the Victorian Government in Sunbury and all of Hume City.**

CARRIED

The substantive motion was then put.

THAT Council writes to the Victorian Minister for Roads and Road Safety, the Hon Melissa Horne requesting that:

- 1) VicRoads commit to a regular maintenance service of roundabouts and median strips (including edging) on roads that are the responsibility of the Victorian Government in Sunbury and all of Hume City.**
- 2) VicRoads clean the graffiti on the cutting of Vineyard Rd and Macedon St including the new bridge over Jackson’s Creek in Sunbury**
- 3) The Department of Transport and Planning clean off the graffiti on the railway bridge across Station Street in Sunbury**

CARRIED

– OFFICE OF THE MAYOR –

Our File: HCC23/392
Enquiries: Robert Costa
Telephone: 92052200



1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

25 June 2024

Parliament of Victoria
Economy and Infrastructure Committee
Parliament House, Spring Street
EAST MELBOURNE VIC 3002

Via Email: localgovernmentfundinginquiry@parliament.vic.gov.au

Dear Committee Members,

RE: LOCAL GOVERNMENT FUNDING FOR HUME CITY COUNCIL ENDORSED SUBMISSIONS

Thank you for the opportunity to provide a submission into the inquiry into Local Government funding and services to the Legislative Council Economy and Infrastructure Committee.

Please find endorsed submissions attached, including extract of Hume City Council Meeting Minutes.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Naim Kurt', with a flourish at the end.

**CR NAIM KURT
MAYOR
HUME CITY COUNCIL**

*Attachment 1: Hume City Council submission to the inquiry into local government sustainability
Attachment 2: Areas of service delivery impacted by cost shifting
Attachment 3: Council Meeting Minutes – Monday 24 June 2024 (Report No. 8.3 - page 9)*

Attachment 1: Hume City Council submission to the inquiry into local government sustainability



Hume City Council submission

Hume City Council welcomes this inquiry into the ongoing financial sustainability of the local government sector. Council is confronted with the challenge of maintaining or increasing services and delivering community infrastructure within a rate-capped environment, where rates revenue—the largest source of council funding—has been capped while the costs of delivering services and infrastructure have increased significantly.

Additionally, although many services are partly funded by state or federal grants, the proportion of funding from these grants relative to the total costs incurred by Council in delivering services and capital infrastructure has been declining over time.

Furthermore, State Government Legislation imposes actions on local councils that are often unfunded or underfunded. In a rate-capping environment, it is becoming increasingly difficult to sustain and absorb the costs associated with these services.

The provision of infrastructure and services form a key part of council's role in supporting the local community. In providing these, council must consider a range of 'Best Value' principles including service cost and quality standards, value-for-money, and community expectations and values. Council must also balance the affordability and accessibility of infrastructure and services with its financial capacity and in the interests of long-term financial sustainability.

The current rate cap system is not providing sufficient rate revenue to match the actual increase in the cost base of existing services and infrastructure, as outlined by the ESC in providing advice to the Minister. The inadequacy of the rate cap is evident in the experience of NSW, where the rate peg has led many councils to apply for large special variations to address its impact, resulting in significant rate shocks across NSW communities.

The submission covers financial sustainability of Council within the context of the following four key impacts:

- Rate capping
- Cost shifting
- Cost escalations
- Interface growth council challenges

Councils in Victoria are unable to raise their rates revenue to keep pace with the impacts of inflation and the related cost increases of delivering services, due to the rate capped environment. Hume City Council’s rates and charges income makes up approximately 46% of total revenue and 64% of underlying revenue for the 2024/25 financial year (which excludes capital related income such as capital grants and developer contributed assets). Council’s adopted Revenue and Rating Plan 2021 – 2025 highlights the issues caused by the introduction of the Fair Go Rates System (rate capping) on long term financial sustainability and continues to restrict Council’s ability to raise revenue to maintain service delivery levels and invest in community assets and infrastructure.

Rate capping

Council’s revenue primarily comes from rates and charges, supplemented by grants, user fees, and statutory fees. Since 2016, rate capping, which limits Councils from raising rates beyond a cap typically tied to the CPI, has been in effect. However, the costs for local government, particularly in staffing, service delivery, and infrastructure renewal, have been rising significantly more than the CPI, posing financial challenges.

The introduction of rate capping under the Victorian Government’s Fair Go Rates System (FGRS) has brought a renewed focus to Council’s long-term financial sustainability. The FGRS continues to restrict Council’s ability to raise revenue above the rate cap unless application is made to the Essential Services Commission for a variation. The FGRS cap is set at 2.75% for 2024/25.

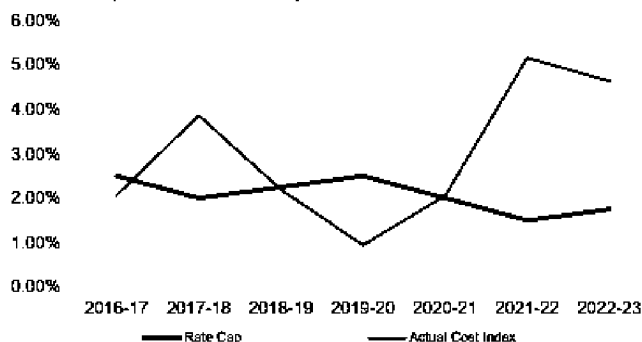
The table below outlines the rate cap for previous financial years. These increases are well below the CPI and cost increases incurred by Council for the delivery of services and capital works.

Financial Year	Rate Cap	CPI
2024/25	2.75%	2% - 3%*
2023/24	3.50%	4.10%
2022/23	1.75%	8.0%
2021/22	1.50%	4.7%

*The Reserve Bank of Australia are expecting inflation to be around 2% to 3% in 2024/25 despite inflation currently remaining higher than originally forecast.

Maintaining service delivery levels and investing in community assets remain key priorities for Council. Given the heavy dependence on rate revenue and the constraints of rate capping, which limits the ability to generate revenue beyond the cap, the Council faces the challenge of reducing reliance on property rates. This necessitates identifying alternative revenue streams and funding opportunities. However, these opportunities are limited by legislated statutory fees and charges. Additionally, non-statutory fees and charges must be set at levels that ensure accessibility for all community members, regardless of their wealth or disposable income.

The table below outlines the historical relationship between the rate cap and the actual cost index incurred by Victorian councils. Whilst the COVID period saw a reduction in costs, Council provided a substantial COVID relief package to the community of \$14.5m. Furthermore, the cost increases incurred by Victorian Councils for the other years outlined below have been significantly higher than the rate cap.



Source: FinPro report. Need for a More Sustainable Future for Local Government

Impacts of Cost Shifting

Councils have frequently faced the challenge of delivering unfunded or underfunded services. The financial burden of providing specific services, benefits, assets, or regulatory functions is often shifted from one level of government to another without the requisite funding or revenue-raising capacity. This practice, predominantly by the Victorian State Government and to a lesser extent by the Federal Government, has posed a significant financial challenge for many years. It presents a substantial risk to the delivery of services and the financial stability of local governments.

In relation to cost shifting, the level of grant funding and the expansion of service delivery areas are continuing to have a negative impact on Council’s financial sustainability. Cost shifting impacts Council’s financial sustainability, increasing the financial burden on the community through higher fees for regularly used services (e.g., community facilities, childcare, aged care services, and access to subsidised council gym and aquatic facilities). If Council cannot absorb these additional costs, it may result in reduced service levels or the elimination of non-essential services.

Cost shifting pressures mean that the community could experience a decline in the quality and availability of services such as early years programs and aged care services. This could have a significant impact on the health and wellbeing of some members in our community, particularly our most vulnerable.

Grant funding

Some services that councils provide are partly funded by state or federal grants.

However, over time and especially post COVID, the proportion of funding from government grants compared to council’s costs of delivering services and capital infrastructure has not kept pace with the real cost increases incurred by Council.

Examples of services that are subject to cost shifting include, but not limited to, maternal and child health, school crossing supervisors, library services and home and community care for elderly residents.

Expanding Areas of Cost Shifting

Traditionally, cost shifting has impacted areas like libraries and the school crossing supervision program. However, it is now encroaching into critical areas such as maternal and child health and building enforcement. Areas that were traditionally funded or at least partly funded by the state government have seen reduced funding in real terms over the years, or funding has ceased altogether. This expansion

underscores cost shifting as a major concern, posing a serious threat to future financial sustainability and forcing councils to absorb the full cost of maintaining and delivering essential services.

The following outlines some of the current cost shifting impacts faced by Council:

- Libraries
- School Crossing Supervision
- Maternal and Child Health
- Early Years Infrastructure
- Citizenship Ceremonies
- Building Reform
- Planning
- Electrical Line Clearance

The costs associated with delivering the services outlined above for the 2024/25 financial year amount to \$17.9 million. These figures only reflect direct costs and do not include any applicable overheads.

In addition to the abovementioned services, the following areas have and will continue to place considerable strain on the financial sustainability of Council:

- Landfill Levy and Waste Services
- Ministerial Guidelines on the Waste Charge
- The future of waste and recycling
- Environment Protection
- Local Government Emergency Management and Recovery

Further details are outlined in Appendix 1 below.

Road maintenance

Lack of capacity on the arterial road network leads to additional demand on local roads, causing increased costs to Council. For example, congestion on Mickleham Road has resulted in large volumes of traffic using roads such as Oaklands Road and Craigieburn Road (West) as an alternative. Council has spent over \$500,000 on patching these two roads in recent years and has committed several millions of dollars to renewals these roads in coming years. These roads would have lasted many more years without the increases in traffic they have experienced.

Roads that have been identified as ‘future arterials’ such as Aitken Boulevard, will perform the function of an arterial road for many years before being declared as arterials. Council will also face high costs to bring such roads to the standard required for declaration and is concerned that State Government requirements for this can be changed without notice.

For many years, Council undertook some roadside maintenance on arterial roads under the former Minor Maintenance Agreement. Council subsidised this work by several hundreds of thousands of dollars each year to provide a level of service in line with community expectations (eg. Vegetation management and litter collection on

medians). Since the discontinuance of the Minor Maintenance Agreement and the Department of Transport and Planning becoming responsible for this maintenance, our community has been very disappointed with the standard of maintenance, including:

- Long grass and weeds sometimes getting to 1 metre high and more.
- Lack of street sweeping and edging means kerbs are filled with silt and grass – drains become ineffective and gravel/silt is spread to nearby paths.
- Poor frequency of litter collection.

Compliance and other indirect costs

The Fire Services Property Levy is set to increase significantly from 1 July 2024. This will likely lead to negative perceptions of councils when the community receives their rates notices, as they will see the increase imposed by the state government. Unfortunately, councils will bear the brunt of the community's backlash.

Interface growth council challenges

The City of Hume has and continues to undergo a significant increase in population and households particularly through the northern corridor of the municipality. However, whilst the growth generates additional rates and contributed assets from developers, it also comes with a number of challenges in the form of increased service provision and the need to deliver, maintain and renew infrastructure assets (e.g. roads, open space and footpaths) and community facilities. Interface growth councils have a much higher infrastructure bill than that of established area councils.

While contributions from developers are an appropriate and necessary part of the funding story, they are only a contribution. Contributions systems enable the payment of levies from developers towards the cost of providing infrastructure. The systems are limited to contributing towards specific types of infrastructure to a 'basic and essential' standard. Council is responsible for delivering a wide range of infrastructure beyond what can be included in a contributions plan.

To date, Hume has been relatively successful in the implementation of Development Contributions Plans (DCPs) and Infrastructure Contributions Plans (ICPs). This has only been possible through extensive use of Works in Kind (WIK) agreements with developers. However, there are systemic issues in the system that are placing increasing pressure on Council's ability to meet the demand for infrastructure.

Councils have an obligation to complete all projects included in DCPs and ICPs, irrespective of escalating costs or changing needs, exposing them to significant financial risks. For instance, when the Sunbury South and Lancefield ICP was initially gazetted there was a theoretical funding gap of \$32.5 million due to the cap on the levy rate for community and recreation infrastructure. Council modelling for the lifetime of the ICP now indicates that this funding gap exceeds \$80 million (for both transport and community and recreation infrastructure). In less than 5 years the funding gap has almost tripled.

There are a number of factors that contribute to the increase in the funding gap that are systemic to the contributions system (both DCPs and ICPs):

- The timing gap between receiving levies and delivering infrastructure creates a built-in funding gap over time. This occurs as levies collected early in the development of the precinct are collected at lower rates that are not indexed. As the cost of delivering infrastructure increases over time, the gap between what has been collected versus what is needed to fund infrastructure delivery increases.

- The index used to annually adjust levies for ICPs is the most appropriate method that is publicly available. However, indexes look at what has happened and do not predict future trends. This means that when levies are adjusted in July they are adjusted to information that is already out of date when Council is seeking tenders to construct infrastructure. For example, an infrastructure project that has a tender put to market in May is collecting levies that are based on costs that applied 1 to 2 years ago. The rapid cost escalation experienced across the construction industry in recent years has exacerbated this issue.
- In addition to this, the information used to prepare initial costs estimates included in the gazetted documents are not always complete or subject to changing standards. Recent examples of this include VicTrack requiring air rights for a bridge over a rail line and increased cultural heritage management costs.

The above commentary primarily relates to the construction of infrastructure, however another factor councils must take into account is acquiring the land for the infrastructure. One of the biggest risks to Council’s financial management of DCPs is the additional compensation landowners can seek through the *Land Acquisition and Compensation Act* 1986. These additional costs are rarely included in the estimated value included in the DCP and can quickly increase Council’s costs by tens of millions of dollars. The ICP system recognised this issue and has introduced a system of land acquisition that appears to reduce the risk, however it is too early to determine the extent this has been reduced and in the meantime there are multiple existing DCPs where the risk remains.

Cost escalations

Landfill levy

Over the past 15 years, there has been a substantial rise in the EPA landfill levy, significantly impacting the Municipal Industrial Waste Levy (MIWL). The MIWL has increased from \$2 million in 2017/18 to an estimated \$12 million in 2025/26. For further details, please refer to Appendix 1 of this report.

Impact on Capital Works Programs

Council’s ability to deliver the extensive capital works program for the community to address renewal and upgrade requirements and deliver new infrastructure under Developer / Infrastructure Contribution Plans (DCP / ICP), has been significantly impacted by cost escalations.

Hume City Council has faced cost escalations necessitating additional expenditure budgets for several reasons, including:

- Indexed DCP/ICP projects’ value;
- Cost escalations or revisions based on better project information;
- Indexed project values to better estimate delivery costs; and
- Increases due to inflation have impacted construction and labor costs more significantly than anticipated in the capital program.

The estimated cost escalations of Council’s 10-year capital works program since 2022/23 amount to \$280 million. This significant increase has adversely impacted Council’s financial sustainability, depleted cash reserves, and affected the timing of project deliveries.

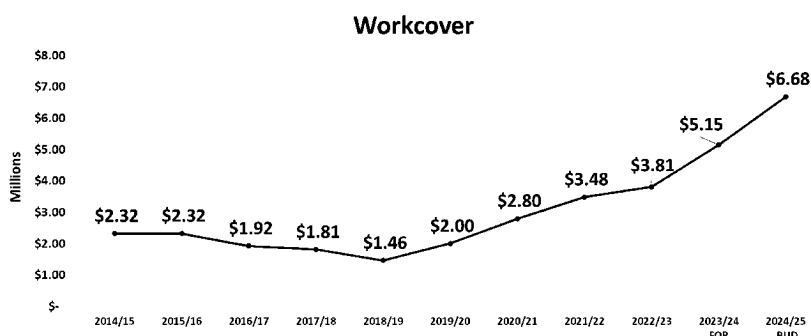
Impact on Operational budget

Additionally, increases in operational expenditure can disrupt financial planning and force Council to re-evaluate and potentially cut back on planned investments in community programs and infrastructure. The cumulative effect of these changes can

challenge Council's ability to maintain financial sustainability while continuing to meet the needs of the community. These rising costs require the Council to allocate more funds to cover operational expenditure, which reduces the amount available for other essential services and projects. Workcover and utility costs are just some examples of this.

Workcover changes

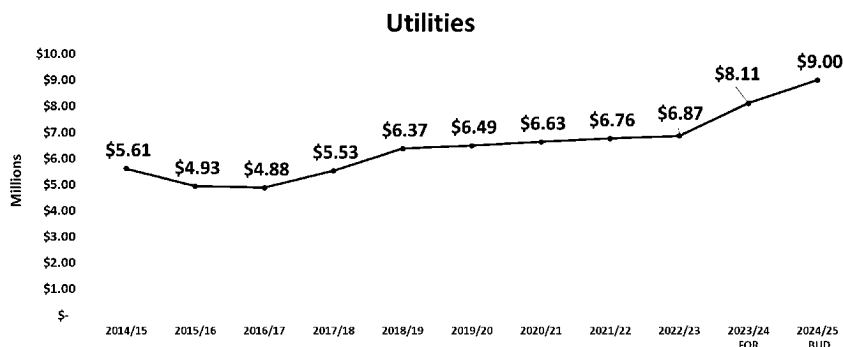
Over the years, changes to the WorkCover legislation and cost model have significantly impacted Council, due to the size, scale and risk complexity of the work we do. This has led to higher operating costs and significant uplift in our premium costs which are not wholly due to operational return to work / performance. While it is acknowledged that these changes are driven in part by claims history, industry risks, the result is an added strain on Council's budget. The graph below shows the magnitude of the increase in these costs over the years.



Utility costs

Over the years, we have seen substantial increases in the costs of utilities, specifically gas and electricity. Furthermore, the higher utility costs affect not only the Council's facilities and operations but also the broader community. Increased energy costs can lead to higher service fees for community members and businesses, exacerbating financial strain, especially for those already struggling with economic challenges. Council must find ways to manage these rising costs while continuing to provide essential services and support to the community, ensuring financial sustainability and maintaining the quality of life for residents.

The graph below shows the magnitude of the increase in these costs over the years.



Suggested Solutions to Help Council Achieve Financial Sustainability:

- (a) **Revising the Rate Cap Methodology:** To help Council achieve financial sustainability, the current method for setting the rate cap needs to reflect the specific cost factors of local government. Currently, the rate cap is based on the Consumer Price Index (CPI), which the Essential Services Commission (ESC) has acknowledged does not accurately represent local government costs. Cost factors should include employee costs, operating costs, capital works costs, and Development Contributions Plan (DCP)/Infrastructure Contributions Plan (ICP) costs, particularly relevant to interface growth councils. Interface growth Councils face unique challenges in increased service provision and the need to maintain and renew infrastructure and community facilities, which are not adequately funded by the current rate cap.
- (b) **Reviewing the Ministerial guidelines on the service rates and charges (guidelines):** The current guidelines affect Council’s ability to recover the costs associated with providing waste services to the community. If these guidelines become mandated, they will significantly and negatively impact Council’s financial sustainability. Therefore, a review of the guidelines is necessary to ensure that Council is not forced to absorb the increased costs of maintaining a clean and debris-free municipality.
- (c) **Reflecting Service Delivery Costs in Operating Grants:** Operating grants from state and federal governments need to reflect the costs of service delivery more accurately. In real terms, grant funding has been decreasing over the years, forcing Council to cover significant portions of program costs. Additionally, some grants, such as those for Maternal and Child Health, have a finite lifespan. Once these grants expire, councils are expected to continue providing these services without any government funding.
- (d) **Increasing Capital Grants:** Capital grants are generally competitive and non-recurrent, often excluding additional operational costs. A larger pool of funds is necessary to ensure that funding for capital projects does not place an unfair financial burden on Council.
- (e) **Adjusting Statutory Fees and Fines:** Statutory fees and fines, set by the state government, do not account for the true costs associated with service delivery. These fees need to be flexible enough to allow councils to recover a higher proportion of the costs involved in delivering these services.

- (f) **Overhauling the DCP/ICP Funding Mechanism:** Council understands the State Government is currently considering the recommendations from the Infrastructure Contributions Ministerial Advisory Committee. We support the State Government continuing this work, including looking at the Growth Areas Infrastructure Contribution (GAIC) system as well as developer contributions that go to Councils. We urge the State Government to add the matters raised in this submission to their considerations and look forward to hearing the outcome.

We also suggest the Work in Kind (WIK) system be looked at for streamlining and process improvements as this enables the earlier delivery of infrastructure and can assist with reducing costs for state and local government in the long term. We would be very open to being part of discussions and/or a project looking at how GAIC, the ICP/DCP and WIKs could be improved for all governments and ultimately deliver more cost effect infrastructure for future communities.

- (g) **Advocacy and collaboration with State Government on Road Funding:** Several initiatives would help alleviate the cost pressures on road funding for Council:

Prioritising Funding for Road Upgrades and Maintenance: We urge the State Government to prioritise funding for arterial road upgrades and maintenance, especially for local roads impacted by increased traffic volumes due to inadequate capacity on arterial roads.

Expediting Future Arterial Road Declarations: We aim to work with the State Government to expedite the declaration of future arterial roads, such as Aitken Boulevard, and to secure agreements on funding and maintenance responsibilities during the transition phase.

Roadside Maintenance: We request that the Department of Transport and Planning maintain a higher standard of service for roadside reserve maintenance. Although Council no longer handles the maintenance of reserves on arterial roads, the community has expressed their discontent with the current level of service being provided, citing issues such as overgrown vegetation, silt-filled kerbs, and inadequate litter collection.

- (h) **Providing Council Access to the Sustainability Fund:** Since 1992, Victorians have been paying the Municipal and Industrial Landfill Levy (MILL) when disposing of waste in landfills. Since the introduction of the MILL in 2009/10, Hume has contributed over \$40 million. As of 30 June 2023, the cash balance of the fund was \$201.1 million, projected to reach \$1.4 billion by 2026/27. Despite this, Hume has received only a small amount of approximately \$650,000 from the fund, which was insufficient to cover the full costs incurred by the Council to implement the kerbside reform. Additionally, Council will incur an extra \$14.4 million to purchase new glass bins and standardize bin lids to comply with Recycling Victoria's requirements.

Conclusion

Financial sustainability remains a concern for Council as it is impacted by rate capping, cost escalations, cost shifting and interface growth council challenges. Councils are challenged with maintaining or increasing services and delivering community infrastructure within a rate-capped environment. Rates revenue, the largest source of council funding, has been capped, while the costs of delivering services and infrastructure have increased significantly. Additionally, although many services are partly funded by state or federal grants, the proportion of funding from these grants relative to the total costs incurred by Council in delivering services and capital infrastructure has been declining over time.

Attachment 2: Areas of service delivery impacted by cost shifting



The following areas of service delivery are relevant when considering the cost shifting implications of Council. Whilst Council may receive some government funding for the delivery of some of these services, the funding is often not sufficient, leaving Council to fund the difference.

The costs associated with delivering the services outlined below for the 2024/25 financial year amount to \$17.9 million. These figures only reflect direct costs and do not include any applicable overheads.

Libraries

Currently, local councils contribute approximately 80% of the operational funding needed to support libraries, covering expenses such as staffing, book purchases, internet access, and computer services. In the past, funding for libraries was 50:50 split between the State and local governments. However, successive Victorian governments have not increased funding adequately to keep up with the growth and enhancement of library services. This places an unsustainable financial strain on ratepayers (*source: <https://www.mav.asn.au/news-resources/campaigns/previous-campaigns/library>*).

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Library Services	1,465,797	106,337	1,572,134	6,705,663	5,133,529

Council also funds significant capital investments annually of approximately \$1 million, for the purchase of books. Despite our eight libraries being integral parts of our community, the funding has not kept pace with inflation, rising costs, and increasing demand for library services. Additionally, there is a lack of grant funding opportunities for upgrading existing ageing libraries and constructing new libraries in growth areas (which are only partially funded by DCP/ICP income). This shortfall requires Council to invest significant ratepayer funds to upgrade, expand, or build new facilities to meet the community's needs.

School Crossing Supervision

The School Crossing Supervision program was introduced in 1975 under a joint (50:50 split) funding arrangement between the State (Department of Transport formally VicRoads) and Councils. Although at the outset of the program the funding contribution of the State Government was higher, the funding has diminished over a number of years and has dropped to approximately 30% in recent years.

In the 2022/23 year, the State Government funded 35% of the school crossing program with Council funding the remaining 65%. Council is now incurring a cost of \$2.05 million to run this program.

The table below shows the cost of delivering the school crossing program.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Victorian school crossing supervisor program	740,000	-	740,000	2,048,889	1,308,889

The number of approved school crossing sites has increased to 93 over the years due to growth and changes in road conditions e.g. higher volumes of vehicles on roads, resulting in additional costs to Council. Local Governments are not obligated to provide any school crossings under the Local Government Act, however if this service was not provided it would have a significant impact on the community.

It is understood that funding will continue to be allocated under the provisions of the School Crossings Subsidy Scheme into the future although the level of funding is uncertain.

Recruiting and retaining school crossing supervisors has, for many years been a considerable challenge for the Local Government sector and this continues to be the case.

A number of Councils are questioning whether they continue to provide the school crossing supervisor service given the increasing cost of delivering the service and insufficient State Government funding.

There are strong views in the local government sector, that the funding and service delivery model is unsustainable, although a commitment to withdraw from the service as indicated by some Councils is not considered necessary or appropriate at this stage.

Maternal and Child Health

The Victorian Government has gradually increased the responsibilities of Maternal and Child Health (MCH) nurses over the past decade. However, the necessary funding to support these changes has not always been provided, making it challenging to sustain the expanded services. Many Local Governments have reached a tipping point where the MCH service is no longer sustainable. This has become a key advocacy issue for Local Government in recent times through the Municipal Association of Victoria (MAV).

Local government undertakes its responsibilities for the Maternal and Child Health Service within the context of an effective partnership with the State Government.

The Universal MCH Service is primarily delivered through 10 Key Age & Stage (KAS) consultations as outlined in the KAS framework, with 6.75 hours of funding allocated per child. This framework was developed in 2004 and implemented in 2009 however has not been reviewed in the intervening 18 years.

Since 2004, multiple mandatory assessment initiatives have been added to KAS consultations in addition to the additional workload created with the introduction of the Child Information Sharing Scheme [CISS] and the Family Violence Information Sharing Scheme [FVIS] responsibilities. Each initiative requires additional consultation time for screening, record keeping and reporting, however no further funding has been provided to adjust KAS appointment times to incorporate the additional workload.

Families are presenting with increased complexities including increased mental health concerns, family violence, early discharge from hospital and limited community supports and services, requiring longer and more frequent MCH assessments and consultations. The 2023-24 State Budget included new funding over four years to boost the capacity of MCH services to better respond to the health and wellbeing needs of women, children and families by funding increased to KAS consultation times. Critically, this funding commitment is not ongoing funding, which will result in the extra 1.25 hours committed until 2026-27 being shifted to Local Government to maintain the cost of the increase in consultation times, which by such time the community and sector workforce will continue to expect.

MCH services do not receive funding to support the Leadership, administration and on-costs for supporting MCH services. Costs for MCH Leadership, administration and on-costs are supported by Council and not sustainable in an interface Council experiencing significant growth. Universal MCH - Interface Councils funding is provided in 2023/24, however this funding will not be provided in future financial years.

Therefore, despite the state government funding, the cost to deliver the service has increased significantly. In the 2024/25 financial year, the Universal MCH service will be 58% funded by the Council compared to 50% Council funding contribution based on agreement.

The table below illustrates the net cost of delivering the Universal MCH service. Therefore, despite the state government funding, the cost to deliver the service has increased significantly. Over the last 10 years, the net cost to Council has increased by 77% from \$2.2 million to \$3.9 million.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Maternal Child Health	6,051,701	-	6,051,701	9,963,131	3,911,430

Early Years Infrastructure

The Victorian Government’s Kindergarten Reform will have a significant impact on Council owned early childhood education and care facilities. To successfully implement the reform, Council must play a crucial role in ensuring sufficient early years infrastructure to meet the increased demand.

The Reforms will see significant changes to the delivery of kinder services largely through the increasing of kinder hours for 3-year-old and 4-year-old kinder. This will see the doubling of kinder hours for threes to 15 hours and for fours to 30 hours – both having weighty impacts on the need for more kinder infrastructure. This also includes upgrades to existing aging facilities, expansion as well as new sites.

In addition, as part of the Reforms there is also a need to address vulnerable and disadvantaged children in 4-year-old kinder with additional hours, progressing from the existing 15 hours to 30 hours by 2026, placing increased pressure on existing infrastructure to accommodate such additional capacity.

From 2023/24 to 2025/26, Hume City Council has received \$7.4 million for expansion works at five early childhood education and care facilities across the municipality. This has required a co-investment of \$2 million (initial projections had this forecast at \$6 million). This investment aims to expand current community facilities to support the free three-year-old kindergarten program as part of the Building Blocks – Best Start, Best Life reforms.

Despite Council’s success in securing partial funding for its kindergarten expansion projects, the Building Block funding criteria present challenges for rapidly growing communities in Hume City.

Despite working closely with the Education Department and the Victorian Building Authority to recommend expansion projects based on enrolment data, community need and specific localities, the Government bases its final approval on broad, aggregated statistical areas- and in many cases this is formed from desktop analysis of Departmental data which differs significantly to councils use of Id Forecasting, actual enrolment which considers ease of access for families and local contextual data on family preferences.

The Jacksons Creek Community Centre (JCCC) will be delivered on a 0.75ha site within the Everly Estate, co-located with open space/playing fields and a future government primary school and a local activity centre. The JCCC will be the first community centre in the Sunbury South and Lancefield Road PSP and will be instrumental in servicing the multiple development fronts until such time as additional neighbourhood facilities outlined in PSP are developed in the future.

This is further impacted by additional State Government policy that requires all new kindergartens to be built on or adjacent to Primary or Secondary School settings.

As a result a recent submission in April 2024 to seek funding to include kindergarten within the Jacksons Creek Community facility has been denied at this stage as the Government has re-assessed that the demand for this inclusion will not be required until 2032.

As part of the Hume City Council Community Infrastructure Plan (CIP) review, the unmet demand for early years infrastructure will be identified in accordance with the current Kindergarten Reform requirements. This exemplifies a cost shift from the State government to the local Council, which could have significant financial impacts on Council in fulfilling the proposed reform or changes mandated by the State government.

Citizenship Ceremonies

The federal government delegates the responsibility of conducting citizenship ceremonies to local councils as part of its partnership with local governments. Citizenship ceremonies conducted by Hume City Council are official events where individuals are granted Australian citizenship. These ceremonies are an important and celebratory occasion for new citizens, marking the final step in the process of becoming an Australian citizen. These ceremonies are a keyway for Hume City Council to welcome new citizens and celebrate their commitment to the Australian community. Councils conduct citizenship ceremonies to provide a more accessible, community-oriented, and efficient way to welcome new citizens, fostering local engagement and integration.

The table below illustrates the net cost of delivering the citizenship ceremonies.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Citizenship Ceremony	-	-	-	145,703	145,703

Building Reform

Since the initial deregulation of the building industry in the early 1990’s there has been an incremental shift in responsibility to Councils as part of the building system. This has come about primarily from legislative change which has resulted in greater inspection and oversight for Municipal Building Surveyors (MBS) including in relation to Essential Services Inspections, Swimming Pool and Barrier Compliance and combustible cladding reviews.

The net cost of delivering the building service is outlined below.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Building Services	-	1,512,500	1,512,500	2,935,903	1,423,403

Planning

The fees and charges available to councils raised from planning applications only cover a proportion of the cost to deliver the full suite of planning services for a growing municipality like Hume.

The current Victorian planning system is likely to undergo significant reform arising from the recommendations of the Operation Sandon IBAC report, Victorian Housing Statement and the forthcoming Plan for Victoria. It is unknown whether this will lead to new or changed responsibilities and whether there will be a financial impact. It should be noted that where the Minister exercises call-in powers for permit applications or amendments there is still significant work undertaken by council to provide a technical response and/or act as the responsible authority for the issuing of permits and compliance.

To provide another example of work council undertakes without any cost recovery - the Development Facilitation Program (DFP) pathway is used by developers to gain a fast track decision through the Department of Transport and Planning (DTP). The application is referred to council and although we receive no fee revenue we are expected to undertake a full assessment, develop a full set of draft conditions, and are also relied upon for all engineering and other technical advice.

The table below illustrates the gap between the statutory fees that Council is able to charge and the actual cost of providing the service. This highlights that the statutory fees, set by the state government, are insufficient to cover the cost of delivering the service.

The net cost of delivering the planning service is outlined below.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Planning and Development	-	4,042,000	4,042,000	9,364,739	5,322,739

Electrical Line Clearance

Tree pruning around powerlines is required by Councils in accordance with the Electricity Safety (Electric Line Clearance) Regulations 2020 which were introduced by the State Government in response to bushfire concerns. The extent of pruning depends on the voltage and the type of lines regardless of whether they are within HBRA (High Bushfire Risk Areas) or LBRA (Low Bushfire Risk Areas).

The increasing costs in delivering electric line clearance are as a result of incremental regulatory change, climate and nationwide skills shortage.

The biggest change occurred in the 2010 regulation post Black Saturday which mandated no regrowth into the clearance space.

Costs have increased well over CPI mainly due to:

- tighter regulatory environment (Energysafe are better resourced to audit and enforce the regulations)
- climatic influence such as higher rainfall and milder weather conditions which are favourable to tree growth.
- industry wide skilled labour shortages resulting in issues around getting specialist workers for general electric line clearance and specifically live line works which can only be provided by the Distribution Businesses this has and will add considerable costs and delays over and above CPI.

There is room for a discussion on how electric line clearance (ELC) is funded and possibly delivered into the future. ELC obligation on the Distribution Companies is passed onto the consumer, whereas Council’s Electric line clearance for the Distribution Companies assets in our road reserve is covered by Council.

The table below outlines the costs for 2024/25.

SERVICE DESCRIPTION	2024/2025 PROPOSED BUDGET				
	GRANT INCOME \$	OTHER INCOME \$	TOTAL INCOME \$	TOTAL EXPENDITURE \$	COST TO COUNCIL \$
Powerline Management	-	-	-	626,239	626,239

Other considerations

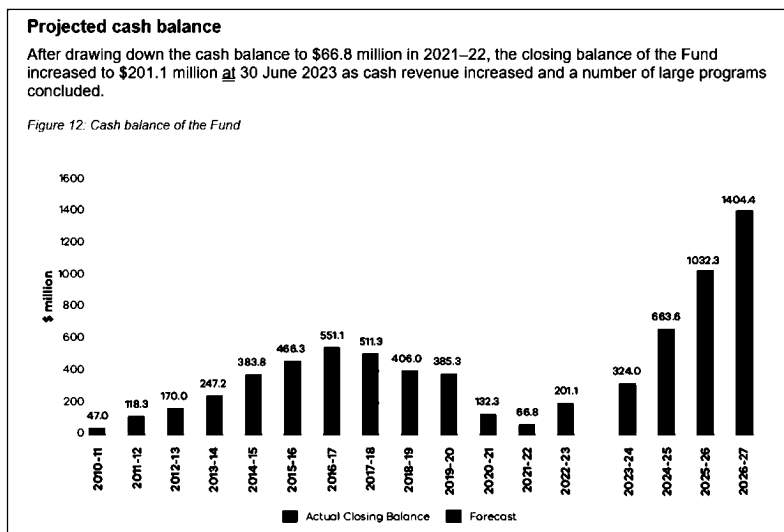
In addition to the above services, the following areas have and will continue to place considerable strain on the financial sustainability of Council: the EPA landfill levy, ministerial guidelines on waste, new Recycling Victoria initiatives, and shared responsibilities with the EPA.

These areas are outlined below:

Landfill Levy and Waste Services

In 1992, the Victorian Government established the Municipal and Industrial Landfill Levy (MILL), now known as the Municipal and Industrial Waste Levy (MIWL), to encourage recycling by putting a price (levy) on every tonne of waste that goes to landfill. The table below displays the annual MILL and MIWL levy per tonne over the years.

The MIWL is used by the Victorian Government to fund a variety of sustainability grants and initiatives and several related government agencies, including the Environmental Protection Authority (EPA), Sustainability Victoria, the Waste and Resource Recovery Groups (now Recycling Victoria) and Parks Victoria. Any remaining MIWL funds are transferred to the State Government’s Sustainability Fund. The projected balance of the Sustainability Fund for 2023/24 is \$324 million, growing to \$1.4 billion in 2026/27.



Source: https://www.environment.vic.gov.au/sustainability/sustainability-fund#toc_id_4_2022-23

In 2020, the Victorian Government released Recycling Victoria, a 10-year plan to transition Victoria to a circular economy. This includes state-wide kerbside reform, resource recovery infrastructure investment and the recognition of waste as an essential service.

As part of this reform, the Victorian Government announced significant increases in the MIWL, is rising from \$65.90 in 2019/20 to an estimated \$167.90 in 2025/26; an increase of over 250%. As a result, Hume City Council’s MIWL payments to the Victorian Government have increased from \$2 million in 2017/18 to an estimated \$12 million in 2025/26.

Year	MILL/MIWL Value (per tonne)	% Increase
1 July 2025*	\$167.90	26%
2024/25	\$132.76	3%
2023/24	\$129.27	3%
2022/23	\$125.90	19%
2021/22	\$105.90	61%
2020/21	\$65.90	0%
2019/20	\$65.90	2%
2018/19	\$64.30	2%
2017/18	\$63.28	2%
2016/17	\$62.03	2%
2015/16	\$60.70	4%
2014/15	\$58.50	10%
2013/14	\$53.20	10%
2012/13	\$48.40	10%
2011/12	\$44.00	47%
2010/11	\$30.00	233%
2009/10	\$9.00	

*expected increase

Council introduced a waste charge in 2023/24 separating waste costs from general rates as Council was facing limited revenue raising capacity through the rate cap and the rising costs of waste and recycling created a gap between the revenue collected and the expenditure on

waste. Prior to the introduction of the waste charge, the cumulative gap between the waste and recycling costs and the rate cap for the period 2015/16 to 2022/23 was in excess of \$20 million.

Ministerial Guidelines on the Waste Charge

In 2016, the Victorian Government introduced a Rate Cap on local government in accordance with the Fair Go Rates system which imposes a cap on the amount that councils can increase its general rates by.

The Local Government Act 1989 (s162) together with the Local Government Legislation Amendment (Rating and Other Matters) Act 2022 enables councils to implement a service charge for waste, recycling or resource recovery services.

The Rate Cap established under the Victorian Government’s Fair Go Rates system does not apply to service charges, including waste services charges.

The Minister for Local Government issued the Local Government Service Rates and Charges good practice guidelines in December 2023, which were set to take effect from 1 March 2024, but later deferred.

According to these guidelines, it is considered unsound for a council to impose a Service Rate or Charge to fund services that do not directly benefit the occupancy subject to the charge.

If the guidelines become mandated, Council will not be able to charge a public waste charge, despite covering services like street sweeping, waste collection from public places, disposal of dumped rubbish, and clearing drains. However, there is an argument that the funds collected through this public waste charge support community health, sanitation, and appearance, providing a rationale for their collection through a waste charge.

If the costs associated with removing public waste costs are not able to be recovered through the waste charge, there are two likely outcomes:

- (a) Costs can be put back into the rates base - the estimated 10 year impact on Council is approximately \$18 million.
- (b) Costs cannot be put back into the rates base - the estimated 10 year impact on Council is approximately \$123 million.

In addition, being one of the few councils with its own landfill sites, there are significant costs associated with the operation of the sites including rehabilitation and aftercare costs. Under these guidelines, these costs are not able to be recouped through a waste charge.

The future of waste and recycling

A number of the kerbside reform items introduced in the Victorian Government’s Recycling Victoria plan have since been legislated through the Circular Economy (Waste Reduction and Recycling) Act 2021. In addition to the increases in the MIWL, some of these changes will result in further increased costs for Council.

As part of this kerbside reform, Council must introduce a four-bin kerbside collection system.

This includes:

- A red lidded bin for general waste (landfill)
- A yellow lidded bin for commingled recycling
- A green lidded bin for food and garden organics (FOGO)
- A purple lidded bin for glass

Council will need to fund the new FOGO and glass collection services. The costs of delivering these services, including delivery of new bins and the associated collection and disposal costs will be substantial.

The Victorian Government is also standardising what can be placed into each of these bins state-wide. Whilst these standards have not yet been released, early indications are there will be some significant changes in what can be placed in kerbside bins. In addition, the Victorian Government have set some ambitious targets for waste diversion from landfill and overall reductions in waste generation per capita.

Extensive community education will need to be funded to ensure Hume City meets its obligations to provide these new, standardised services whilst minimising material disposed of in landfill.

Environment Protection

The Environment Protection Authority is the State Government agency primarily responsible for leading the response to environmental, waste and pollution issues to reduce their harm on the community. The EPA was established in 1971 under the Environment Protection Act 1970. However, a series of legislative changes to the Act over a number of years has gradually shifted the burden of responsibility for environmental issues towards Councils. The EPA considers Council as partners, joint-regulators and duty holders in the environment protection framework. Potential contamination of land is a key issue where the EPA historically took full responsibility when it comes to land use planning and development. However, not only changes to the EPA Act but also the Planning and Environment Act 1987 means that Councils need to take responsibility for assessing and understanding environmental impacts, often without the relevant expertise.

The areas where the EPA says that they share responsibility with Council are:

- Litter;
- illegal dumping;
- noise; and
- on-site wastewater management systems with a capacity of up to 5000 litres on any day.

However, the weight of responsibility on these issues sits with Council as a customer responsive and community focused level of government which is closest to the community.

Local Government Emergency Management and Recovery

Under Victorian law, local governments shoulder critical emergency management responsibilities, encompassing planning, prevention, response and recovery, while also fostering community resilience. This includes but is not limited to:

- Developing emergency management plans for the municipality, in partnership with other emergency services agencies;
- Performing fire prevention activities, including inspecting, and issuing fire prevention notices to vacant properties containing fire hazards;
- Operating relief and recovery centres during/after an emergency; and
- Coordinating emergency shelter for displaced people and animals.

Hume City Council receives an annual contribution of \$60,000 through the Victorian government Municipal Emergency Resourcing Program (MERP). This funding is earmarked to support Council's emergency management responsibilities, including initiatives aimed at building community resilience and preparedness. Despite the indispensable nature of these activities, the grant funding provided through the MERP has remained unchanged since its

inception in 2012. Recent confirmation indicates that this financial contribution from the Victorian government will persist at its current level until 2028.

In the face of this stagnation in Victorian government grant funding, Council has and continues to shoulder the increasing costs associated with its delivering its emergency planning, preparedness, resilience and recovery activities.

Attachment 3: Council Meeting Minutes - Monday 24 June 2024 (Report No. 8.3 - page 9)



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 24 JUNE 2024

7.00PM

TOWN HALL BROADMEADOWS

UNCONFIRMED MINUTES

It should be noted that these minutes are not in their final form until Council has formally resolved to confirm them.

These minutes will be presented to Council for confirmation on Monday, 8 July 2024.

MINUTES **24 JUNE 2024**
COUNCIL MEETING

Report No.	Report	Page in Agenda
8.3	Submission to State Government on Cost Shifting and Financial Sustainability	227

Moved Cr Sam Misho, **Seconded** Cr Karen Sherry

That Council provide a submission to the Legislative Council Economy and Infrastructure Committee on the Inquiry into Local Government funding and services expressing concern about the extent of cost shifting from the State Government to Local Government, especially in the context of rate capping limiting Council’s ability to meet the future operational and infrastructure needs of its community. The submission is included in Attachment 1 and the appendix to the submission is included in Attachment 2.

OFFICIAL



The Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety

121 Exhibition Street
Melbourne, Victoria 3000 Australia

Ref: BMIN-2-24-36135

Cr Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047

Dear Cr Kurt

The Victorian Government is committed to building council emergency management capacity and capability. I am pleased to confirm that, as part of this commitment, funding for the Municipal Emergency Resourcing Program (MERP) is ongoing and funding agreements are being renewed.

Funding allocations to councils will be maintained at existing levels for the period 1 July 2024 to 30 June 2028. Your council will receive \$60,000 in each of the next four financial years. The Department of Government Services (DGS) will shortly contact your Chief Executive Officer to establish a funding agreement for the MERP and provide updated Guidelines for the program.

I would like to take this opportunity to acknowledge councils’ key role in helping Victorian communities recover from recent emergencies including floods, storms and bushfires. The Victorian Government will continue to support councils and their disaster recovery.

If you have any questions in relation to this funding please contact Wayne Buckman, Assistant Director, Local Government Emergencies at the Department of Government Services on 0428 794 809 or wayne.buckman@ecodev.vic.gov.au.

I look forward to your council’s continued contribution to this vital program and commitment to Victoria’s communities.

Yours sincerely

The Hon. Melissa Horne MP
Minister for Consumer Affairs, Gaming and Liquor Regulation
Minister for Ports and Freight
Minister for Local Government
Minister for Suburban Development

Date: 04/06/2024
cc Ms Sheena Frost, CEO

Your details will be dealt with in accordance with the *Public Records Act 1973* and the *Privacy and Data Protection Act 2014*. Should you have any queries or wish to gain access to your personal information held by this department please contact our Privacy Officer at the above address.



OFFICIAL

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THE HON CATHERINE KING MP
Minister for Infrastructure, Transport, Regional
Development and Local Government

THE HON KRISTY MCBAIN MP
Minister for Regional Development,
Local Government and Territories

Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047

Via: NaimK@hume.vic.gov.au
Cc: contactus@hume.vic.gov.au

Dear Mayor/Councillor

I am writing to advise your funding allocation under the **Roads to Recovery (RTR)** Program. The Australian Government is proud of its continued support for road construction and maintenance through RTR with \$4.4 billion being made available over the next five years. In 2024-25, the annual RTR budget is \$650 million and will increase over the funding period to reach \$1 billion per year from 2027-28. This represents the first increase in RTR funding since 2019-20. This permanent increase will allow for more effective long-term planning for the safer maintenance and upgrade of our local roads without being subject to budget cycles.

I am pleased to advise that **Hume City Council** will receive **\$14,242,672** for the five-year funding period 1 July 2024 to 30 June 2029.

The RTR Program will continue to operate under simple administrative arrangements, allowing funding recipients to decide the priority local projects on which to spend their allocation. In accordance with the current arrangements, projects funded under RTR can be delivered at any time throughout the five-year funding period. While your nominal annual allocation gradually increases over the next five years, if you have local priorities that require access to funding sooner, I encourage you to identify and schedule your projects as early as possible in the new financial year and contact the Department of Infrastructure, Transport, Regional Development, Communications and the Arts by email to Roads.toRecovery@infrastructure.gov.au.

The Department will soon write to formally advise you of the updated program conditions prior to the start of the new funding period, including in relation to your nominal annual allocation and own source expenditure requirements.

The Australian Government is committed to improving employment opportunities for First Nations peoples and we ask for this consideration to be applied to projects using RTR funding.

PO Box 6022 Parliament House, Canberra ACT 2600 | Tel: (02) 6277 7520

In addition to the RTR funding commitment, the Australian Government has increased funding to the **Black Spot Program**, and from 1 July 2024 will commence the new **Safer Local Roads and Infrastructure Program**. Collectively these programs provide a valuable source of funding to local governments seeking to improve road infrastructure and safety. Councils will also be interested to know that submissions are continuing to be accepted for the **Heavy Vehicle Rest Area initiative**. For further information on these programs and how to apply, please visit <https://investment.infrastructure.gov.au/about/local-initiatives>. I encourage you to consider these programs to support your local road safety improvements.

I look forward to continuing the successful relationship between the Australian Government and your council over the coming years.

Yours sincerely



THE HON CATHERINE KING MP
Minister for Infrastructure, Transport, Regional Development and Local Government



THE HON KRISTY MCBAIN MP
Minister for Regional Development, Local Government and Territories

22 May 2024

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Carmen Frawley
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

3 June 2024

Postal Address
PO BOX 119
DALLAS 3047

The Hon. Mark Dreyfus KC, MP
Attorney General
PO Box 6022
Parliament House
Canberra ACT 2600

Telephone 03 9205 2200
Facsimile 03 9309 0109
www.hume.vic.gov.au

Via email: attorney@ag.gov.au

Dear ~~Attorney-General~~ *Mark*

RE: CELEBRATION OF HUME BILL OF RIGHTS 20 YEAR ANNIVERSARY

In 2004, Hume City Council enacted the first Bill of Rights of any level of government in Australia, with the establishment of the Hume Citizen's Bill of Rights. This groundbreaking document underpins Council's commitment to social justice and recognises the inalienable, economic, social and cultural rights every Hume resident has in the decisions Council makes on a day to basis on behalf of its residents.

This year marks the 20th anniversary of the establishment of the Hume Citizen's Bill of Rights, and as part of this milestone, Hume City Council intends to host a celebratory event reflecting on the achievements which have been made and delivered for our community in the field of Social Justice over the past 20 years and to reflect on what more needs to be done to ensure our Council and government continues to meet the needs of our residents.

Hume City Council is proud of the leadership that was shown in the development of the Hume Citizen's Bill of Rights in 2004 and the continued leadership that we continue to make in advocacy on behalf of our diverse and rapidly growing community.

As part of our celebrations, I would like to extend an invitation to yourself to celebrate the 20th anniversary of this landmark occasion as our keynote speaker, sharing some of your insight into the importance of human rights and social justice, as Australia's Attorney General.

Tentative event details:

Event: Legacy of Hume Citizens' Bill of Rights
Date: Friday 21 June 2024
Time: 10am-12pm
Venue: Hume Global Learning Centre – Craigieburn

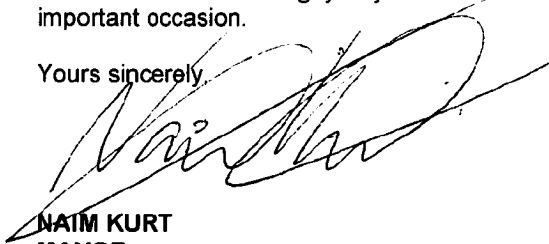
2

The event program will also include a panel discussion regarding the progress of human rights and a presentation of Hume’s advocacy priorities, followed by lunch. We intend to invite Local and Federal Members of Parliament, community leaders and advocates, social justice professionals and local school principals and student leaders.

I am very keen for you to participate in this event, so if the tentative details shown above are not suitable to you, I welcome the opportunity to move the event to a time that you are available. Please have your staff contact Carmen Frawley, Coordinator Advocacy, at _____ or _____ to arrange.

I look forward to having you join us in celebration and recognition of this important occasion.

Yours sincerely



**NAIM KURT
MAYOR
HUME CITY COUNCIL**

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Carmen Frawley
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

25 June 2024

The Hon. Richard Marles MP
Deputy Prime Minister
PO Box 6022
Parliament House
Canberra ACT 2600

Via email: richard.marles.mp@aph.gov.au
dpm.media@defence.gov.au

Dear Deputy Prime Minister

RE: CELEBRATION OF HUME BILL OF RIGHTS 20 YEAR ANNIVERSARY

In 2004, Hume City Council enacted the first Bill of Rights of any level of government in Australia, with the establishment of the Hume Citizen’s Bill of Rights. This groundbreaking document underpins Council’s commitment to social justice and recognises the inalienable, economic, social and cultural rights every Hume resident has in the decisions Council makes on a day to basis on behalf of its residents.

This year marks the 20th anniversary of the establishment of the Hume Citizen’s Bill of Rights, and as part of this milestone, Hume City Council intends to host a celebratory event. This event will reflect on the achievements which have been made and delivered for our community in the field of social justice over the past 20 years and consider what still needs to be done to ensure our Council and government continues to meet the needs of our residents.

Hume City Council is proud of the leadership that was shown in the development of the Hume Citizen’s Bill of Rights in 2004 and the continued leadership demonstrated by our advocacy on behalf of our diverse and rapidly growing community.

In these troubling times, the fundamental rights of all are so very important. As Australia’s Deputy Prime Minister and Minister for Defence, your role in leading Australia’s drive to support and uphold human rights across our region and beyond is significant.

2

As part of our celebrations, I would like to extend an invitation to yourself to celebrate the 20th anniversary of this landmark occasion as our keynote speaker, sharing some of your insight into the importance of human rights and social justice, as Australia’s Deputy Prime Minister.

The event program will also include a panel discussion regarding the progress of human rights and a presentation of Hume’s advocacy priorities, followed by lunch. We intend to invite Local and Federal Members of Parliament, community leaders and advocates, social justice professionals and local school principals and student leaders.

I am very keen for you to participate in this event, so we will be happy to plan the event around your availability. The following details may assist in selecting a suitable time:

Location: Hume City (Broadmeadows, Craigieburn or Sunbury)
Timeframe: By 31 July 2024
Event duration: Two hours

Please have your staff contact Carmen Frawley, Coordinator Advocacy, at
or to arrange.

I look forward to having you join us in celebration and recognition of this important occasion.

Yours sincerely,



**CR NAIM KURT
MAYOR
HUME CITY COUNCIL**



The Hon Sonya Kilkenny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: BMIN-1-24-1224

Cr Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047
Via email: naimk@hume.vic.gov.au

Dear Mayor

**KALKALLO STATE EMERGENCY SERVICES FACILITY – STATE PROJECT DECISION UNDER
CLAUSE 52.30-2 OF THE HUME PLANNING SCHEME**

I am writing in response to a request from the Community Safety Building Authority that the Kalkallo State Emergency Services Facility be given state project status under Clause 52.30 (State projects) of the Hume Planning Scheme.

I have decided that, in accordance with Clause 52.30-2, the project is a state project and qualifies for assessment under Clause 52.30.

In accordance with Clause 52.30-3 (Exemption from planning scheme requirements), the project is exempt from the usual requirements of the planning scheme, subject to meeting the conditions and requirements outlined under the clause.

If you have any queries, please email Ms Lorraine Dowsey, Manager, State Project Facilitation, Department of Transport and Planning at lorraine.dowsey@delwp.vic.gov.au.

Yours sincerely

The Hon Sonya Kilkenny MP
Minister for Planning

Date: / /

26/5/2024



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The Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety

121 Exhibition Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-2-24-23972

Naim Kurt
Mayor
Hume City Council
naimk@hume.vic.gov.au

Dear Cr Kurt

Thank you for your email of 19 April 2024 regarding the Hume Central Program, the Heart of Broadmeadows.

I appreciate you taking the time and effort to write to me about this matter and thank you for sending me the Hume Central Advocacy document. I have noted its content which highlights the need to create a town centre that captures the proud history of Broadmeadows and gives rise to the works already underway to provide the community with enriching public spaces.

It notes that your initiative centers around the prioritisation of Broadmeadows as a Metropolitan Activity Centre. If you have not done so already, I would encourage you to reach out to the Minister for the Suburbs whose department is responsible for the Broadmeadows Suburban Revitalisation Board and the Growing Suburbs Fund.

The Department of Transport and Planning is best placed to provide advice on what shared opportunities may align with your aspirations.

I trust this information has been of assistance to you.

Yours sincerely

The Hon. Melissa Horne MP
Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety
Date: 27/05/2024

Your details will be dealt with in accordance with the *Public Records Act 1973* and the *Privacy and Data Protection Act 2014*. Should you have any queries or wish to gain access to your personal information held by this department please contact our Privacy Officer at the above address.



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The Hon. Jacinta Allan MP
Premier of Victoria
Level 1, 1 Treasury Place
EAST MELBOURNE VIC 3002
Via email: Jacinta.Allan@parliament.vic.gov.au

12 June 2024

Dear Premier

Request for Meeting re Public Transport Services in Melbourne’s North

Following a meeting at La Trobe University on 2 May attended by the Chancellor and Vice Chancellor, local industry group NORTH Link and the Mayors and CEOs of the eight northern Councils, we resolved to write to you to seek a meeting to discuss options for improving public transport across Melbourne’s northern suburbs.

In 2022, the Northern Councils came together to plan for an enhanced public transport network across our northern suburbs.

We did this work because the current public transport offerings in our region are outdated and in urgent need of improvement.

The shortcomings of public transport in Melbourne’s north are exacerbated by the fact that this is a fast-growing region. We urgently need more frequent bus services, more efficient connectivity, and greater access so that our community can get to jobs, health, and education facilities. Currently, our community must either rely on a public transport service that does not meet their requirements, or else drive their own vehicle, which leads to increased congestion. In the north, a journey that is a 35-minute drive by car can be 2 hours or more by public transport and weekend services in key areas across the region are almost non-existent.

Additional bus services can be rolled out quickly, are modest in cost, and can help meet demand in advance of more permanent measures such as the Suburban Rail Loop. Over the medium-term, new routes could potentially also take advantage of enhanced connectivity to the North East Link.

Implementing a ‘Suburban Rail Loop Bus’ following the route of the SRL would have multiple benefits. As well as expanding Melbourne’s bus network and helping people to get to critical employment and education centres, it would also improve cross-corridor connectivity, build the SRL brand, ease the current strain on the north’s transport network, and reduce road congestion.

As part of our response to the recommendations of the Northern Region Transport Strategy, the Northern Councils Alliance has completed comprehensive research on bus provision in Melbourne’s northern suburbs. This includes a Bus Networks Study that shows the need for investment in bus networks to meet regional needs.

Our research highlights the importance of improving services to La Trobe University and key precincts in Melbourne’s north such as Epping and Melbourne Airport. Strengthening these precincts is a focus for the region more generally and is outlined in the Melbourne’s North Investment Attraction Strategy. The report also recommends a variety of improvements across the region, including better cross-municipal routes and increased services for our growth areas.

In summary, we believe that investment as outlined in the Bus Networks Study is essential for:

- access to education and health services
- precinct development
- business and employment growth
- access for residents in growth areas
- future proofing the economic and social development of Melbourne’s north
- ensuring equitable transport services and access for all members of our community.

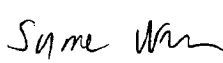
We would welcome the opportunity to meet with you to discuss solutions for improved public transport and connectivity in Melbourne’s north and to outline the findings and recommendations of the research studies we have undertaken.

Should you wish to learn more, please contact Ms Melissa Atallah, Executive Officer, Northern Councils Alliance on 0439 660 993 or via email: melissa.atallah@northerncouncils.org.au.

Yours sincerely



Cr. Tom Melican
Mayor, Banyule City Council
Chair, Northern Councils Alliance



Cr. Susanne Newton
Mayor
City of Darebin



Cr. Naim Kurt
Mayor
Hume City Council



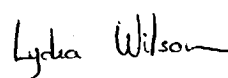
Cr. Adam Pulford
Mayor
Merri-bek City Council




Cr. Louise Bannister
Mayor
Mitchell Shire Council



Cr. Ben Ramcharan
Mayor
Nillumbik Shire Council



Lydia Wilson
Chair Administrator
City of Whittlesea



Cr. Carli Lange
Mayor
Manningham City Council



Professor Theo Farrell
Vice- Chancellor and
President
La Trobe University



Linc Horton
Chair
NORTH Link

Cc: The Hon. Ben Carroll MP
The Hon. Gabrielle Williams MP
The Hon. Tim Pallas MP
The Hon. Danny Pearson MP
The Hon. Lily D’Ambrosio MP
The Hon. Ros Spence MP
The Hon. Colin Brooks MP
The Hon. Anthony Carbines MP
The Hon. Vicki Ward MP
The Hon. Jaclyn Symes
The Hon. Shaun Leane
The Hon. Enver Erdogan
Ms Bronwyn Halfpenny
Ms Kat Theophanous
Ms Lauren Kathage
Mr Josh Bull
Mr Iwan Walters
Mr Anthony Cianflone
Mr Nathan Lambert
Ms Kathleen Matthews-Ward
Ms Sonja Terpsta
Ms Sheena Watt

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The Hon Catherine King MP

**Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat**

Ref: MC24-002729

Cr Naim Kurt – Mayor of Hume City
Ms Kathleen Matthews-Ward MP – Member for Broadmeadows
Broadmeadows Suburban Revitalisation Board
Hume City Council
PO BOX 119
DALLAS VIC 3047

Via: jordanC@hume.vic.gov.au

Dear Mayor and Ms Matthews-Ward

Thank you for your letter of 8 March 2024 on behalf of the Broadmeadows Suburban Revitalisation Board (BSRB) regarding the Australian Government’s Thriving Suburbs and urban Precincts and Partnerships Programs. I apologise for the delay in responding.

I appreciate your interest in these programs, which are being designed to support a range of local infrastructure priorities for communities within the Greater Capital City Statistical Areas, such as the Hume local government area.

Forecast Funding Opportunities have now been released for Thriving Suburbs and urban Precincts and Partnerships Programs and are available on the Department of Infrastructure, Transport, Regional Development, Communications and the Arts website. These forecast opportunities have been provided for planning purposes and to help stakeholders start to prepare, ahead of the programs opening to accept applications.

For probity reasons, myself and officials within my department are not able to meet with you to discuss the Broadmeadows Revitalisation project. This is to ensure a fair and transparent process for all future applicants.

Thank you for taking the time to write to me on this matter.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Catherine King'.

Catherine King MP

6 / 0 / 2024

PO Box 6022 Parliament House, Canberra ACT 2600 | Tel: (02) 6277 7520

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– OFFICE OF THE MAYOR –



Our File: HCC12/104 (IN24/23474)
Enquiries: Sheena Frost
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Thursday, 13 June 2024

Mr Iwan Walters MP
State Member for Greenvale
55 St Andrews Place
EAST MELBOURNE VIC 3002

Via Email: iwan.walters@parliament.vic.gov.au

Dear Mr Walters

RE: **GREENVALE TENNIS CLUB**

Thank you for your letter dated 29 April 2024 regarding Greenvale Tennis Club and raising this with me directly on 23 May 2024.

Council Officers have been liaising with the Federal Government regarding the grant for this project and keeping them informed of the current state and will complete a funding variation.

Since your letter, Council Officers have met with the Club to discuss Council's and the Club's preferred option. Detailed cost plans of both options are being developed.

It should be noted Council's draft 2024/25 budget is based on Council's preferred option. Once the detailed cost plans are known, Council will then be able to confirm its position.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Naim Kurt', with a flourish at the end.

**CR NAIM KURT
MAYOR**

Iwan Walters MP

MEMBER FOR GREENVALE



Cr. Naim Kurt

Mayor, Hume City Council
PO Box 119
DALLAS VIC 3047

CC: **Cr. Chris Hollow**
Councillor, Hume City Council

Monday 29 April 2024

Dear Naim,

I met today with representatives of Greenvale Tennis Club and I am writing to you in relation to the planned upgrade of the Club’s facilities.

I note with thanks the significant financial contribution already committed by Hume City Council towards this planned upgrade and to supporting Greenvale Tennis Club to increase community engagement and physical activity in Greenvale.

The specific purpose of this letter is to seek advice on the Club’s behalf regarding the potential re-siting and re-construction of the Club’s pavilion / clubhouse, rather than its refurbishment on the current site - and the viability of achieving this with the financial resources committed to the project.

Alongside Hume City Council’s substantial contributions, I understand that the Federal Government has allocated approximately \$300,000 toward the upgrade of Club facilities. However, it is the Club’s understanding that these funds must be deployed by the end of the financial year.

In my meeting with Club representatives today, it was emphasised that the Club would be grateful for any insights or advice regarding Council’s estimates of the costs and viability of building a new pavilion on an alternative site, compared with renovating the existing structure – noting that the Club’s preference is to optimise the precinct by building a new pavilion in a more central location.

As such, I would be grateful for any advice you may be able to share with the committee of Greenvale Tennis Club regarding the planned upgrade of facilities.

If you have any further questions, please don’t hesitate to contact me.

Many thanks,

Iwan

A handwritten signature in black ink, appearing to read 'Iwan Walters'.

OFFICE: G42 Annexe, Parliament of Victoria, Spring St, East Melbourne VIC 3002



(03) 9651 8208



IwanWaltersMP



iwan.walters@parliament.vic.gov.au



iwan.walters@parliament.vic.gov.au



THE HON MATT THISTLETHWAITE MP
ASSISTANT MINISTER FOR DEFENCE
ASSISTANT MINISTER FOR VETERANS’ AFFAIRS
ASSISTANT MINISTER FOR THE REPUBLIC

Ref No: MC24-001333

Mayor Naim Kurt
Hume City Council
PO Box 119
DALLAS VIC 3047
naimk@hume.vic.gov.au

Dear Mayor

Thank you for your correspondence of 3 May 2024 regarding the Merlynston Creek Crossing project. I appreciate the time you have taken to raise this matter with me and your continued representation on behalf of the people of Hume.

I acknowledge the socio-economic benefits of the project and that the proposed sale of surplus Commonwealth land at Maygar Barracks would make an important contribution to the Merlynston Creek Crossing development.

Defence is supportive of the request. I understand that Defence and Hume City Council have engaged positively on required due diligence investigations in relation to the proposed sale, which is currently progressing through the Government approval process as required by the Commonwealth Property Disposal Policy.

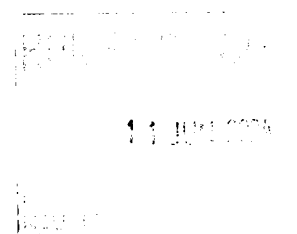
I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Matt Thistlethwaite'.

MATT THISTLETHWAITE

30 MAY 2024



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The Hon Sonya Kilkeny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: BMIN-1-24-1505

Cr Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047

Dear Mayor

I am writing to advise that I am exercising the power under section 36 of the *Victorian Planning Authority Act 2017* and have directed the Victorian Planning Authority (VPA) to provide me with advice and assist in the preparation of draft plans for the Greenvale North (Part 2) precinct.

I have also directed the VPA to undertake engagement and receive submissions on a draft planning scheme amendment to implement the Greenvale North (Part 2) Precinct Structure Plan (PSP).

Following the consultation process, the VPA will review submissions and decide how to progress the plan for Greenvale North (Part 2) precinct and consider any unresolved submissions. This may include referral to the VPA Projects Standing Advisory Committee, which was established under section 151 of the *Planning and Environment Act 1987* to provide advice on VPA projects.

The Greenvale North (Part 2) precinct will deliver a residential precinct that incorporates natural and Aboriginal Cultural Heritage features as well as land required for the delivery of the Greenvale Reservoir bund, a critical piece of infrastructure which will protect Melbourne’s drinking water from the impacts associated with urban development runoff.

I expect the VPA to work in partnership with Hume City Council and other relevant stakeholders in development of the PSP and draft planning scheme amendment. This is critical to ensuring a positive outcome for this important precinct.



If you would like more information about this matter, please contact Andrew Gear, Executive Director, State Planning Policy, Department of Transport and Planning, on email andrew.gear@delwp.vic.gov.au.

Yours sincerely



The Hon Sonya Kilkenny MP
Minister for Planning

Date: 11 30/5/2024



**The Hon Melissa Horne MP**

Minister for Casino, Gaming and Liquor Regulation
Minister for Local Government
Minister for Ports and Freight
Minister for Roads and Road Safety

121 Exhibition Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-2061

Cr Naim Kurt
Mayor
Hume City Council
1079 Pascoe Vale Road
BROADMEADOWS VIC 3047
NaimK@hume.vic.gov.au

Dear Mayor

Thank you for your letter of 4 March 2024 regarding waste dumping along Mount Ridley Road in Craigieburn.

The Victorian Government is investing a total of at least \$6.6 billion over 10 years into road maintenance and renewal works, including flood recovery. This will see \$964 million invested in maintaining our road network in the next financial year alone. This new multi-year funding approach means the Department of Transport and Planning (DTP) can plan a long-term road maintenance program and deliver works in a strategic manner across the State. It will also allow DTP to take a more efficient and sustainable approach to road maintenance over the next decade.

We remain focused on repairing roads that were damaged as a result of unexpected weather events, including patching, pothole filling and time-critical maintenance that will make our roads drivable and safe for passenger and freight transport. DTP crews have also achieved significant milestones in the past year: patching thousands of potholes, clearing hundreds of thousands of tonnes of snow from alpine roads, repairing or replacing more than 20,000 signs and tens of thousands of kilometres of roadside grass being mowed, slashed and sprayed. These efforts are supported by the Victorian Government’s commitment of \$770 million in 2023–24 to maintain Victoria’s road assets and ensure a safer travel environment for all Victorians.

I am pleased to advise that rubbish removal was programmed in May 2024. DTP in collaboration with Hume Council have constructed a fence to restrict access to the area and dumping rubbish.



Thank you for sharing your concerns. The feedback is important to the Allan Labor Government as it continues to work hard to improve the road network in Victoria.

Yours sincerely



Hon Melissa Horne MP

Minister for Casino, Gaming and Liquor Regulation

Minister for Local Government

Minister for Ports and Freight

Minister for Roads and Road Safety

Date: 19/06/2024

Ros Spence MP

STATE MEMBER FOR KALKALLO



Cr Naim Kurt
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047

Naim
Dear Mayor,

15 Mount Ridley Road

As you know, I had written to the Minister for Roads and Road Safety, the Hon. Melissa Horne MP regarding dumped rubbish at 15 Mount Ridley Road in Craigieburn.

I am very pleased to let you know that since I wrote to the Minister regarding this issue the Allan Labor Government has installed fencing in partnership with Hume City Council to prevent any further rubbish dumping at this site.

This is a big win for our community, and I thank Hume City Council for your continued advocacy in seeking a resolution to this important issue.

I trust this information is of assistance, please do not hesitate to contact me in the future should I be able to assist with any other State Government matters.

Kind regards,

The Hon. Ros Spence MP
State Member for Kalkallo
Minister for Agriculture
Minister for Community Sport
Minister for Carers and Volunteers

11 / 16 / 2024

OFFICE: Shop D00-02B Craigieburn Central Shopping Centre
340 Craigieburn Road, Craigieburn VIC 3064

POSTAL: PO Box 132, Craigieburn VIC 3064

P: (03) 8377 4477 **E:** ros.spence@parliament.vic.gov.au



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The Hon Sonya Kilkeny MP

Minister for Planning
Minister for the Suburbs

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-2470

Cr Naim Kurt
Hume City Council
1079 Pascoe Vale Road
BROADMEADOWS VIC 3047
NaimK@hume.vic.gov.au

Dear Mayor,

RE: HUME CENTRAL – THE HEART OF BROADMEADOWS

Thank you for your letter of 19 April 2024 regarding Hume Central.

I acknowledge Council’s advocacy document which illustrates the strategic importance and opportunities for Hume Central. I thank Council for your insights during my visit to Broadmeadows in November 2023.

I appreciate that Council’s vision for Hume Central aligns with the Victorian Government’s objective to support housing growth in the Broadmeadows Activity Centre. A renewed planning framework for Broadmeadows will provide the basis to realise our shared vision for the centre.

I thank Council for continuing to work closely with the Department of Transport and Planning and the Victorian Planning Authority to develop as part of the Activity Centres Program and look forward to finalising this important work.

Yours sincerely

The Hon Sonya Kilkeny MP
Minister for Planning
Minister for the Suburbs

Date: 10/6/2024



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– OFFICE OF THE MAYOR –



Our File: 510736
Enquiries: David Fricke
Telephone:

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

17 June 2024

Mr Iwan Walters MP
State Member for Greenvale
Suite C308, 1510 Pascoe Vale Road
Coolaroo VIC 3048

Via email: iwan.walters@parliament.vic.gov.au

Dear Mr ~~Walters~~ ^{Iwan}

RE: WESTMEADOWS PRIMARY SCHOOL – WASTE COLLECTION ACCESS

Thank you for your representations to Council regarding issues with waste collection access at Westmeadows Primary School.

For your information, Council has extensively investigated and considered parking and traffic in the road network surrounding Westmeadows Primary School. This includes consideration of parking and traffic challenges within Shadforth Street where the waste collection is currently taking place. The February 2018 Council Report detailing the investigation findings and Council recommendations are attached for your information.

It is noted the current waste collection arrangement involving a large 10.18m waste collection vehicle that needs to perform reversing movements on public land is a legacy arrangement that would not be acceptable under modern development guidelines. The vehicle is oversized for the local road (Shadforth Street) it needs to access, obstructs the public footpath during collection and exposes pedestrians on the public footpath to the loading mechanism. Additionally, a reverse heavy vehicle movement is required to leave the loading area which is no longer a practice accepted on public land due to the risk associated with the movement.

Noting that the waste collection arrangement is a legacy arrangement and to provide some level of improvement to waste vehicle access, Council Engineers are willing to assist with engineering design preparation, subject to a commitment by the school to provide construction funding. We will contact the school to discuss this offer further.

If you have any queries in relation to this matter, please contact David Fricke, Manager Assets on

Yours sincerely

A handwritten signature in black ink, appearing to read 'Naim Kurt', written over a large, light-colored scribble.

**CR NAIM KURT
MAYOR
HUME CITY COUNCIL**



DRAWING NO. _____		CONTRACT NO. _____		SHEET 1 OF 1	
SHADFORTH STREET, WESTMEADOWS WESTMEADOWS PRIMARY SCHOOL GARBAGE COLLECTION CROSSOVER WIDENING					
APPROVED		PRELIMINARY ISSUE		DATE: 14 March 2024	
NICK VAUGHAN Lead Designer Engineer		REVISION: P1			
DATE: 14 March 2024		DATE: 14 March 2024		LAYOUT PLAN SCALE - 1:200 @ A3	
SURVEY: _____ DRAWN: _____ DESIGNED: _____ CHECKED: _____ DATE: _____		CALLED: _____ DATE: _____ CHECKED: _____ DATE: _____		PO Box 113 1078 Tattersall Vale Road Westmeadows VIC 3011 Telephone: 03 9452 3811 Fax: 03 9452 3811 info@hume.gov.au hmc.gov.au	
HUME CITY COUNCIL		A.B.N. 14 864 354 855 HMC://www.hume.vic.gov.au		AMENDMENTS REVISIONS	

REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO:	SU311
REPORT TITLE:	Westmeadows Primary School - Traffic Investigation
SOURCE:	Michelle Dimitrovski, Engineer
DIVISION:	Sustainable Infrastructure and Services
FILE NO:	21130
POLICY:	-
STRATEGIC OBJECTIVE:	4.3 Create a connected community through efficient and effective walking, cycling, public transport and car networks.
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Westmeadows Primary School - Existing Conditions</i>2. <i>Westmeadows Primary School - Proposed Conditions</i>3. <i>Funding Request Letter - Council to DET</i>4. <i>Funding Response Letter - DET to Council</i>

1. SUMMARY OF REPORT:

- 1.1 In August 2017 Council received a petition requesting ‘that Council redesigns and funds the parking area in Shadforth Street and around the school so that children can be picked up and dropped off in a safe and legal manner.’
- 1.2 This report is in response to a Council resolution on Monday 14 August 2017 ‘that the Petition be received and the nominated contact of the Petition be advised that the matter has been referred to the Manager of Assets for investigation and response.’
- 1.3 A report on this matter was presented to Council on 12 February 2018; however was subsequently deferred to allow further consultation with the Westmeadows Primary School and the Department of Education and Training (DET).

2. RECOMMENDATION:

That Council:

- 2.1 note that the provision of car parking to service state schools is determined by the Department of Education and Training (DET) and the school. However Council assists parking around schools via the use of minor, low cost improvements to maximise traffic safety and provide short term parking opportunities for parents and carers.
- 2.2 note that Council has written to DET advising that a petition has been received regarding the lack of parking for Westmeadows Primary School and requesting that DET:
 - 2.2.1 provide advice on whether DET would contribute 50 percent of the \$28,000 cost to modify disabled parking spaces in Riddell Street and short term parking bays in Shadforth Street as outlined in this report.
 - 2.2.2 consider Council’s suggestion for Westmeadows Primary School or DET to fully fund 11 additional parking spaces within Council’s road reserve in Shadforth Street to service the school.
- 2.3 note that DET have responded to Council’s request, advising that they will not be contributing to any additional car parking or minor infrastructure improvement works to service Westmeadows Primary School.
- 2.4 include the following minor improvement works, at an estimated cost of \$28,000 to Council’s indicative 2019/20 Capital Works Budget – Traffic Management Facilities for funding consideration:
 - 2.4.1 works associated with the relocation and upgrade of two existing disabled parking bays on Riddell Street;

REPORTS – SUSTAINABILITY AND ENVIRONMENT**25 JUNE 2018****ORDINARY COUNCIL (TOWN PLANNING)****REPORT NO: SU311 (cont.)**

2.4.2 the modification of two parking spaces on Shadforth Street and the installation of ‘No Parking 8-9am 3-4pm School Days’ parking restriction signage.

2.5 write to the first named petitioner advising of Council’s resolution.

3. LEGISLATIVE POWERS:

Council has the power under the Local Government Act 1989; Road Safety (Traffic Management) Regulations 2009; Road Safety Road Rules 2009 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

4. FINANCIAL IMPLICATIONS:

4.1 The following works at an estimated cost of \$28,000 will be referred to Council’s indicative 2019/20 Capital Works Budget - Traffic Management Facilities for funding consideration:

4.1.1 works associated with the relocation and upgrade of two existing disabled parking bays on Riddell Street;

4.1.2 the modification of two parking spaces on Shadforth Street and the installation of ‘No Parking 8-9am 3-4pm School Days’ parking restriction signage.

4.2 The costs of traffic investigations are included in Council’s Assets operating budget.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

There are no environmental implications as a result of the traffic investigation on streets surrounding Westmeadows Primary School required to produce this report.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

There are no climate change implications as a result of the traffic investigation on streets surrounding Westmeadows Primary School required to produce this report.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

The traffic investigation on streets surrounding Westmeadows Primary School aims to improve the safety of students. This enhances the protected rights under the Victorian Charter of Human Rights, of individuals who use the area, including the right to freedom of movement and the right to life.

8. COMMUNITY CONSULTATION:

8.1 Council considered a previous report on this matter on 12 February 2018 and, in response to public submissions, resolved to defer the report for further investigation.

8.2 Subsequently, a meeting was held with the school principle and several parents on 2 March to review potential options.

8.3 The school will be consulted before making any changes to parking on its boundary.

9. DISCUSSION:**9.1 Background**

9.1.1 The State Government exempts itself from town planning approval so the amount of parking provided for a state school is a decision for the school and the Department of Education and Training (DET).

9.1.2 The DET generally does not fund car parking apart for some staff parking, therefore parking for state schools tends to be much lower than schools requiring town planning approval.

REPORTS – SUSTAINABILITY AND ENVIRONMENT

25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO: SU311 (cont.)

- 9.1.3 With no on-site parking provision, options for parents and carers to drop off and pick up children are to park in nearby streets or walk, ride or use public transport between home and school. Problems often arise when there is insufficient on-street parking adjacent to schools to meet the expectations of parents and carers, impacting not only on schools but on the surrounding community.
- 9.1.4 While Council is not responsible for how schools manage the drop off and collection of their students, Council can and does assist schools in other ways including:
 - (a) Use of parking restrictions to maximise the turning over of available on-street parking near schools during drop off and pick up times.
 - (b) Enforcement of parking regulations to encourage parents and carers to park in a way that is safe, does not restrict traffic flow, and maximises turnover of available on-street car parking.
 - (c) Implementing low cost traffic management solutions to improve the circulation of traffic around schools during peak periods where appropriate.
 - (d) Assisting schools with advice on how to encourage parents and carers to avoid driving to school during drop off and pick up times by making better use of other, more sustainable, forms of transport.
 - (e) Undertaking audits around schools and implementing minor road safety improvements to encourage more children to walk and ride between home and school.
- 9.1.5 In 2001 a report was presented to Council following a request that Council provide Westmeadows Primary School with additional parking for parents to drop off and pick up children.
- 9.1.6 The report recommended that the school be advised ‘that Council would not be providing funding for the construction of additional indented parking bays at the school’. Some minor footpath works and the installation of short term parking areas were also recommended and subsequently implemented.
- 9.1.7 Since 2002, the school facilities have undergone extensive upgrades including new classrooms and a large hall. No on-site parking was provided as part of these works.
- 9.1.8 Over the years, the school and its community have continued to engage with Council on problems with parking around the school. To assist the school, in early 2017 Council officers developed a concept plan to extend angled indented parking within the road reserve on Shadforth Street by 11 spaces. At the time it was recommended that the school seeks funding from DET for the works (estimated to be \$60,000) or that the school raises the funds. No further correspondence was received from the school regarding a funding commitment for these works.
- 9.1.9 In August 2017 Council received a petition with 410 signatures requesting that Council redesign and fund parking on Shadforth Street and around Westmeadows Primary School for parents to drop off and pick up children. Additional concerns raised in the petition include;
 - (a) the distance children and parents, including those with disabilities, are required to walk during afternoon school pick up times and;
 - (b) parents receiving parking infringements due to illegal double parking.
- 9.1.10 Council resolved at its meeting on Monday 14 August 2017 ‘that the Petition be received and the nominated contact of the Petition be advised that the matter has been referred to the Manager of Assets for investigation and response.’

REPORTS – SUSTAINABILITY AND ENVIRONMENT

25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO: SU311 (cont.)

9.1.11 In late 2017 the school set aside an informal parking area within the school grounds for 12 parking spaces for staff.

9.2 Existing Conditions

9.2.1 The Westmeadows Primary School site is bound by Riddell Street to the west, Kenny Street to the north, Shadforth Street to the east and residential properties to the south.

9.2.2 Riddell Street, Kenny Street and Shadforth Street are two lane Council access streets with posted speed limits of 40km/h in the vicinity of the school.

9.2.3 There are existing supervised school crossings on Riddell Street and Kenny Street.

9.2.4 There are no on-street parking opportunities along the northern school boundary on Kenny Street due to the existing school crossing and the Harricks Crescent intersection.

9.2.5 There is a total on-street parking supply of 55 spaces along the school boundary, as summarised in the table below.

	Riddell Street	Shadforth Street	Total
Unrestricted	19	20	39
15 min. 8-9am 3-4pm School Days	-	6	6
2 min. 8-9am 3-4pm School Days	3	2	5
Disabled	1	1	2
Permit Zone (School) 2-6pm	3	-	3
TOTAL	26	29	55

9.2.6 When vehicles are parked legally on streets along the school boundary during peak school times there is sufficient road width for two vehicles to pass on the remaining roadway.

9.2.7 Further to available parking along the school boundary, there are approximately 130 additional unrestricted parking spaces on surrounding streets, within walking distance (200 metres) of the school gates.

9.2.8 As noted above, 12 informal parking spaces have recently been provided on the school grounds.

9.2.9 Attachment 1 shows a locality plan of Westmeadows Primary School, including the surrounding road network and existing parking restrictions.

9.3 Road Crash History

9.3.1 The VicRoads Crash Information System database, which lists all recorded injury crashes, indicates that there have been no recorded casualty crashes along Riddell Street, Kenny Street and Shadforth Street in the vicinity of the school in the most recently available five year period between 1 July 2012 and 30 June 2017.

9.4 Analysis

9.4.1 The provision of car parking to service state schools is determined by DET and the school. In contrast, Council assists parking around schools via the use of minor, low cost improvements to maximise traffic safety and provide short term parking opportunities for parents.

9.4.2 The introduction of 12 informal parking spaces for staff has provided some on-street parking relief to the school. However, there remains a significant

REPORTS – SUSTAINABILITY AND ENVIRONMENT

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ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO: SU311 (cont.)

shortage of off-street staff car parking (approximately 26 spaces) for a school of this size, as outlined in the Hume Planning Scheme.

- 9.4.3 It was observed that the existing vehicle crossing servicing the informal staff car park is currently incomplete and is required to be upgraded if use of the car park continues. Council officers will ask the school whether it plans to retain the off street car parking spaces and if so, ask that the school make arrangements to complete the construction of the vehicle crossing.
- 9.4.4 Site investigations were undertaken in November 2017 during peak school drop off (8-9am) and pick up (3-4pm) times on streets surrounding Westmeadows Primary School.
- 9.4.5 On average, two out of three unrestricted on-street parking spaces along the school boundary were observed to be occupied by the same vehicles in morning and afternoon peak times. These spaces, which are located closest to the school gates and likely occupied by school staff reduce short term parking availability during drop off and pick up times.
- 9.4.6 Traffic and parking congestion on streets surrounding the school was observed to be minimal during peak school morning times, however the afternoon peak parking demand was high and significant congestion was observed.
- 9.4.7 A lack of afternoon parking turnover was observed on Riddell Street and Shadforth Street, caused by a high percentage of long term parked vehicles and a lack of afternoon short term parking areas to service parents.
- 9.4.8 Inspections revealed that school related parking was consistently contained within walking distance (200 metres) of the school gates. This indicates that there is available nearby parking on streets surrounding Westmeadows Primary School to meet school related peak parking demand. The pedestrian facilities and particularly existing school crossings allow pedestrians to conveniently walk between surrounding streets to the school.
- 9.4.9 Illegal parking:**
- (a) A small number of parents were observed parking within ‘No Stopping’ areas on Riddell Street, opposite the school. This interrupts through traffic flow and increases the number of children that have to cross the road.
- (b) Motorists were also observed double parking on the school side of Shadforth Street, directly behind the two existing ‘P2min 8-9am 3-4pm School Days’ parking spaces during afternoon peak school times. Refer to [Attachment 1](#).
- (c) Illegal parking in the vicinity of schools during school pick up times is reasonably common and is regularly enforced by Council’s City Laws team.
- (d) It was noted that the location of the ‘P2min 8-9am 3-4pm School Days’ parking spaces may entice parents to illegally double park along the school side of Shadforth Street, parallel to the indented ‘P15min 8-9am 3-4pm School Days’ parking bays.
- (e) At the consultative meeting at the school on 2 March parents indicated that they believed they were queueing to access the ‘P2min’ zone; however the impact of such queueing is that these vehicles are double parked next to vehicles parked in the indented parking bays. This type of illegal double parking has led to parents receiving parking infringements.

REPORTS – SUSTAINABILITY AND ENVIRONMENT

25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO: SU311 (cont.)

- (f) It is proposed that Council modify the two ‘P2min 8-9am 3-4pm School Days’ parking spaces on Shadforth Street from on-street parking spaces to indented parking bays. This will improve traffic and parking flow and reduce perceived confusion for motorists that are currently double parking and at risk of receiving infringements.
- (g) While this will not add to the supply of parking, the current arrangement with indented parallel parking bays immediately adjacent to regular kerb-side spaces can be confusing for motorists. It would therefore be appropriate for Council to contribute to these parking bays as they are required to improve the safety and operation of the street, rather than to increase parking supply.

9.4.10 Proposed drop off and pick up zone:

- (a) To encourage parking turnover it is proposed that Council create a dedicated drop off and pick up zone along the school boundary on Shadforth Street. The proposed 14 space zone would be made up of eight indented parallel parking bays and six currently unrestricted kerb-side parking spaces. Refer to Attachment 2.
- (b) The proposed school drop off and pick up zone will be enforced through the installation of ‘No Parking 8-9am 3-4pm School Days’ parking restriction signage. It will be easily distinguishable through the use of additional bright signage and line marking and the distribution of promotional education material. The zone will also require the supervision of school staff to ensure maximum operational efficiency.
- (c) This proposal is based on an initiative by the City of Moonee Valley to improve congestion and safety around schools. The school drop off and pick up zones have been successfully trialled at a number of primary schools within Moonee Valley since 2014, including Moonee Ponds Primary School where parking is similarly limited.
- (d) The proposal will enable motorists to drop off or pick up passengers within the zone during peak school times, so long as they do not leave the vehicle and drive on as soon as possible after stopping. Motorists will be required to enter the drop off / pick up zone from the back of the queue and continually move forward as other vehicles depart, so as to maximise available space. This will provide parents with short term parking opportunities during peak drop off and pick up times in close proximity to the school gate.

9.4.11 Proposed 15 minute parking area:

- (a) To complement the proposed drop off and pick up zone on Shadforth Street, Council officers also proposed a ‘P15min 8-9am 3-4pm School Days’ parking area on Riddell Street. The proposal would involve converting all day parking in the five indented parking bays to the north of the school crossing to short term parking at peak times.
- (b) At the 2 March meeting, the school did not support the proposal. Teachers use the spaces for all day parking and the change would have required them to park further from the school. Given the school’s concerns the proposal is not recommended.

9.4.12 Upgrade disabled parking spaces:

- (a) It is also proposed that the two existing disabled parking bays on Riddell Street and Shadforth Street be relocated closer to the Riddell Street school gate, within the angled indented parking area and upgraded to meet current disability design standards. This will improve safety and ease of access to these parking bays.

REPORTS – SUSTAINABILITY AND ENVIRONMENT

25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

REPORT NO: SU311 (cont.)

9.4.13 It is estimated that minor infrastructure improvement works surrounding Westmeadows Primary School, as outlined above, would cost \$28,000.

9.4.14 Refer to Attachment 2 for proposed changes to parking configuration and parking restrictions on streets surrounding Westmeadows Primary School.

9.4.15 Provision of additional parking bays:

(a) To mitigate the car parking shortfall surrounding Westmeadows Primary School, an option had previously been presented to the school whereby an additional 11 indented angled parking spaces could be constructed within Council’s road reserve on Shadforth Street. Please refer to Attachment 1.

(b) As these spaces would be for the benefit of the school, the school was advised that construction would need to be funded by either the school or DET, at an estimated cost of \$60,000.

(c) These bays would be installed in lieu of the southern section of the proposed drop off and pick up parking zone.

9.5 Funding request - DET

9.5.1 Following the consultative meeting at the school on 2 March, Council wrote to the DET to advise of the significant off-street staff car parking shortage at the school and the negative impact the shortage is having on the surrounding road network during peak PM school times.

9.5.2 Included in the letter was the identification of potential solutions to mitigate the parking shortfall, identified through Council’s investigations, as well as an offer by Council to contribute to the costs of mitigation works.

9.5.3 Proposed funding contributions towards works are tabled below. Please refer to Attachment 3 for correspondence from Council to DET.

Works Description	Funding Source	
	DET	Council
<u>Minor Safety Improvements at a cost of \$28,000:</u>		
<ul style="list-style-type: none"> Upgrade disabled parking bays on Riddell Street Extend indented parking by two bays on Shadforth Street and install eight bay drop-off / pick-up zone. 	\$14,000 (50%)	\$14,000 (50%)
<u>Additional Parking at a cost of \$60,000:</u>		
<ul style="list-style-type: none"> Construct 11 indented angled parking spaces within the road reservation on Shadforth Street. 	\$60,000 (100%)	-
Total Funding Contribution	\$74,000	\$14,000

9.5.4 In May 2018 DET responded to Council advising that they will not be contributing to the cost of any parking improvement works to service Westmeadows Primary School. Please refer to Attachment 4 for response letter from DET to Council.

9.5.5 Given the minor works were identified to improve safety and traffic operation rather than to increase parking supply, it is recommended that the total cost of these works at \$28,000 be referred to Council’s indicative 2019/20 Capital Works Budget – Traffic Management Facilities for funding consideration, subject to consultation with Westmeadows Primary School.

REPORTS – SUSTAINABILITY AND ENVIRONMENT**25 JUNE 2018****ORDINARY COUNCIL (TOWN PLANNING)****REPORT NO: SU311 (cont.)**

- 9.5.6 As Council does not provide funding for the construction of additional parking to service schools, it would not be appropriate for Council to fund the construction of 11 additional parking spaces in Shadforth Street at a cost of \$60,000.
- 9.5.7 Council officers will continue to assist Westmeadows Primary School in encouraging safe driver behaviour and educating parents on parking availability surrounding the school through on-going promotion via the school newsletter.

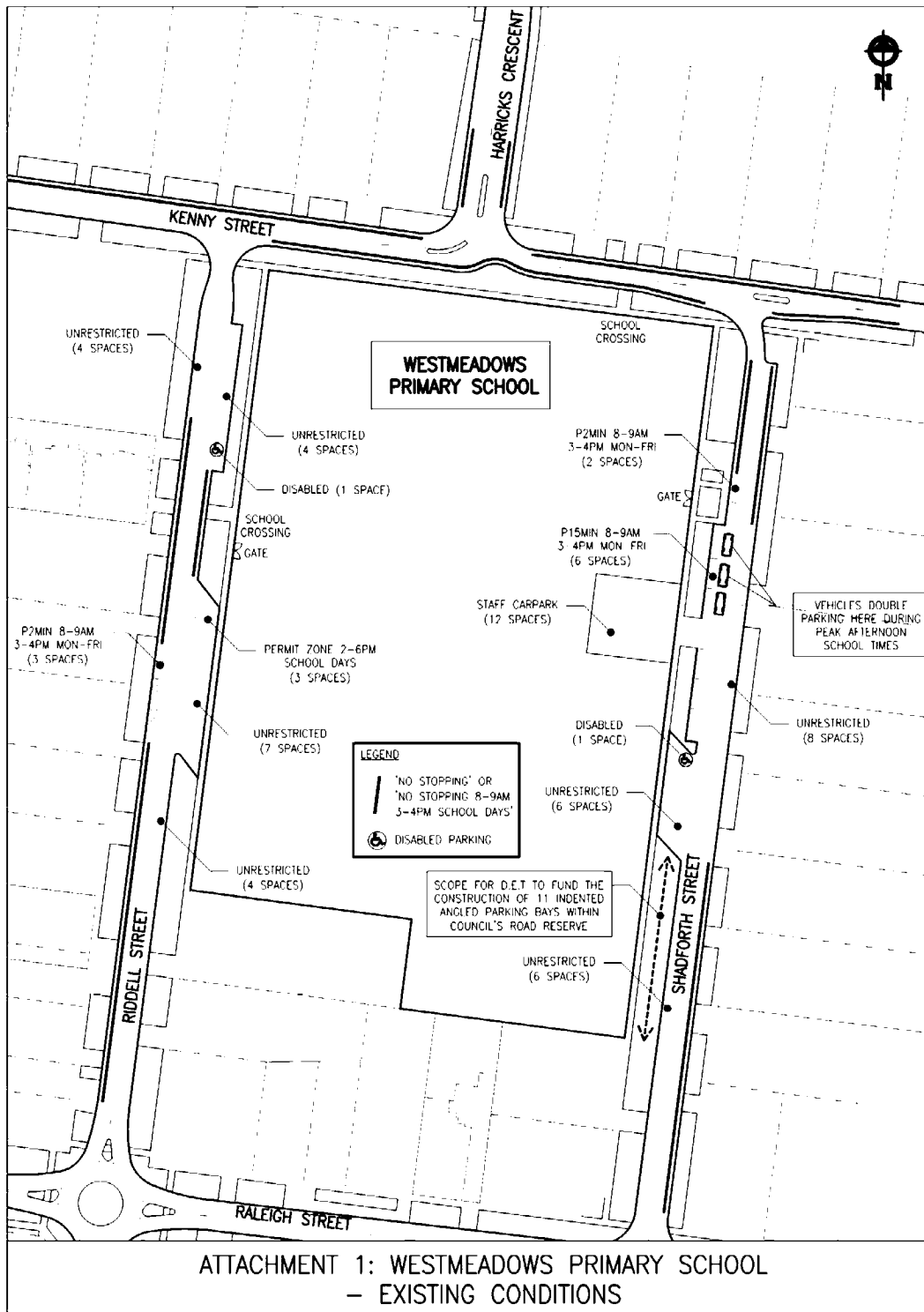
10. CONCLUSION:

- 10.1 The provision of car parking to service state schools is determined by DET and the school. However Council assists parking around schools via the use of minor, low cost improvements to maximise traffic safety and provide short term parking opportunities for parents.
- 10.2 Although there is adequate on-street parking on streets surrounding Westmeadows Primary School to accommodate peak school parking demand, the majority of parking spaces along the school boundary are being used for all day parking due to an insufficient provision of off-street car parking for school staff.
- 10.3 There is scope to provide an additional 11 indented angle parking spaces on Shadforth Street. As these spaces would be for the benefit of the school, either the school or DET would be required to fund the works. The DET has declined the proposal and therefore the works will not proceed.
- 10.4 Council has a role in providing minor infrastructure to ensure safe traffic operation and managing available on-street parking around schools to maximise traffic safety and provide short term parking opportunities for parents.
- 10.5 The upgrade of disabled parking bays surrounding the school including their relocation to Riddell Street, 20 metres from the school gate will improve access, safety and design compliance.
- 10.6 The modification of two parking spaces on Shadforth Street from on-street parking spaces to indented parking bays and changing parking restrictions to provide a 14 bay drop off and pick up parking zone will improve safety and traffic operation on Shadforth Street for children and parents in the vicinity of the school gate.
- 10.7 Council wrote to the DET with suggestions on how to mitigate the parking shortfall at Westmeadows Primary School, including an offer to contribute to the cost of the works, however the DET has declined.
- 10.8 The total cost of the works, estimated at \$28,000 will be referred to Council’s indicative 2019/20 Capital Works Budget – Traffic Management Facilities for funding consideration, subject to consultation with Westmeadows Primary School.
- 10.9 As both the school and the DET have indicated that they will not fund additional parking for the school, Council officers will continue to assist Westmeadows Primary School in encouraging safe driver behaviour and educating parents on parking availability surrounding the school through on-going promotion via the school newsletter.

REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

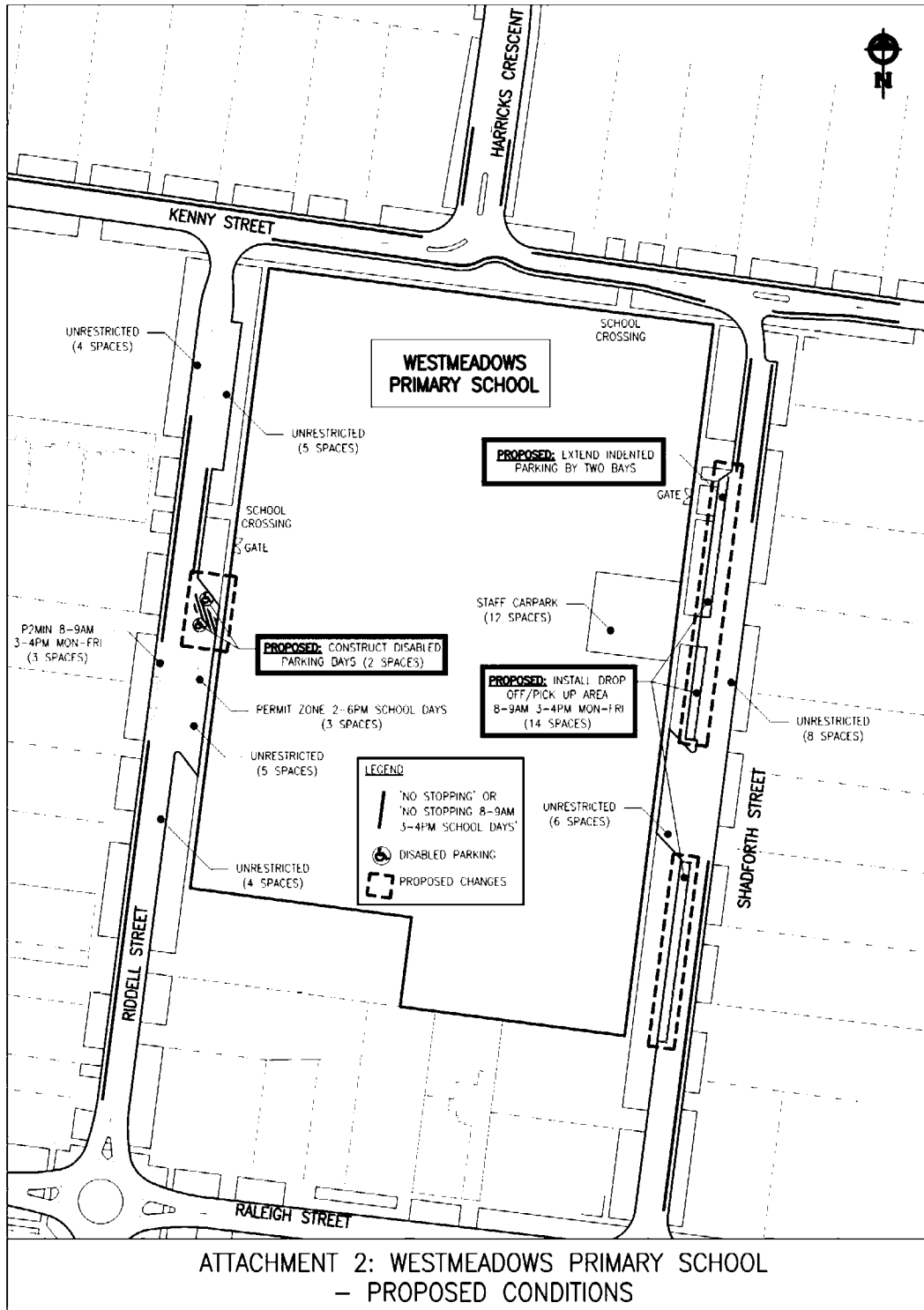
Attachment 1 - Westmeadows Primary School - Existing Conditions



REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

Attachment 2 - Westmeadows Primary School - Proposed Conditions



ATTACHMENT 2: WESTMEADOWS PRIMARY SCHOOL
– PROPOSED CONDITIONS

REPORTS – SUSTAINABILITY AND ENVIRONMENT

25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

Attachment 3 - Funding Request Letter - Council to DET

Our File: 21130
Enquiries: Michelle Dimitrovski
Telephone: 9205 2421



1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Tuesday 27 March 2018

Jeanette Nagorcka
Regional Director - North-Western Victoria
Department of Education and Training
Locked Bag 2001
COBURG VIC 3058

Dear Ms Nagorcka

RE: WESTMEADOWS PRIMARY SCHOOL, WESTMEADOWS – PARKING INVESTIGATION

In August 2017 Council received a petition from the Westmeadows Primary School community requesting additional parking spaces around the school.

Council has undertaken parking investigations at the school and the surrounding road network and a report outlining the findings is currently being prepared.

Investigations have found the majority of parking spaces along the school boundary are being used by school staff for all day parking due to an insufficient provision of staff car parking within the school site.

To mitigate the staff car parking shortfall, Council is seeking funding for the construction of 11 indented angled parking spaces within the road reservation on Shadforth Street. Please refer to plan enclosed. As these spaces would be available for school staff parking, construction would be required to be fully funded by DET.

In addition, Council's investigation has identified the need for a number of minor infrastructure improvements works along the boundary of the school, including the following (also shown on the plan enclosed):

1. Upgrade disabled parking bays surrounding the school including their relocation to Riddell Street to improve access, safety and design compliance.
2. Modify two parking spaces on Shadforth Street from on-street parking spaces to indented parking bays and install an eight bay drop-off and pick-up parking zone to improve safety and traffic operation.

These minor works could be referred to Council's Draft 2018/19 Capital Works Budget for funding consideration, subject to DET contributing 50% of the cost of the works.

Please refer to the table overleaf, summarising the works identified and the respective funding contributions required.

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REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

Attachment 3 - Funding Request Letter - Council to DET

Works Description	Funding Source	
	DET	Council
Construct 11 indented angled parking spaces within the road reservation on Shadforth Street.	\$60,000	-
<ul style="list-style-type: none">Upgrade disabled parking bays on Riddell StreetExtend indented parking by two bays on Shadforth Street and install eight bay drop-off / pick-up area.	\$14,000	\$14,000
Total Funding Contribution	\$74,000	\$14,000

Could you please advise if DET would provide funding for the above works at a total cost of \$74,000 excl. GST in the 2018/19 financial year.

Council looks forward to your response and would also be prepared make in-kind contributions towards the delivery of the above works should the required funds be made available by DET.

If you have any queries or require further information, please contact Council's Traffic Engineer Michelle Dimitrovski on 9205 2421 by Friday 6 April 2018.

Yours sincerely



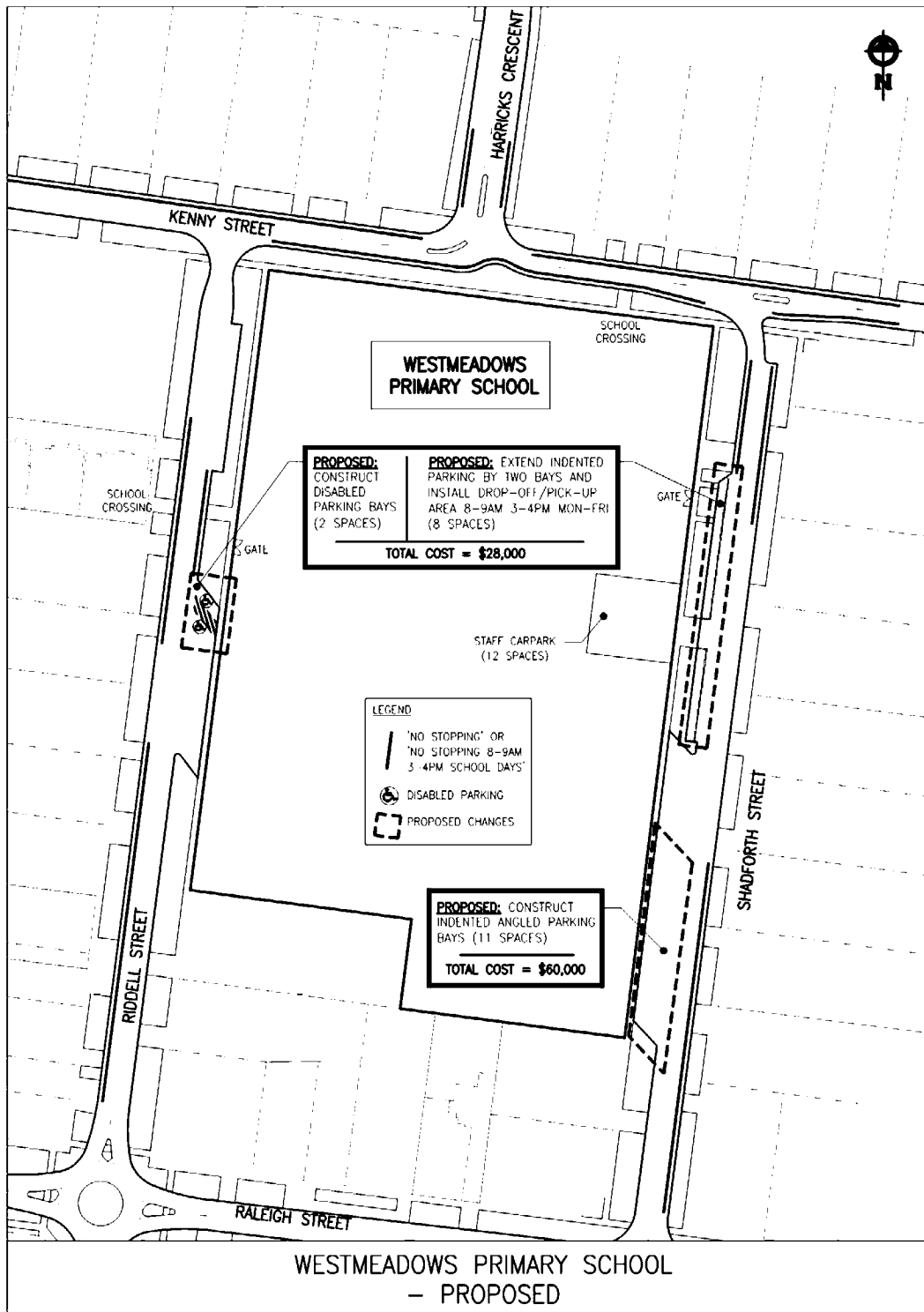
EMIR AMETI
TEAM LEADER TRAFFIC
ASSETS

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REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

Attachment 3 - Funding Request Letter - Council to DET



REPORTS – SUSTAINABILITY AND ENVIRONMENT
25 JUNE 2018

ORDINARY COUNCIL (TOWN PLANNING)

Attachment 4 - Funding Response Letter - DET to Council



Department of
Education & Training

North-Western Victoria Region

Coburg Office
Level 2, 189 Urquhart Street
Coburg Victoria 3058
T +61 3 9488 9488
Locked Bag 2001
Coburg Victoria 3058

Greensborough Office
Level 2, 1 Flintoff Street
Greensborough Victoria 3088
T +61 3 8468 9200
PO Box 71
Greensborough Victoria 3085

Bendigo Office
7-15 McLaren Street
Bendigo Victoria 3550
T +61 3 5440 3111
PO Box 442
Bendigo Victoria 3552

Mildura Office
91 Pine Avenue
Mildura Victoria 3502
T +61 3 5051 1333
PO Box 10129
Mildura Victoria 3500

COR 44805

Emir Ameti
Team Leader Traffic Assets
Hume City Council
PO BOX 119
DALLAS 3047

Dear Mr Ameti

Thank you for your letter of 27 March 2018 regarding funding to support parking at the Westmeadows Primary School on Riddell Street, Westmeadows.

I understand the school community has written to Hume City Council about the parking and the Council has undertaken a parking investigation at the school.

Providing a first class education for our students starts with investing in school buildings and other infrastructure. The Victorian Government is committed to investing in education and school infrastructure, and this has been demonstrated through the allocation of \$1.25 billion into school facilities in the 2018-19 State Budget.

The Department of Education and Training (the Department) provides on-site car parking for staff where practical. In the case of Westmeadows Primary School, although the school is located on a small site, the Department has provided limited parking space for staff. Unfortunately, the Department does not have the capacity to provide additional parking for parents, other non-staff vehicles or parking beyond the school's boundaries.

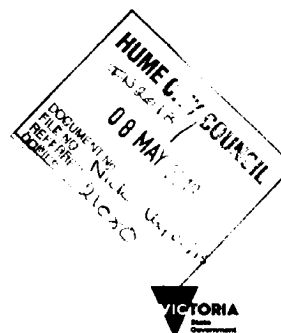
If you would like further information, please contact Mr Ben Essery, Senior Provision and Planning Officer, Hume Moreland Area, North-Western Victoria Region, Department of Education and Training on phone 9488 9471 or by email essery.benn.w@edumail.vic.gov.au.

Thank you for raising this matter with me.

Yours sincerely

Simon Milligan
Acting Regional Director
North-Western Victoria Region

3/5/2018



– OFFICE OF THE MAYOR –



1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Our File: 2190
Enquiries: David Fricke
Telephone:

17 June 2024

Ms Kathleen Matthews-Ward MP
State Member for Broadmeadows
Shop42, 1099-1169 Pascoe Vale Road, Broadmeadows, 3047

Via email: Kathleen.Matthews-Ward@parliament.vic.gov.au

Dear Ms ~~Matthews-Ward~~ *Kathleen*

RE: RAILWAY CRESCENT, BROADMEADOWS – PEDESTRIAN SAFETY CONCERNS

Thank you for your email on 28 May 2024 regarding pedestrian safety issues on Railway Crescent near Broadmeadows Train Station.

Council is proposing to implement a raised priority pedestrian crossing near #26 Railway Crescent and to upgrade the existing non-priority pedestrian crossing near #34-36 Railway Crescent (Anglicare) to a raised priority pedestrian crossing. A plan showing the location of the treatments and their details is provided in **Attachment 1**. These treatments will moderate traffic speeds and provide safer crossing opportunities for pedestrians.

You may be interested to know that these treatments were identified through a Local Area Traffic Management Study prepared for Broadmeadows North over the 2023/24 financial year. As part of this study, Council sought community input to identify areas for consideration or improvement and the feedback formed the basis for the proposed treatments aimed at addressing the issues raised by the community.

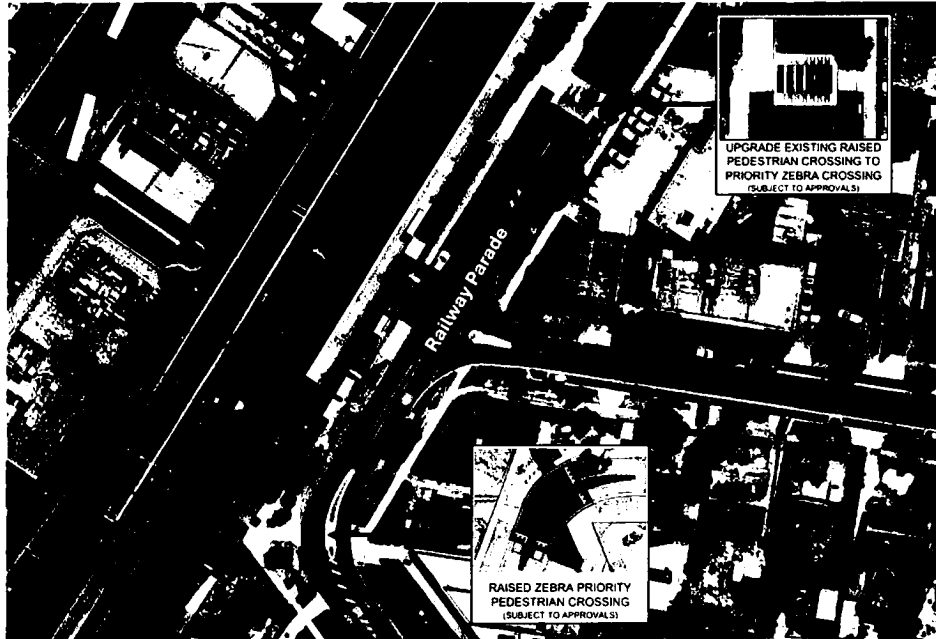
Council is also intending to seek funding from the 24/25 TAC Local Government Grant program to deliver the raised priority crossing facility near #26 Railway Crescent. We note the grant considers support from external stakeholders such as MPs and a letter of support from your office will lend significant weight to Council's submission. For your information, applications close 24 July 2024. I would be grateful if your letter of support is provided to Council's Manager Assets, David Fricke at

If you have any queries in relation to this matter, please contact David Fricke, Manager Assets on

Yours sincerely

A handwritten signature in black ink, appearing to read 'Naim Kurt', is written over a large, light-colored scribble or mark.

**CR NAIM KURT
MAYOR
HUME CITY COUNCIL**



Attachment 1: Treatment Location Plan and Detail

From: Marvin Chen
Sent: Monday, June 24, 2024 5:43 PM
To: sam.gandolfo
Cc: David Fricke ; Nick Varvaris
Subject: RE: Unofficial: Fw: Pedestrian crossing request at Broadmeadows train station

Hi Sam,

Thanks for offering to provide a letter of support. I've been asked to respond to your request for a couple of key points relating to the project:

1. Council recently undertook a Local Area Traffic Management (LATM) Study for Broadmeadows North. The study seeks feedback from residents, internal & external stakeholders and considers crash and traffic count data to identify areas for improvement.
2. Through the LATM study, the community raised concerns regarding vehicle speeds and the safety of pedestrians on Railway Crescent near Broadmeadows Station
3. Traffic Counts undertaken by Council indicate that 85th percentile vehicle speeds on Railway Crescent near the at-grade crossing measured up to 43.1km/h. While below the speed limit, this can be

considered a little high on approach to the existing pedestrian crossing.

4. The existing at-grade crossing is served by legacy speed cushion treatments that may not be providing sufficient incentive to motorists to reduce speeds.
5. This section of Railway Crescent has higher pedestrian activity due to its proximity to the Broadmeadows Railway Station, bus interchange and a strip of shops further along the south of the road.
6. The existing at-grade crossing (near Oxley Court) is located on a road bend and has reduced sight distance for pedestrians and vehicles.
7. To address the safety issues identified above, Council proposes a raised priority crossing treatment to slow motorists on approach.
 - a. The treatment has been supported by Public Transport Victoria (Department of Transport) noting Railway Crescent is a bus route.
 - b. The community was re-engaged following the development of the preferred treatments and we did not receive any objections to the proposal.

Regards,

Marvin Chen

Coordinator Traffic

Registered Professional Engineer (Reg No. PE0008650)

Assets, Hume City Council
1079 Pascoe Vale Road Broadmeadows Vic 3047
PO Box 119 Dallas Vic 3047
hume.vic.gov.au



Our File: HCC22/674
Enquiries: Isbah Khalid
Telephone: 03 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address
PO BOX 119
DALLAS 3047

TELEPHONE 03 9205 2200
FACSIMILE 03 9309 0109

25 June 2024

The Hon. Ros Spence MP
Level 20
1 Spring Street
MELBOURNE VIC 3000

Sent via email: ros.spence@parliament.vic.gov.au

Dear Minister

**RE: NOTICE OF PREPARATION OF AN AMENDMENT TO THE HUME PLANNING SCHEME
– PLANNING SCHEME AMENDMENT C274**

Hume City Council has prepared **Planning Scheme Amendment C274hume** to the Hume Planning Scheme.

Amendment C274hume (the amendment) proposes to facilitate a residential estate of approximately 300 dwellings at **800-870 Somerton Road, Greenvale**. The development seeks to integrate with the existing Greenvale community, and which provides a sensitive interface with the Hume Green Wedge land and appropriate open space and transport connections.

The amendment proposes to facilitate this through by incorporating the proposed '**Somerton Road Precinct Structure Plan**' into the Hume Planning Scheme and introducing a new Schedule 14 to the Urban Growth Zone. The amendment also proposes a number of consequential changes to the Hume Planning Scheme associated with the Precinct Structure Plan, including the incorporation of the '**Somerton Road PSP Native Vegetation Precinct Plan**' and the application of a **Public Acquisition Overlay** along the frontage of the site to safeguard the future duplication of Somerton Road by the State Government.

You can find out more about the amendment, how it might affect you, and view all the supporting amendment documents online at <https://participate.hume.vic.gov.au/>.

The amendment is also available for public inspection, free of charge, during office hours at the following places:

Hume City Council
Broadmeadows Office

Hume Global Learning
Centre – Craigieburn

Hume Global Learning
Centre – Sunbury

1079 Pascoe Vale Road
Broadmeadows 3047

75-95 Central Park Avenue
Craigieburn 3064

40 Macedon Street
Sunbury 3429

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting 1800 789 386 to arrange a time to view the amendment documentation.

The amendment is now on public exhibition, and you are welcome to make a submission in support or opposing the amendment. Submissions must be made in writing by **Monday 29 July 2024**.

Submissions must be made in writing, giving your name, contact address and **clearly stating whether you support or oppose the amendment, or indicating what changes (if any) should be made**.

Submit your views:

- Online: www.participate.hume.vic.gov.au.
- By email: contactus@hume.vic.gov.au, please include “Submission to Amendment C274” in the subject line.
- By post: Hume City Council, City Strategy Department, PO Box 119, Dallas, 3047.

Any submission received will be considered by Council and may be referred to an independent panel for review before any decision is made on the proposed amendment. Please note in accordance with Section 21 of the *Planning and Environment Act*, Council will make a copy of all submissions available for any person to inspect free of charge.

If you have any further questions about the above, please contact David Hajzler, Acting Coordinator Strategic Planning Projects on [redacted] or via email at [redacted]; or Isbah Khalid, Senior Strategic Planner on [redacted] or via email at [redacted].

Yours sincerely,



MEGAN TAYLOR
MANAGER CITY STRATEGY

REPORT NO:	9.9
REPORT TITLE:	Monthly Capital Works Update
SOURCE:	Astrid Hartono, Manager Infrastructure Delivery
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Monthly Capital Works Report - June 2024 - Confidential</i>

1. SUMMARY OF REPORT:

1.1 This monthly report responds to Notice of Motion 23/021

Provide any over budget costs for all capital works, and that these details are then presented at the next council open public meeting immediately after the cost increases have been confirmed and bearing in mind the agenda preparation lead times.

1.2 The report provides data from the month of June 2024.

2. RECOMMENDATION:

2.1 That Council receive and note the report

2.2 Note that a detailed end of 23/24 Capital Program Review will be brought to a Council Briefing in August 2024

3. LEGISLATIVE POWERS:

3.1 Not applicable.

4. FINANCIAL IMPLICATIONS:

4.1 At the end of June 2024, \$152,145,430 has been spent on the 23/24 capital program.

4.2 This represents 124% of the allocated budget (\$122,131,138) and noting that this includes some funding brought forward from the 24/25 financial year.

4.3 This is an increase of \$14,032,816 from last month. The spending includes brought forward funding from future years, as some projects are progressing better than expected.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

5.1 Environmental sustainability is considered in the planning and delivery of the capital works program.

REPORT NO: 9.9 (cont.)

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

6.1 There are no impacts on climate change adaptation as a result of this report.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

7.1 The charter has been reviewed in relation to this report and there are no issues to be considered in this regard.

8. COMMUNITY CONSULTATION:

8.1 Community consultation is undertaken on individual projects as appropriate.

9. DISCUSSION:

9.1 The table below provides the capital projects that have received finalised costing for construction (contract awarded) in the month of June. Projects highlighted as red have been awarded as over budget (including contingency), projects highlighted as green have been awarded within the available budget (including contingency).

9.2 Confidential Attachment 1 provides additional financial information and upcoming Tenders that can't be publicly disclosed until the projects are progressed.

Description	Under (green) / Over (red)
30 23 3489 - Supply and Installation of Sports Lighting Aston and Arena Reserves	Green
30 23 3493 - Geach Street Road Reconstruction - Dallas	Green
30 24 3523 - Leo Dineen Pavilion - Fitout	Green

9.3 Some key projects that reached completion in this month are listed below.

- Valley Park Community Centre
- Bridges Recreation Reserve Pavilion
- Eric Boardman Reserve Athletic Track
- Roundabout modification at Creekwood Dr and Windrock Ave
- Seabrook Community Centre
- Sunbury BMX Track
- Public Toilets – Jack Roper, Greenvale Dr, Highgate, John McMahon
- Broadmeadows Town Hall Amenity Upgrade

10. CONCLUSION:

10.1 The delivery of the 2023/24 capital works program is progressing well with 124% of the programs value already expended.

REPORT NO: 10.1
REPORT TITLE: NOM24/34 - Cr Joseph Haweil
SOURCE: Adam McSwain, Director Infrastructure and Assets
DIVISION: Infrastructure & Assets
FILE NO: HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That Council:

- 1. Writes to the Department of Transport and Planning and Major Road Projects Victoria seeking advice on the anticipated completion and opening of the Fleetwood Drive and Somerton Road intersection, noting the ongoing frustration of Greenvale and Hume City residents and the impact that lengthy road works and closures have on their quality of life.**

2. OFFICER COMMENTS

Officers understand that the project has been under construction since mid-2021. The road and intersection fall under the responsibility of the Department of Transport and Planning (DTP) and the project is being delivered by a developer as a Precinct Structure Plan. Construction is being monitored by DTP and Council's Subdivisional surveillance team is only involved to the extent that they are monitoring works within the PSP that will become Council assets.

REPORT NO: 10.1 (cont.)

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REPORT NO: 10.2
REPORT TITLE: NOM24/35 - Cr Trevor Dance
SOURCE: Megan Taylor, Manager City Strategy
DIVISION: City Planning & Places
FILE NO: HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That:

- 1. Officers report back to council on how many housing commission and/or public housing homes/properties are currently empty/unoccupied in Hume City Council.**

2. OFFICER COMMENTS

Whilst Council has a role in encouraging affordable housing through our *Affordable Housing Policy* and the *Hume Planning Scheme*, the provision of public housing is not a service that Council delivers and as such, does not have this information.

Should this Notice of Motion be supported then it would be sought from the Victorian Government. Upon their response a report will be provided back to Council.

REPORT NO: 10.2 (cont.)

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REPORT NO:	10.3
REPORT TITLE:	NOM24/36 - Cr Jack Medcraft
SOURCE:	Brooke Watson, Manager Community Health and Wellbeing
DIVISION:	City Services & Living
FILE NO:	HCC24/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That Council take steps to address community concerns regarding Common Myna birds including:

- 1. Writing to the State Minister for Environment Steve Dimopoulos to advocate for a statewide approach to eradicating Common Myna birds**
- 2. Supporting the development of a Common Myna bird community action group**
- 3. As part of the upcoming review of the Living with Wildlife Procedure that it includes a collaborative approach with neighbouring Councils to manage Common Myna birds.**

2. OFFICER COMMENTS

The Common Myna bird is an exotic, introduced species that displaces small birds from gardens and reduces native bird diversity in suburban yards.

Council Officers are aware that these birds are a pest which threaten wildlife. Impact is mostly in backyards, streetscapes and parks, and the birds are now widespread across urban areas in Victoria, including Hume.

This pest bird is not listed by the Victorian government as a noxious species under the *Catchment and Land Protection Act* (CaLP 1994).

If this Notice of Motion is supported, Council Officers will execute the recommendations as outlined.

REPORT NO: 10.3 (cont.)

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