



*City of Stirling*

## Ordinary Meeting of the 41st Council

**26 March 2024**

# Minutes

To: The Mayor and Councillors

Here within the Minutes of the Ordinary Meeting of Council of the City of Stirling held Tuesday 26 March 2024 in the City of Stirling Council Chamber, 25 Cedric Street, Stirling.

**Stevan Rodic | Chief Executive Officer**

## **Our Vision, Mission and Values**

### **Vision**

A sustainable City with a local focus.

### **Mission**

To serve our community by delivering efficient, responsive and sustainable service.

### **Values**

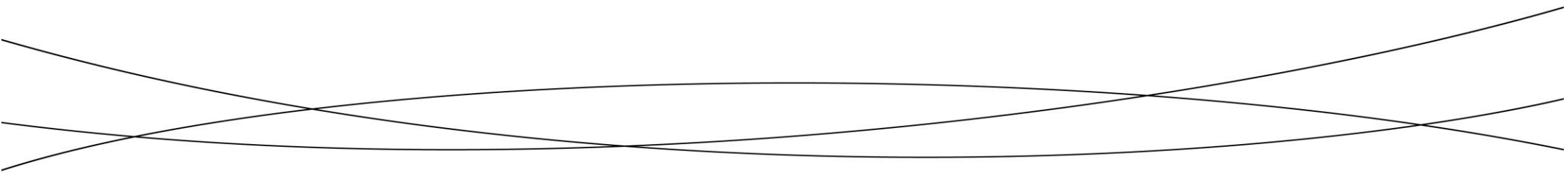
The City of Stirling's core values are:

- Approachable
- Responsive
- Transparent
- Innovative.

### **Disclaimer**

Members of the public should note that in any discussion regarding any planning or other application that any statement or intimation of approval made by any member or officer of the City during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City. No action should be taken on any item discussed at a Council meeting prior to written advice on the resolution of the Council being received.

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**MINUTES OF THE ORDINARY MEETING OF COUNCIL OF TUESDAY 26 MARCH 2024 HELD IN CITY OF STIRLING COUNCIL CHAMBER, 25 CEDRIC STREET, STIRLING****1. OFFICIAL OPENING**

The Presiding Member declared the Ordinary Meeting of Council open at 6.30pm.

**2. ATTENDANCE AND APOLOGIES****ATTENDANCE****Mayor**

Mark Irwin

**Councillors**

Councillor Andrea Creado  
Councillor Michael Dudek  
Councillor Joe Ferrante  
Councillor Damien Giudici  
Councillor Chris Hatton  
Councillor Tony Krsticevic  
Councillor David Lagan  
Councillor Suzanne Migdale  
Councillor Rob Papparde  
Councillor Karlo Perkov  
Councillor Stephanie Proud JP  
Councillor Elizabeth Re  
Councillor Lisa Thornton (from 6.44pm)

**Employees**

Chief Executive Officer - Stevan Rodic  
Director Community Development - Michael Quirk  
Director Corporate Services - Ingrid Hawkins  
Director Infrastructure - Andrew Murphy  
Director Planning and Development - Amanda Sheers  
Manager Community Safety - Peter Mullins  
Manager Engineering Services - Paul Giamov  
Acting Manager Governance - Candice D'Castro  
Acting Service Lead Council & Civic - Regan Clyde  
Community Engagement Coordinator - James Murphy  
Lead Governance Advisor - Jackson Mawby  
Senior Governance Officer - Daniel Govus  
Communications and Content Officer - Scott Stirling

**Public**

5

**Press**

0

**APOLOGIES**

Councillor Teresa Olow.

**3. APPROVED LEAVE OF ABSENCE**

Nil.

#### 4. DISCLOSURES OF INTEREST

Where a member has disclosed a financial or proximity interest in an item, they must leave the Chamber for consideration of that item.

Where a member has disclosed an impartiality interest in an item, they may remain in the Chamber. The member is required to bring an independent mind to the item and decide impartially on behalf of the City of Stirling and its community.

##### **Community and Resources Committee - 19 March 2024**

Councillor Elizabeth Re disclosed an Impartial Interest in Item 12.1/F1 as Thomas Geer Perth Solicitors were used by her to defend herself against the City.

Mayor Mark Irwin disclosed an Impartial Interest in Item 12.1/TE1 as the CEO of one of the companies is known to him.

Councillor Karlo Perkov disclosed an Impartial Interest in Item 12.1/TE1 as the director of XL Linemarking is known to him personally.

##### **Council – 26 March 2024**

Nil.



**5. PETITIONS**

Nil.

**6. RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE**

All Public Question Time responses from the previous Council meeting were published in the minutes of that meeting.

## 7. PUBLIC QUESTION TIME

Councillor Lisa Thornton arrived at the meeting at 6.44pm during Item 7.

Public Question Time is included in the live stream. Members of the public are only required to state their name and suburb when addressing the meeting.

Members of the public who wish to ask question/s at the Council meeting are requested to submit these through the City's online Public Question Time submission form ([click here](#)).

### 7.1 PUBLIC QUESTION TIME - R MITCHELL

**The following questions were submitted by R Mitchell, Karrinyup WA 6018, at the Council Meeting held Tuesday 26 March 2024.**

Q1. *"I have three questions tonight. My first one is in relation to the business of hiring equipment at the Scarborough Beach. I said recently, Council have made decisions to embark on and allow the operation of beach and surfing equipment hire and are in the throes of seeking a 'lockers hire' operator.*

*In amongst that is the use of fixed binoculars along the pathway of the ocean front. This has been borne from a move by ex-Councillor Felicity Farrelly. Many others of these type of beach provisions and facilities have been enunciated by Ms Farrelly to enhance the beach experience. As this establishment of fixed binoculars between Watermans and Scarborough, currently in its embryo stage, installing one to gauge the interest.*

*I would like to go on record to suggest that along with other hire equipment for a beach experience that hiring of binoculars also be considered. That way people can share binoculars at any point or place along the entire coastal environment. To provide static on-stand binoculars along the pathways for viewing the ocean surrounds has the risk to equipment of vandalism and misuse. May I suggest these considerations be discussed before any final decision. Please confirm that the risk management is or will be discussed regarding this venture and confirmation of this venture."*

- A1. The Mayor confirmed that Council has endorsed one pair of binoculars to be installed along the coastline on a trial basis. They are significantly different than binoculars that would be portable, but the City can suggest that option to the hirers. Public hiring ventures at Scarborough are privately run businesses, and the City is happy to suggest that they also consider portable binoculars as part of that.

*“Thank you, Mayor. Enterprises at Scarborough should all be on private enterprise. I don't believe the local government should be involved in hiring things.”*

- Q2. *“My next question - information previously, I have raised concerns about the City of Stirling's lack of response to making sure fire breaks and clearing of grass, especially long grass, on Council property. For three years I have noted and contacted the City of Stirling regarding the fire breaks not being established within the statutory time frame by the end of November each year.*

*2023, I did lose my cool about having to ring to notify that it needs doing. Currently I'm in the throes of not been able to ring the Council officers. I suppose basically because I emanate bad news. What happened two or three weeks later when Council Officers said they would get around to it, they eventually did. Then down the road at the end of Pascoe Street in Gwelup, and on television in the bush adjacent to Spiderlily Mews, a roaring bushfire recently. I saw on television, live as narrated by a neighbour fighting the fire in another neighbour's backyard with a garden hose. Apparently, the owner was not home. The fire appeared very close to the brick fence of the property. Was there a fire break established there?*

*Considering the issue of the locked stormwater pump on the corner of Clement Drive and Pascoe Street fenced off and locked. Seeing on television what happened there in Spiderlily Mews shocked me. The responsible people could be so complacent. Please ensure these matters receive the highest risk management, confirm such in the Minutes of this meeting.*

*Also, the signage between Clement Drive / Pascoe Street intersection and the Francis Avenue / Pascoe intersection northern verge have reinstated 'No parking on the verge and street' reinstated. There also is a dead tree. Could these be replaced please?”*

- A2. The Mayor advised there are quite a few things to address in this question. Regarding the first point, Mr Mitchell can call the City, and had a meeting with the CEO and a Director regarding this. Mr Mitchell is welcome to call the City.

Regarding the fire break, the City will respond to this in writing within the Council Minutes. Obviously, the fire break was not the initial reason for the fire in question. The City is happy to talk to a Bushfire officer; there is a management plan, and the City will provide advice that there was or was not a fire break installed. The other items regarding the parking and the tree will be taken on notice and a written response provided within the Council Minutes.

*“It has been a disgrace for years. Just as a by, many years ago when there was corruption in the Council, I received from an Officer of the Council a letter to say that 500m<sup>2</sup> of grass stolons had been planted there.”*

- Q3. *“When did the City of Stirling have a full, independent, functional review of the Council and Council administration into day labour works? Please provide an exact date where and I can reference the report and any collusions or recommendations made and implemented.”*

- A3. The Chief Executive Officer advised that the City of Stirling had independent reviews conducted in 2015 and during the 2020/2021 period. The results of these reviews were provided on a confidential basis (as there are employee impacts) to the City's Audit Committee. As part of the integrated planning and budget process, and in line with best practice, the City conducts annual reviews of all of its services to improve effectiveness and efficiency each year. The outcomes of any independent reviews and the annual process are reflected in the City's Corporate Business Plan and within the Annual Report.

*“Thank you, Mr Rodic, can I have references so I can look at them from when they came before the Council?”*

The Mayor advised this would be taken on notice and a written response provided by the City.

### **Additional Information**

- A2. Regarding the recent fire, in the City's post-fire incident assessment, DFES has flagged a number of improvements - these centre mainly on firebreaks within the Karrinyup Lakes Country Club. There are also some improvements regarding tree pruning that could also be applied to a section of a reserve adjacent to Karrinyup Lakes Country Club. This will be a priority for both firebreak notifications and tree works by the City.

The parking restriction signs on the northern side of Pascoe Street, between Clement Drive and Francis Avenue, were removed in June 2023 following multiple requests by the residents to the Mayor and Ward Councillors. The City undertook consultation with abutting residents of Pascoe Street, and the majority of respondents were supportive of removing of the parking restrictions so that the verge could be utilised for overflow parking where required.

The tree will be inspected, and appropriate action taken.

- A3. Due to the time required to research this information, a written response will be provided to Mr Mitchell. This response will outline when reviews were presented to the Audit Committee and where changes could be referenced in the City's Corporate Business Plan and/or Annual Report.

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**7.2 PUBLIC QUESTION TIME - K KELLY**

**The following questions were submitted by K Kelly, Scarborough WA 6019, at the Council Meeting held Tuesday 26 March 2024.**

Q1. *“As you are aware, a 12-storey development was approved for 194 The Esplanade, Scarborough. This site sits within the Scarborough Redevelopment Precinct and is now transferred to the City of Stirling under the normalisation process. Within this Scheme the site was gazetted an eight-storey limit, this site was also permitted a bonus height of up to another four storeys if there was significant community benefit shown, such as, but not limited to, commercial tenancies, a minimum three-star hotel, higher Green Star Building practices and affordable living. The building approval was rejected by 80% of respondents during the public consultation but was supported by the Council officers and publicly supported by the Deputy Mayor.*

*Can the Council explain to me what were the community benefits put forward by the developer to gain the extra four storeys and bonus height afforded to them?”*

A1. The Director Planning and Development confirmed that the site is eight storeys, and permissible up to 12 storeys if it achieves both design excellence and one of the criteria that Mr Kelly mentioned. The City is happy to provide more detail into what this specific development achieved to be granted the approval.

The Director Planning and Development further advised that the developer is also required to pay an art contribution and a contribution towards the Developer Contribution Plan for Scarborough.

Q2. *“Some time ago I asked a question on the cost of planting for street trees and maintenance for two years. From memory, the figure was approximately \$680 per tree. Can the Council let me know what percentage of trees, or number of trees, are planted and then re-planted due to death within that two-year maintenance period?”*

A2. The Mayor advised this question would be taken on notice and a response provided in writing.

### Additional Information

- A1. The proposed development achieved 'design excellence' and the Tier 2 requirements of Development Policy 1 – Green Building. As such, a height of 12 storeys was permitted for the proposed development. The City's full assessment is contained within the Responsible Authority Report which forms part of the Metro Inner Agenda 13 March 2024 – No 1 Town of Cambridge – City of Stirling. This agenda can be accessed via the following link: [Metro Inner Agenda and Minutes](#).

Conditions of development approval were also imposed in relation to development contributions relating to the Scarborough Development Contribution Plan and public art, with estimated contributions of \$102,280.80 and \$305,000.00 respectively.

- A2. The City has planted 17,778 new street trees over the three-year period up to the end of the 2023 season. After the record hot summer, the City has a recorded loss of 2,445 trees that have died after planting (as of 7 March 2024).

1,558 of these were due to the trees failing to establish. These are recorded as dead or dying. A variety of factors are at play ranging from heatwaves, soil conditions, and stock hardiness, etc.

887 of these were deliberately or accidentally vandalised. These are recorded as vandalised, poisoned, damaged or missing.

This shows an establishment failure (mortality) rate of 8.7%. The City will be working to reduce these losses in the future through species selection, planting, and aftercare practices.

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**7.3 PUBLIC QUESTION TIME - R HADLEY**

**The following questions were submitted by R Hadley, Woodlands WA 6018, at the Council Meeting held Tuesday 26 March 2024.**

Q1. *“To date, I have not yet received a copy of the Strategic Community Plan, Sustainable Stirling 2022/2023 which includes the City’s values (Approachable, Responsive, Transparent and Innovative), together with the Elected Member Code of Conduct, despite what the minutes say on the 27 February Council meeting.”*

A1. The Chief Executive Officer advised that he would ensure Mr Hadley would receive this information before lunchtime the following morning (Wednesday 27 March 2024).

Q2. *“Similarly, our members remain waiting for the written evidence that Karrinyup Library is the most populous in the southern hemisphere. A claim made by Mayor Irwin on 21 November, and the minutes recording that a written reply would be supplied, when exactly?”*

A2. The Mayor advised that Mr Hadley would be provided with this information and apologised that Mr Hadley had not yet received it.

Q3. *“Also on 21 November 2023, no written reply has been provided to my question ‘how much time and money has been wasted on fencing, lighting, security, realignment of roads and kerbs, resurfacing of roads and car parks, cost of events, advertising, publications, overseas travel and accommodation, videos and symposium costs’. The Mayor stated ‘...a written response would be provided’, according to the minutes of 21 November.*

*We are now approaching the end of March, Mr Mayor. Is your intention to ever disclose this information? Now or not?”*

A3. The Chief Executive Officer advised that the Manager Strategy and Performance had emailed Mr Hadley that afternoon [26 March 2024] providing a brief update, and advising that the estimated costs of the trial will be provided by the end of next week.

*Mr Hadley added that if this includes the symposium as well as the trial, that would be appreciated.*

Q4. *“Even though the long-awaited report on the Trackless Tram Project trial and symposium has not been published, Mayor Irwin continually repeats both verbally and in the City’s publications, that it was successful. We ask therefore Mayor Irwin, are you privy to information that is not yet available to ratepayers, or is this just another attempt at spin?”*

*If this Trackless Tram Project is deemed successful, when will ratepayers see the construction of 13 platforms along Scarborough Beach Road and 500 passengers arriving in your beloved Scarborough every 15 minutes?”*



A4. The Mayor advised that hopefully this would occur soon. The survey results from which those comments were based on will be provided to Mr Hadley.

Q5. *“The trackless tram report was due for release in late November 2023. Some may suggest that the delay and deferment to the end of the financial year is a deliberate act by the Council, hoping that ratepayers may have forgotten about the fiasco. We wonder if the Mayor will present this report with as much gusto and fanfare as he did when promoting this Trackless Tram Project.*

*I also, on behalf of the members of the Ewen Street Community Group, ask who is paying for the printing of the report or will ratepayers have to wait until the end of the financial year to find out this information?”*

A5. The Mayor confirmed that he would present the report with gusto when it is ready.

### **Additional Information**

A5. The City of Stirling will pay for the printing of the report. The cost of this will be provided at the time the report is printed.

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**7.4 PUBLIC QUESTION TIME - S WHEELER**

The following questions were submitted by S Wheeler, Scarborough WA 6018, at the Council Meeting held Tuesday 26 March 2024.

Q1. *“In response to what Mr Hadley was just saying, because I asked the same question before the Electors’ General Meeting, about the costs so far to Stirling ratepayers for the Trackless Tram Project.*

*What would you envisage as being a success? Because you’re always saying what a success it has been, how is that defined?”*

A1. The Mayor advised this question would be taken on notice and a response provided in writing.

The Mayor further commented that there was a huge public interest in the project, and a further significant interest from related parties around Australia – including State Government bodies from almost every state, Curtin University and scientific bodies from Western Australia, and State Government departments in Western Australia. The project was well received, the symposium well attended, and survey results show it was thought of as a success. The City had hundreds of people from the public trial give their feedback, which was also a success.

Q2. *“The response I got from last meeting was that the City had not spent anything on this project, that it has all come from different grants. I do not believe that, Mayor, I am not trying to call you personally a liar but I just cannot believe that. The response says that you will not know what the success was until this report comes out in June or July, so is it unreasonable to be asking what money the City has spent on this project?”*

A2. The Mayor advised that it is not unreasonable to ask this question, which is why the Chief Executive Officer advised earlier that the answer would be provided in writing.

**Additional Information**

A1. There are a number of factors that contribute to the Trackless Tram Trial being a success, including the information that was gathered on the vehicle operation, the testing regime, the number of industry experts involved in the Trial and community attendance and feedback. A full report on these outcomes will be presented as part of the business case.

A2. A written response will be provided to Mr Wheeler directly regarding the costs of the Trackless Tram Trial by 5 April 2024.

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**7.5 PUBLIC QUESTION TIME - S ZORN**

The following questions were submitted by S Zorn, Scarborough WA 6018, prior to the Council Meeting held Tuesday 26 March 2024.

Q1. *“At the Electors' General Meeting, Mayor Irwin mentioned that the target of an 18% tree canopy by 2040 might not be achieved. This is of concern of course. Where do we stand currently and what are the main reasons why we might not reach this target?”*

A1. The current tree canopy cover across the City is 12.1% (March 2023). Canopy cover has declined from 12.6% since we began monitoring the City's urban tree canopy cover in 2012. This is primarily due to:

- Residential properties not retaining trees.
  - Infill development. Canopy loss is a significant challenge for the City in meeting State targets for housing supply. The State planning framework estimates that approximately 800,000 new dwellings will be needed in Western Australia by 2050 to accommodate the growing population. In Stirling, this translates to roughly 115,000 people projected to move into the City over the next 30 years, requiring 51,000 new homes.
  - New trees not being planted when conditioned to do so.
  - Excessive pruning.
  - No longer having the opportunity to grow trees in new developments – no space / no soil depth.
  - Fear of big trees / poor understanding of trees.
  - 87% of suburbs now have less canopy on residential properties than they had in 2012.
- Lack of coordination and support by the State Government.

'The State of the Urban Forest' (a 10-year review) was reported to Council on 30 May 2023 (see Council minutes on the City's website).

Q2. *“One strategy mentioned in the City's Urban Forest Plan is tree retention. However, the focus of the City so far seems to be mainly on tree planting. What percentage of the City's resources are spent on (1) tree retention and (2) tree planting activities?”*

- A2. The City's approach, as outlined in the Urban Forest Plan, is to plant trees on City land and rely on incentives to better protect non-City trees.

Since 2012, the City has planted approximately 92,000 trees – or 8,350 trees per annum (about half on streets / verges). The City is busy planting many new trees that in a generation or two will be much admired and cherished.

City initiatives include:

- Million Trees (and shrubs) Program
- Annual tree planting program
- Free Tree give-away program
- Creating and leading WA's first ever State-wide Tree Festival (WA Tree Festival)
- Implementing policies such as planting in every available verge space

In the 10-year review of the City's Urban Forest presented to Council on 30 May 2023, the City gained 130 Ha of canopy on City managed parks and streets, while 135 Ha of tree canopy was removed on residential land. Hence the static tree canopy results which have seen tree cover decline from 12.6% in 2012, to 12.1% in 2022, even with this substantial City planting effort.

- Q3. *“WALGA released a tree retention model local planning policy that defines tree removal as 'works' requiring planning approval. Is the City adopting this policy?”*
- A3. The City's Officers are aware of the WALGA Model Local Planning Policy for Retention, and are reviewing this policy, and its potential role as part of a comprehensive suite of tools to address tree canopy loss. The City's officers believe the State Government needs to take a lead role in this area, and this is reflected in the State Government announcing its Perth and Peel Urban Greening Strategy. The Minister for Planning has stated that the strategy will focus on an incentive-based approach to enhancing tree canopy.

**7.6 PUBLIC QUESTION TIME - L MARTINAZZO**

The following questions were submitted by L Martinazzo, Tuart Hill WA 6060, prior to the Council Meeting held Tuesday 26 March 2024.

- Q1. *"My first question relates to an email from the City's Arts Coordinator Customer and Communications dated 5 March 2024, regarding the 'Stirling Open Art Studios 2024' which states - "Please note this is not a City-run event, but rather an artist run initiative that is supported by a small City grant each year." [Please note for your information that this 'Open Studio' is only for 18 or so artists.]*

*I was wondering why the City of Stirling doesn't adopt Margaret Rivers system of allowing people who live in the relevant area to partake in the 'Open Art Studio'? Why doesn't the City of Stirling take up the courage and the baton and broaden the horizon and visibility of all artists who live in the area? Why doesn't the City of Stirling use their initiative to allow this to happen instead of giving away a small grant to a small arts organization when they already have an arts officer who could do this? Thereby giving identity to artists who reside in the City of Stirling not just for a few."*

- A1. Stirling Open Art Studios is an artist run initiative which successfully obtained support (\$5,000) through the City's community grants program. Many other local governments do coordinate Open Art Studio Trails with their artist communities including the Cities of Armadale, Kalamunda and Melville, and the Shires of Augusta-Margaret River and Mundaring.

Aside from Open Art Studios, the City invests significantly in the Arts each year. This includes (but is not limited to) the biannual Arts Awards and Exhibition, biannual Artist in Residence Program, Visual Art Collection acquisitions, Public Art Master Plan and projects, mural art projects, and the 'Locally Led and Creative Communities' stream within the City's Community Grants Program. More than \$70,000 has been awarded to arts-based activities and organisations through community grants over the last 12 months.

- Q2. *"Why is there no actual art gallery in the City of Stirling? Mandurah, Rockingham and Collie all have one. One would think that in the biggest Council in WA that there would be an Art Gallery not just on the walls of council buildings that the public don't get to see. If there was a purpose-built art gallery with an art shop attached, it could gain revenue from it and also help struggling artists and also by giving a name to an image. It would provide a much-needed platform for the arts which has been sadly lacking in the City of Stirling for a very long time."*

- A2. The City recently invested \$1,500,000 to refurbish the Bob Daniels Community Centre into the Inglewood Arts Hub, which includes a creative workshop space, two artist studios, and a community gallery. The City is also currently investigating opportunities to better activate the Mount Flora Museum, including art activities and exhibitions.

There are a number of community driven art galleries and spaces located throughout Stirling including Spectrum and Gallery25 at ECU in Mount Lawley, Art Space Collective in Scarborough, Local and Aesthetic Cafe/FISH in Mount Lawley, Livid Skate Cafe in Scarborough, and White Brick Gallery in Osborne Park.

- Q3. *“Why are there some verges in the City of Stirling void of trees? Verge trees should be mandatory, i.e., supplied by the City of Stirling and not optional. There are many verges that are barren of trees and this appears contrary to the City of Stirling's vision of million trees program which was adopted in 2008. What is being done to ensure all verges have a tree?”*
- A3. The City has an ambitious tree planting program with the goal to lift canopy cover across City. In the past 10 years, the City has added 130Ha of tree canopy cover in its parks and streets. This has been achieved with the planting of approximately 10,000 new trees each year on City managed lands. The City has a goal of planting all available verges across the City. In recent years City has planted approximately 4,500 new street trees, with the same number scheduled for the 2024 winter planting season. In the past decade, the number of street trees under City management has grown by almost 47%, from 75,000 to the present 110,000 trees. The City will plant street trees on all vacant verges where space permits, to contribute to the City's urban forest canopy for the benefit future generations.
- Q4. *“Waste management is an expensive area of the City of Stirling Budget that can be reduced substantially by creating a FOGO Bin [Food Organics and Garden Organics]. The City of Stirling Budget claimed that in the 2022/23 Budget the Waste Service Charge was \$41,162,367 an increase of \$1,326,164 from the previous year 2021/22. FOGO is beneficial in several ways, it reduces methane and contributes to greenhouse gas emissions. It is recycled into compost which benefits the soil retaining nutrients and water. The ACT Government is working to reduce waste to landfill and increase resource recovery. The 2018, the Waste Feasibility Study recommended the implementation of a kerbside FOGO collection. The ACT Climate Change Strategy 2019-25 commits to net zero emissions by 2045. The strategy identifies a new FOGO collection for all households as a key action for the waste sector. Can the FOGO system be implemented by the City to reduce costs for waste and reduce greenhouse gases?”*
- A4. A report and aligning business case for FOGO implementation is scheduled to be brought to the 30 April 2024 Council meeting for its consideration.

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**7.7 PUBLIC QUESTION TIME - E COLEMAN**

**The following questions were submitted by E Coleman, North Beach WA 6020, prior to the Council Meeting held Tuesday 26 March 2024.**

The following questions are in relation to the Scarborough-Trigg Coastal Boardwalk.

Q1. *“Will someone walking their dog or baby in a pram being hit by a car on West Coast Highway be the only way this motion will be passed?”*

A1. The need for a coastal boardwalk will be determined on a range of factors, and safety concerns for pedestrians and other path users will certainly be taken into consideration as one of those factors.

Q2. *“Why would the installation of binoculars be worthwhile when the traffic speeding behind you on West Coast Highway be constantly reminding you that you are merely seconds and metres away from the risk of certain death?”*

A2. The decision to install a set of fixed binoculars is unrelated to any future decision for a coastal boardwalk between Scarborough and Trigg. The final position of the binoculars has not been confirmed at this stage. However, the section of shared path adjacent to West Coast Highway is unlikely to be considered as a suitable location due to the height of the dunes and lack of suitable viewing opportunities.

Q3. *“Do you think the PR message received by the City will be loud and clear, when someone is hit by a car on the Trigg - Scarborough walkway where there is no traffic barriers?”*

A3. The City has previously requested Main Roads WA to consider the installation of a crash barrier along this section of West Coast Highway, as they have control and management of this road reserve. Main Roads WA advised that the 60km/h speed environment is similar to many other distributor roads, and there is no pattern of crashes involving vehicles leaving the road from the northbound lane of West Coast Highway. As such, Main Roads WA determined that a crash barrier could not be justified along this section of road.

**8. APPLICATIONS FOR LEAVE OF ABSENCE**

Nil.

**9. CONFIRMATION OF MINUTES**

**Council Resolution**

**0324/016**

**Moved Councillor Hatton, seconded Councillor Ferrante**

**That the Minutes of the Ordinary Meeting of Council of 12 March 2024 be confirmed as a true and correct record of proceedings.**

**The motion was put and declared CARRIED (14/0).**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.



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## 10. ANNOUNCEMENTS BY THE PRESIDING MEMBER

### 10.1 ANNOUNCEMENT - DEPUTY MAYOR SUZANNE MIGDALE - GOLD AWARD FOR WATERWISE ACTIVITIES

Deputy Mayor Suzanne Migdale made the following announcement:

*“I am pleased to advise that the City of Stirling has once again achieved gold status in the annual Waterwise Councils accreditation, in recognition of our progress on commitments outlined in our Waterwise Council Action Plan 2021-2026.*

*In 2023 the City was awarded as a Platinum Council, which is the highest honour possible in the Waterwise Council program. [The Platinum award is a non-reoccurring annual recognition.] The City’s return to gold status in 2024 will enable continued access to \$10,000 per year to fund waterwise plant giveaways to residents.*

*In addition to the free plants giveaway, the City has progressed our Waterwise Action Plan through the Sustainable Verge Program, improvements to water monitoring and auditing, increased water efficiency in City buildings and strengthening water requirements in City projects through a new Environmentally Sustainable Design (ESD) Management Practice.*

*The City’s gold accreditation also means the City is eligible for a \$600,000 grant from the Department of Water and Environmental Regulation. This funding will assist the City in delivering a number of projects dedicated to minimising our impact on groundwater resources.*

*I would like to congratulate the City’s Parks and Environment team members and employees involved in delivering the objectives of our waterwise plans and for their commitment to managing, protecting and improving our natural environment.”*

## 11. UNRESOLVED BUSINESS FROM PREVIOUS MEETING

Nil.

**12. REPORTS AND RECOMMENDATIONS OF COMMITTEES**
**12.1 COMMUNITY AND RESOURCES COMMITTEE - 19 MARCH 2024**

Councillor Elizabeth Re disclosed an Impartial Interest in Item 12.1/F1 as Thomas Geer Perth Solicitors were used by her to defend herself against the City.

**12.1/F1 SCHEDULE OF ACCOUNTS FOR PERIOD 8 ENDING 29 FEBRUARY 2024**

Business Unit:	Finance Services	Service: Financial Accounting
Ward:	Not Applicable	Location: Not Applicable
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**
**0324/017**
**Moved Councillor Perkov, seconded Councillor Krsticevic**
**That the schedules for Period 8 – 1 February – 29 February 2024 comprising of**

- a. Cheques drawn and payments made amounting to \$21,423,986.31 and**
- b. Fuel card payments made amounting to \$34,645.68**

**be RECEIVED.**
**The motion was put and declared CARRIED (14/0).**
**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

### **Committee Recommendation**

That the schedules for Period 8 – 1 February – 29 February 2024 comprising of

- a. Cheques drawn and payments made amounting to \$21,423,986.31 and
- b. Fuel card payments made amounting to \$34,645.68

be RECEIVED.

### **Officer's Recommendation**

That the schedules for Period 8 – 1 February – 29 February 2024 comprising of

- a. Cheques drawn and payments made amounting to \$21,423,986.31 and
- b. Fuel card payments made amounting to \$34,645.68

be RECEIVED.

### **Purpose**

To inform Council of funds disbursed for the period 1 February to 29 February 2024.

### **Details**

The reported schedules are submitted in accordance with Regulation 13 and 13A of the Local Government (Financial Management) Regulations 1996. In June 2023, the Regulations were amended to include the requirement to report payments by purchasing cards (Regulation 13A) to be implemented by local governments by September 2023.

Fuel cards are considered purchasing cards and so a separate attachment has been prepared for these transactions. Fuel cards are used for the purchase of fuel for the City's petrol vehicles and plant. The use of fuel cards is controlled with the card assigned to an individual vehicle and transactions limited to the purchase of fuel. Vehicle odometer readings are recorded for each fuel purchase. It should be noted that the full payment to Ampol is shown in the Payments Listing and the amount on the fuel card report may differ due to the timing of invoices.

The value of payments made in the month includes new term deposit investments of surplus cash funds. The surplus cash funds available for investment will be impacted by the City's cashflow cycle including the value of term deposits maturing in the month. The value of new term deposits is the main cause of fluctuations in the level of payments from month to month. Other factors would include progress payments made for major capital projects.

Expenditure on Agency Staffing

The table below shows the spend on agency staffing to January 2024. The actual spend of \$957,785 equates to 1.2% of the total spent on direct staffing by the City for the period.

Agency Costs by Business Unit	Year to Date Feb 2024 Actual \$	% of Total Staffing Cost
Finance Services	130,248	4.3%
Facilities, Projects & Assets	77,515	3.0%
City Future	48,318	2.0%
Parks & Environment	319,047	3.0%
Waste & Fleet	260,417	4.2%
Recreation & Leisure Services	18,165	0.2%
Community Development	33,247	0.3%
Governance	17,641	0.7%
Customer & Communications	25,087	0.6%
Property & Commercial Services	16,032	2.9%
Development Services	12,068	0.2%
<b>Total</b>	<b>957,785</b>	<b>1.2%</b>

## Relevant Policies, Legislation and Council Resolutions

Regulation 13 of the Local Government (Financial Management) Regulations 1996 requires that a list of accounts paid by the Chief Executive Officer is to be prepared each month and presented to the Council at the next ordinary meeting of Council after the list is prepared. Regulation 13A of the Local Government (Financial Management) Regulations 1996 requires that a list of accounts paid includes payments via purchasing cards.

[Local Government \(Financial Management\) Regulations 1996](#)

[Local Government Act 1995](#)

## Relevant Documents and Information

### Attachments

Attachment 1 - Payments Listing - February 2024 (ECM No. 10992965) (previously circulated to Elected Members under separate cover)

Attachment 2 - Ampol Purchase Card Report - February 2024 (ECM No. 10992966) (previously circulated to Elected Members under separate cover)

### Available for viewing at meeting

Nil

### Linked Documents

*\*(Please note that Attachments 1 – 2 can be viewed as a separate document to the Agenda on the City of Stirling website).*

**Council Resolution**

**0324/018**

**Moved Councillor Perkov, seconded Councillor Proud**

**That the balance of the Community and Resources Committee recommendations be ADOPTED by exception resolution in accordance with Clause 4.7 of the City of Stirling Meeting Procedures Local Law 2021.**

**The motion was put and declared CARRIED (14/0).**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

**12.1/ES1 PARKING IN THE WALCOTT STREET NEIGHBOURHOOD CENTRE, COOLBINIA**

Business Unit:	Engineering Services	Service: Design Services
Ward:	Lawley	Location: <a href="#">Walcott Street Neighbourhood Centre</a>
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**
**0324/019**
**Moved Councillor Perkov, seconded Councillor Proud**

**That the City PROGRESSES the detailed design and future budgeting, including consultation, for a parking embayment along the western side of Adair Parade (between Walcott Street and Ardross Crescent) with construction potentially to occur during the 2025/2026 Financial Year.**

**The motion was put and declared CARRIED (14/0) by exception resolution.**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

**Committee Recommendation**

That the City PROGRESSES the detailed design and future budgeting, including consultation, for a parking embayment along the western side of Adair Parade (between Walcott Street and Ardross Crescent) with construction potentially to occur during the 2025/2026 Financial Year.

## Officer's Recommendation

That the City NOTES the opportunities for additional on-street car parking in the vicinity of the Walcott Street Neighbourhood Centre.

## Purpose

To inform Council of the City's investigation into the opportunities for additional on-street parking in the vicinity of the Walcott Street Neighbourhood Centre, in response to a Notice of Motion submitted by Councillor Joe Ferrante in August 2023.

## Details

The Walcott Street Neighbourhood Centre (WSNC) is located along the section of Walcott Street between Ardross Crescent (Coolbinia) and Dumbarton Crescent (Menora). The abutting land uses along this road section comprise mostly of retail and commercial properties, with residential land uses along adjacent roads including Adair Parade, Lanark Street and Ardross Crescent.

Public parking for the commercial properties within the WSNC consists of 19 on-street parking bays accessed from Ardross Crescent and on-street parking for approximately eight vehicles on the northern side of Walcott Street (between Ardross Crescent and Mistletoe Lane). Several businesses along the WSNC also have off-street parking available for their customers within the private property boundary. Informal on-street parking can also be accommodated on numerous roads within the surrounding precinct.

The City has investigated opportunities for additional on-street parking in the vicinity of this neighbourhood centre, taking into consideration constraints imposed by residential verges, crossovers, utility services, street trees and footpaths. It is important to note that the City does not construct public parking embayments within verges abutting privately owned residential properties, as it removes the exclusive parking rights allocated to those residential property owners. Given this position, the only remaining areas where on-street parking embayments could be accommodated within the surrounding precinct are:

- Along the western side of Adair Parade, between Lanark Street and Ardross Crescent;
- Within the verges abutting Dean Tarca Reserve (bounded by Ardross Crescent, Lanark Street and Koorda Street); and
- Within the verges abutting Lanark Graham Ardross Reserve (bounded by Lanark Street, Graham Road and Ardross Crescent).

The opportunities and constraints associated with these locations are discussed in the following sections.



### Adair Parade

In 2017, the City developed a Local Area Traffic Management (LATM) scheme for Adair Parade, between Walcott Street and Tweed Crescent. The scheme was developed to address various traffic and road safety concerns raised by local residents. When the scheme was subject to public consultation, it was well supported by residents of Adair Parade. However, there was strong opposition by residents of adjacent roads due to the perception that traffic would be redistributed to other roads. While this redistribution was considered by officers to be highly unlikely, at its meeting held 5 December 2017, Council resolved (Council Resolution Number 1217/003) to not proceed with the proposed traffic management measures for Adair Parade.

Notwithstanding the above, one component of the LATM scheme included using the existing road width of Adair Parade and narrowing down the roadway to allow the construction of a parallel parking embayment on the western side of the road between Lanark Street and Ardross Crescent. A concept plan of the proposed parking embayment along Adair Parade is shown in Attachment 1. This plan indicates parking space for approximately 13 vehicles.

The narrowing of Adair Parade to create a formalised parking embayment will not necessarily result in additional parking bays being provided. It would have the benefit of narrowing the wide road section, which would reduce vehicle speeds and allow formalised parking.

### Development Approval

A Development Assessment Panel application for a five-storey mixed use development at 2 and 8 Adair Parade, Coolbinia was approved by the Metro Inner-North Joint Development Assessment Panel on 27 July 2023.

The approval included a condition requiring four embayed on-street parking bays to be constructed within the road reserve of Adair Parade, prior to occupation of the development, at the owner's expense, and to the satisfaction of the City. The purpose of these parking bays is for service delivery to the commercial tenancies of the development and for the public use. The approval included a condition of approval requiring signage to be installed reflecting the permitted use of these bays, with timing restrictions clearly outlined on the signs.

A building permit has not been submitted for this development.

### Dean Tarca Reserve

Dean Tarca Reserve is located approximately 200m away from the commercial precinct along Walcott Street. The reserve includes a concrete footpath around the perimeter of the reserve. Unlike Adair Parade, which has a relatively wide carriageway, the roads surrounding the reserve are all (approximately) 7.2m, and therefore cannot be narrowed down to create a parking embayment. The provision of parking embayments would therefore need to be constructed within the verges abutting the reserve.

In order to construct embayments within the verges abutting the reserve, it would be necessary to remove / reconstruct the three existing footpaths, as well as drainage infrastructure, street lighting poles and underground power assets. The construction of parking embayments would also require the removal of around 11 well-established trees within close proximity to the edge of the reserve. A concept plan of the proposed parking embayment around the reserve, which can accommodate approximately 31 vehicles, is shown in Attachment 2.

Informal on-street parking can already be accommodated on the roads surrounding the reserve, so the net increase in parking would be minimal. Given the distance between the reserve and the commercial properties, and given the significant impact of removing 11 mature trees, it is not considered viable to proceed with this proposal.

### Lanark Graham Ardross Reserve

Lanark Graham Ardross Reserve is located approximately 200m away from the commercial precinct along Walcott Street. The reserve includes a concrete footpath around the Lanark Street frontage of the reserve. Similar to the roads around Dean Tarca Reserve, the roads surrounding the reserve are all (approximately) 7.2m, and therefore cannot be narrowed down to create a parking embayment. The provision of parking embayments would therefore need to be constructed within the verges abutting the reserve.

In order to construct embayments within the verges abutting the reserve, it would be necessary to remove / reconstruct the existing footpath, street lighting poles and underground power assets. The construction of parking embayments would also require the removal of around 16 well-established trees within close proximity to the edge of the reserve. A concept plan of the proposed parking embayments around the reserve, which can accommodate approximately 31 vehicles, is shown in Attachment 3.

Informal on-street parking can already be accommodated on the roads surrounding the reserve, so the net increase in parking would be minimal. Given the distance between the reserve and the commercial properties and given the significant impact of removing 16 mature trees, it is not considered viable to proceed with this proposal.

### Recommendation

The City's investigation has determined that there are very few opportunities to provide feasible parking embayments within close proximity to the Walcott Street Neighbourhood Centre. The City could progress the detailed design and future budgeting for the parking embayment on Adair Parade (Option 1). However, it must be understood that this would only replace existing on-street parking that occurs along this section of road and would not necessarily result in a significant increase in parking provision.

While other opportunities for parking embayments are available within the verges abutting two local reserves, these reserves would come at significant capital costs and perhaps more importantly, the loss of a significant number of well-established verge trees. It is therefore recommended that parking embayments around these two reserves are not progressed.

For the reasons above, it is recommended that no options should be progressed at this time.

## Financial Assessment and Implications

There are no funds currently listed on the current Annual Budget for the construction of any parking embayments in the Walcott Street Neighbourhood Centre. Any future provision of parking embayments would be subject to detailed design and consultation in one financial year and construction in the following financial year, as per the normal process for Engineering capital works projects.

## Stakeholder Engagement

There has not been any engagement with stakeholders in the preparation of this report. However, any new proposal(s) for parking embayments would be subject to consultation with abutting residents / tenants and property owners.

## Options Summary

The following options were considered, presented in the order in which they are recommended.

	OPTIONS
1.	That the City PROGRESSES the detailed design and future budgeting for a parking embayment along the western side of Adair Parade (between Lanark Street and Ardross Crescent).
2.	That the construction of formalised on-street parking embayments within the Walcott Street Neighbourhood Centre is NOT REQUIRED at this stage on the basis that it will not result in any increase in parking provision.
3.	That the City PROGRESSES the detailed design and future budgeting for a parking embayments along the western side of Adair Parade (between Lanark Street and Ardross Crescent), around Dean Tarca Reserve and Lanark Graham Ardross Reserve.

## Relevant Policies, Legislation and Council Resolutions

### [Local Government Act 1995](#)

Meeting Date	Council Resolution Number	Council Resolution
5 December 2017	1217/003	That Council DOES NOT PROCEED with the proposed traffic management measures on Adair Parade, Coolbinia.
15 August 2023	0823/039	That officers INVESTIGATE opportunities for additional on-street car parking in the vicinity of the Walcott Street Neighbourhood Centre and a report be PREPARED for Council's consideration within the next six months.

## Sustainable Stirling 2022-2032

**Key Result Area:** Our built environment

**Objective:** An accessible and connected City

**Priority:** Provide and maintain safe and accessible roads and parking

### Strategic Risk

Strategic Risk	Risk Appetite
Purpose	The City will pursue community and sector leadership through forward thinking decision making, and alignment of its services and operations with its strategic objectives.

## Relevant Documents and Information

### Attachments

Attachment 1 - Concept Plan - Adair Parade [↓](#)

Attachment 2 - Concept Plan - Dean Tarca Reserve [↓](#)

Attachment 3 - Concept Plan - Lanark Graham Ardross Reserve [↓](#)

### Available for viewing at meeting

Nil

### Linked Documents

Nil

**ADAIR PARADE - LANARK STREET TO ARDROSS CRESCENT**  
**ON-STREET PARKING - CONCEPT PLAN**

NOT TO SCALE






86.7m PARALLEL PARKING EMBAYMENT,  
(EFFECTIVE LENGTH IS APPROXIMATELY 76m DUE TO  
CROSSOVER) SUFFICIENT FOR APPROXIMATELY 13 CARS

**NOTES**

- 1) ALL CROSSOVERS AFFECTED BY WORKS SHALL BE REINSTATED TO THE CITY OF STIRLING STANDARD, AT THE CITY'S EXPENSE.
- 2) ANY IRRIGATION AFFECTED IN THE VERGE AREA TO BE ADJUSTED AND REINSTATED TO PROPERTY OWNER'S REQUIREMENTS.

**LEGEND**

- |                                      |   |
|--------------------------------------|---|
| PROPOSED PARALLEL PARKING EMBAYMENTS |  |
| PROPOSED RAISED TRAFFIC ISLAND       |  |
| PROPOSED FOOTPATH                    |  |

## DEAN-TARCA RESERVE ON-STREET PARKING - CONCEPT PLAN

NOT TO SCALE

66.7m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 11 CARS  
REMOVAL OF 4 MATURE TREES



68.6m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 11 CARS  
REMOVAL OF 5 MATURE TREES

60.5m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 10 CARS  
REMOVAL OF 2 SIGNIFICANT MATURE TREES

### NOTES

- 1) ALL CROSSOVERS AFFECTED BY WORKS SHALL BE REINSTATED TO THE CITY OF STIRLING STANDARD, AT THE CITY'S EXPENSE.
- 2) ANY IRRIGATION AFFECTED IN THE VERGE AREA TO BE ADJUSTED AND REINSTATED TO PROPERTY OWNER'S REQUIREMENTS.

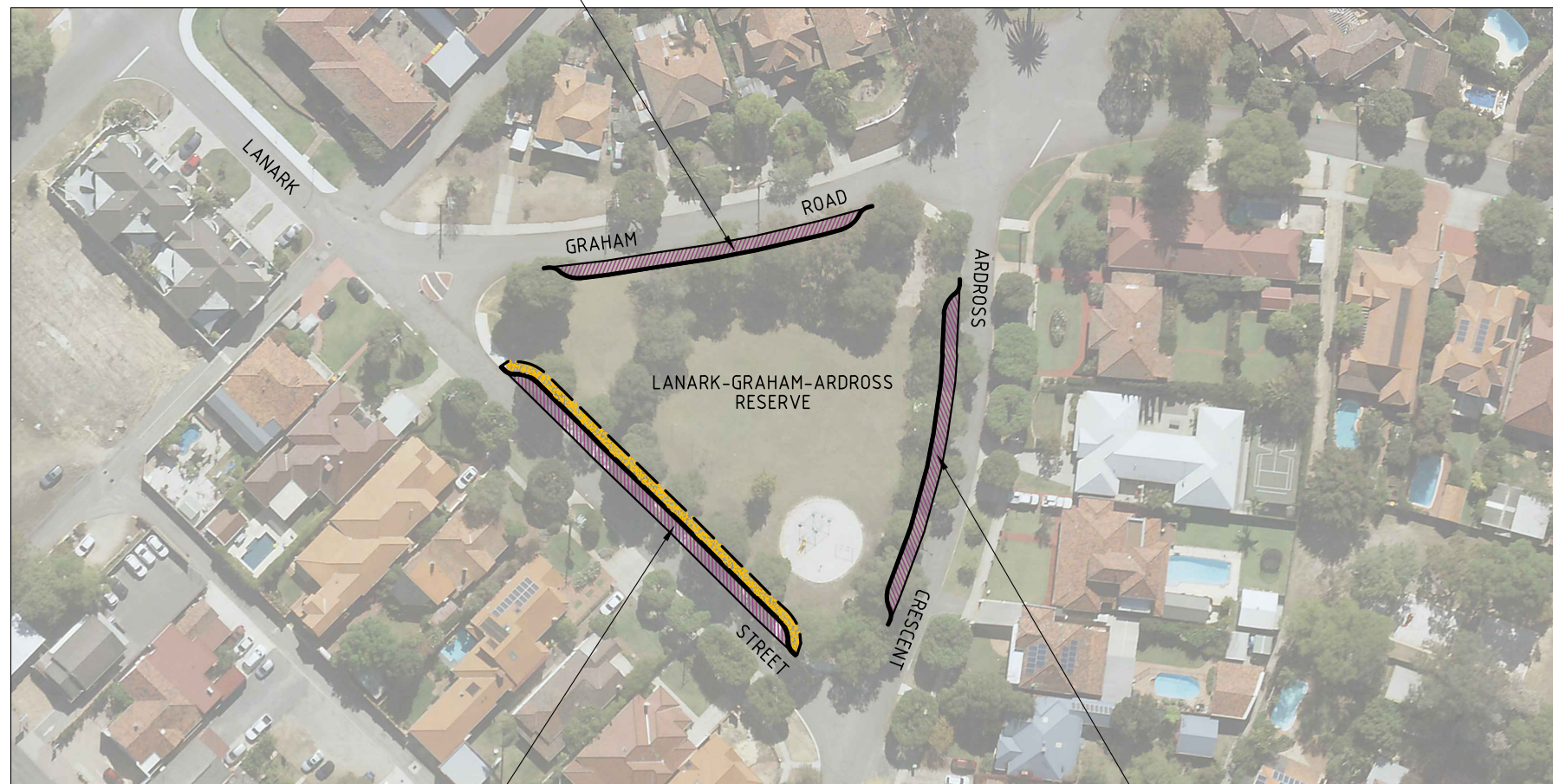
### LEGEND

- |                                      |  |
|--------------------------------------|--|
| PROPOSED PARALLEL PARKING EMBAYMENTS |  |
| PROPOSED RAISED TRAFFIC ISLAND       |  |
| PROPOSED FOOTPATH                    |  |

## LANARK-GRAHAM-ARDROSS RESERVE ON-STREET PARKING - CONCEPT PLAN

NOT TO SCALE

57.5m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 9 CARS  
REMOVAL OF 4 MATURE TREES



60.9m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 12 CARS  
REMOVAL OF 6 MATURE TREES

60.9m PARALLEL PARKING EMBAYMENT,  
SUFFICIENT FOR APPROXIMATELY 10 CARS  
REMOVAL OF 6 MATURE TREES

### NOTES

- 1) ALL CROSSOVERS AFFECTED BY WORKS SHALL BE REINSTATED TO THE CITY OF STIRLING STANDARD, AT THE CITY'S EXPENSE.
- 2) ANY IRRIGATION AFFECTED IN THE VERGE AREA TO BE ADJUSTED AND REINSTATED TO PROPERTY OWNER'S REQUIREMENTS.

### LEGEND

- |                                      |  |
|--------------------------------------|--|
| PROPOSED PARALLEL PARKING EMBAYMENTS |  |
| PROPOSED RAISED TRAFFIC ISLAND       |  |
| PROPOSED FOOTPATH                    |  |



**12.1/F2 MONTHLY STATEMENT OF FINANCIAL ACTIVITY FOR THE MONTH ENDING 29 FEBRUARY 2024**

Business Unit:	Finance Services	Service: Financial Accounting
Ward:	Not Applicable	Location: Not Applicable
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**
**0324/020**
**Moved Councillor Perkov, seconded Councillor Proud**

**That the monthly Statement of Financial Activity and other relevant Financial Reports for the month ending 29 February 2024 be RECEIVED.**

**The motion was put and declared CARRIED (14/0) by exception resolution.**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

**Committee Recommendation**

That the monthly Statement of Financial Activity and other relevant Financial Reports for the month ending 29 February 2024 be RECEIVED.

## Officer's Recommendation

That the monthly Statement of Financial Activity and other relevant Financial Reports for the month ending 29 February 2024 be RECEIVED.

## Purpose

To apprise Council of the financial position of the City in compliance with the provisions of Section 6.4 of the *Local Government Act 1995* and Regulation 34 of the Local Government (Financial Management) Regulations 1996 as amended.

## Details

The City's financial reporting framework provides Council, management, and employees with a broad overview of the City-Wide financial position. The format for the financial report includes:

1. A financial summary comprising a Statement of Financial Activity (Attachment 1) and an explanation of each material variance in accordance with the requirements of Regulation 34 (see below).
2. The composition of net current assets, less committed assets, and restricted assets (Attachment 2) in accordance with the requirements of Regulation 34.
3. An Investment Report (Attachment 3) detailing the performance of the investment portfolio as required by the City's Investment Policy.

## Monthly Statement of Financial Activity for the Period Ending 29 February 2024

It should be noted that the statement shown as Attachment 1, only includes transactions as they relate to the Municipal Fund, and it removes the non-cash items to allow an assessment of the City's dependency on rate levies.

An explanation of major variances between YTD Actual and YTD Budget for the month ended 29 February 2024 are as follows:

## Operating Revenue

### 1. Grants & Subsidies

This variance is due to the advance payment of the 2023/2024 Financial Assistance Grant which was received by the City in June 2023 but budgeted for in 2023/2024. This will remain as a variance until adjusted during mid-year planning and budget review.

## **2. Contributions, Reimbursements & Donations**

This revenue item has a positive variance due to the City receiving unbudgeted revenue relating to charges for replacement of street trees for a subdivision on Alexander Drive, Mirrabooka and the timing of grant revenue for the Lake Gwelup Community Learning Trails which is a timing variance only.

## **3. Interest**

The average interest rate earned on investments of 5.13% was above the budgeted rate resulting in this positive variance.

## **Operating Expenditure**

### **4. Employee Costs (including Agency Staff)**

For the period to 29 February 2024, the total of direct employee costs (net of the cost of Agency Personnel) and indirect employee costs were in line with budget. The adverse employee costs variance was due to labour recoveries which were \$0.7million below budget.

Labour recoveries relate to the transfer of internal staff time to maintenance services and capital projects and the negative labour recovery variance will therefore be offset by reduced costs in these areas.

### **5. Underground Power Expenditure**

This variance relates to cash call payments for the Scarborough Underground Power project (Council Resolution Number 1123/010). This will be adjusted during the 2023/2024 mid-year planning and budget review.

## **Investment Activity**

### **6. Loss on Disposals**

This variance relates to Council Resolution Number 0823/074 for the disposal of Hamersley Public Golf Course club house including two shade sails.

### **7. Equity Share of Investment**

This positive variance is due to the volume of Catalina Estate land sales which have exceeded forecast for the year to date.

## Financial Assessment and Implications

The administration is mandated by Council to operate in a financially sustainable and responsible manner. As such, the City ensures that it closely monitors its financials against approved budget.

## Relevant Policies, Legislation and Council Resolutions

The monthly statement of financial activity is prepared in accordance with Regulation 34 of the [Local Government \(Financial Management\) Regulations 1996](#)

[Local Government Act 1995](#)

Meeting Date	Council Resolution Number	Council Resolution
1 April 1997	Item 10.2/A11	A monthly report must be provided to Council detailing the investment portfolio in terms of overall performance, percentage exposure of total portfolio by investment institution and in the case of managed investments, the changes in market value.

## Sustainable Stirling 2022-2032

**Key Result Area:** Our leadership

**Objective:** A well-governed City

**Priority:** Comply with legislation, standards and obligations

## Strategic Risk

Strategic Risk	Risk Appetite
Governance	The City will act with integrity and implement appropriate processes and controls to avoid breach of legislation.

## Relevant Documents and Information

### Attachments

Attachment 1 - Statement of Financial Activity in the form of a Rate Setting Statement for the period to 29 February 2024 [↓](#)

Attachment 2 - Net Current Assets as at 29 February 2024 [↓](#)

Attachment 3 - An Investment Report for the period to 29 February 2024 [↓](#)

### Available for viewing at meeting

Nil

### Linked Documents

Nil.

**City of Stirling**  
**Rate Setting Statement**  
**For the Period Ending 29 February 2024**

Description	Notes	YTD Actual \$'000	YTD Budget \$'000	Variance \$'000	%	Adopted Budget \$'000
<b>OPERATING ACTIVITIES</b>						
Net surplus/(deficit) start of financial year		45,401	50,122			50,122
<b>Revenue from operating activity (excluding rates)</b>						
Other Rates Revenue		462	375	87	23	500
Underground Power Rates		3	0	3	100	0
Security Charge		4,130	4,082	48	1	4,082
Grants & Subsidies	(1)	8,014	11,575	(3,561)	(31)	15,231
Contributions, Reimbursements & Donations	(2)	2,212	1,646	565	34	2,399
Interest	(3)	7,663	5,565	2,098	38	7,991
Registration, Licences & Permits		3,011	3,027	(16)	(1)	4,046
Service Charges		43,645	43,064	581	1	44,486
Fees & Charges		13,605	13,300	305	2	19,596
Other		2,874	3,148	(275)	(9)	4,759
<b>Total Operating Revenue</b>		<b>85,617</b>	<b>85,783</b>	<b>(166)</b>	<b>(0)</b>	<b>103,090</b>
<b>Expenditure from operating activities</b>						
Employee Costs (including Agency Staff)	(4)	(69,825)	(69,155)	(671)	(1)	(103,430)
Materials & Contracts Direct MTC of NCA		(17,416)	(18,351)	936	5	(28,828)
Materials & Contracts Other Works		(45,546)	(46,201)	655	1	(72,767)
Underground Power Expenditure	(5)	(1,438)	0	(1,438)	(100)	0
Utilities		(5,516)	(5,355)	(161)	(3)	(8,310)
Impairment		4	0	4	100	-
Depreciation		(33,655)	(34,272)	617	2	(51,293)
Insurance		(2,094)	(2,237)	142	6	(2,238)
Other		(2,937)	(2,971)	34	1	(4,887)
<b>Total Operating Expenditure</b>		<b>(178,424)</b>	<b>(178,542)</b>	<b>118</b>	<b>0</b>	<b>(271,753)</b>
<b>Sub Total Operating Result</b>		<b>(92,807)</b>	<b>(92,759)</b>	<b>(48)</b>	<b>0</b>	<b>(168,663)</b>
<b>Operating activities excluded</b>						
Profit on disposal of assets		485	406	79	19	507
(Loss) on disposal of assets	(6)	(1,691)	(80)	(1,611)	(2,023)	(128)
Movement Leave Provisions & Committed Grants		365	0	365	100	0
Depreciation on Assets		(33,655)	(34,272)	617	2	(51,293)
<b>Total Excluded from Operating Result</b>		<b>35,226</b>	<b>33,945</b>	<b>1,281</b>	<b>4</b>	<b>50,915</b>
<b>Amount attributed to operating activities</b>		<b>(57,581)</b>	<b>(58,814)</b>	<b>1,233</b>	<b>2</b>	<b>(117,748)</b>
<b>INVESTMENT ACTIVITIES</b>						
Grants & Subsidies		4,318	4,632	(313)	(7)	10,384
Equity Share of Investment	(7)	5,140	3,333	1,807	54	6,667
Proceeds from Disposal of Assets		1,755	1,681	75	4	2,937
Profit / (Loss) on Disposals	(6)	(1,206)	327	(1,532)	(469)	379
Total Capital Expenditure		(38,350)	(41,630)	3,280	8	(120,406)
<b>Amount attributed to investment activities</b>		<b>(28,342)</b>	<b>(31,658)</b>	<b>3,316</b>	<b>10</b>	<b>(100,040)</b>
<b>FINANCIAL ACTIVITIES</b>						
Transfers to/from Trust						
Transfers to Reserves		(5,090)	0	(5,090)	(100)	(17,932)
Transfers to Accum Funds		0	250	(250)	(100)	26,202
<b>Amount attribute to financial activities</b>		<b>(5,090)</b>	<b>250</b>	<b>(5,340)</b>	<b>(2,136)</b>	<b>8,269</b>
<b>Surplus/(deficient) before general rates</b>		<b>(159,946)</b>	<b>(159,325)</b>			<b>(159,396)</b>
<b>Total amount raised from general rates</b>		<b>159,946</b>	<b>159,325</b>			<b>159,396</b>
<b>Net current assets at end of period - surplus/(deficit)</b>		<b>114,334</b>	<b>119,225</b>			<b>0</b>

## City of Stirling

### Net Current Asset Position Statement As At 28 February 2024

	\$'000
<b>CURRENT ASSETS</b>	
Cash and cash equivalents	220,850
Trade receivables	38,922
Other financial assets at amortised cost	4,454
Inventories	4,957
Contract assets	1,124
<b>Total Current Assets</b>	<b>270,307</b>
<b>CURRENT LIABILITIES</b>	
Trade and other payables	39,825
Contract liabilities	1,822
Lease liabilities	80
Employee related provisions	17,944
Other provisions	14,003
<b>Total Current Liabilities</b>	<b>73,673</b>
Closing Funds	196,634
<b>Restricted Assets</b>	
Restricted Investments	100,244
<b>Total Restricted Assets</b>	<b>100,244</b>
<b>NET CURRENT ASSETS LESS RESTRICTED ASSETS</b>	<b>96,390</b>
Add Cash Backed Leave	17,944
<b>CLOSING FUNDS</b>	<b>114,334</b>

## CITY OF STIRLING CASH & INVESTMENT REPORT AS AT 29 FEBRUARY 2024

	Short term Rating	Long-term Rating	Allocation %	AV RATE <sup>1</sup> %	TOTAL FUNDS \$	MUNI FUNDS \$	REST FUNDS \$	TRUST FUNDS \$	RESERVE FUNDS \$
<b>IN HOUSE INVESTMENTS</b>									
<b>Banks</b>									
AMP Bank	BBB	BBB	0	4.90%	900,000	900,000	-	-	-
Bank of Queensland	A2	A-	24	5.11%	57,508,837	12,950,000	1,253,991	-	43,304,845
Bankwest	A-1+	AA-	0	-	-	-	-	-	-
Bendigo / Adelaide Bank	A2	A-	18	4.90%	42,241,461	14,800,000	4,784,258	17,681,603	4,975,600
Commonwealth Bank	A-1+	AA-	0	-	-	-	-	-	-
ME Bank	A2	BBB+	0	-	-	-	-	-	-
NAB	A1+	AA-	30	5.23%	70,731,818	27,280,000	7,820,991	-	35,630,827
Rural Bank	A2	A-	0	-	-	-	-	-	-
Sun Corp Metway	A-1	A+	7	5.05%	15,891,737	4,830,000	-	-	11,061,737
Westpac	A1+	AA-	21	5.20%	50,245,917	44,975,000	-	-	5,270,917
<b>TOTAL INVESTMENTS</b>			<b>100</b>	<b>5.13%</b>	<b>\$ 237,519,770</b>	<b>\$ 105,735,000</b>	<b>\$ 13,859,240</b>	<b>\$ 17,681,603</b>	<b>\$ 100,243,927</b>

<sup>1</sup> Average Rate for each bank relates to the investments held at monthend i.e. Total Funds balance

	INTEREST RECEIVED TO DATE	%	FULL YEAR BUDGET
<b>INTEREST EARNED</b>			
Municipal Fund	7,662,642	95.89%	7,990,804
<b>TOTAL</b>	<b>7,662,642</b>	<b>95.89%</b>	<b>7,990,804</b>

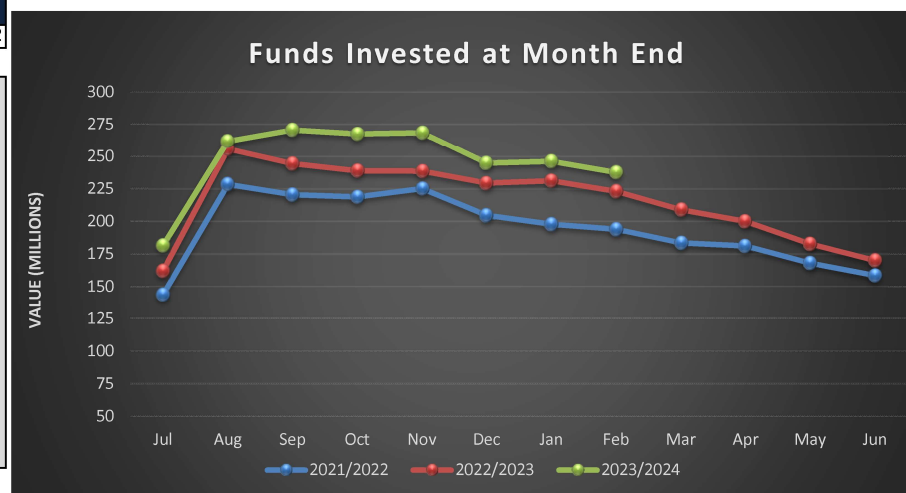
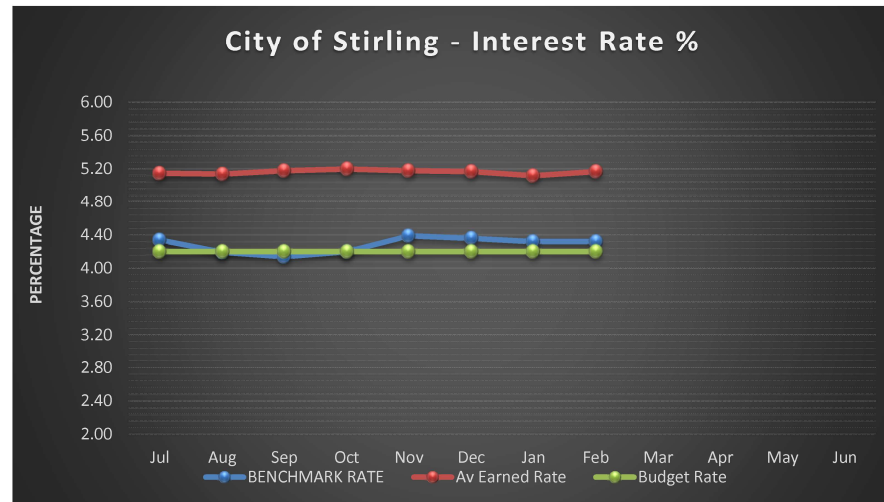
INTEREST RATES	JUL %	AUG %	SEP %	OCT %	NOV %	DEC %
AVGE EARNED RATE (ALL INVESTMENTS)	5.15	5.14	5.18	5.20	5.18	5.17
BENCHMARK RATE	4.34	4.19	4.14	4.20	4.39	4.36

INTEREST RATES	JAN %	FEB %	MAR %	APR %	MAY %	JUN %
AVGE EARNED RATE (ALL INVESTMENTS)	5.12	5.13				
BENCHMARK RATE	4.32	4.32				

MARKET AVERAGE INTEREST RATES FOR 2023-24 YEAR ONLY	At Call %	30 Day %	90 Days %	180 Days %	5 Yr Bond %	YTD Av %
	4.35	4.25	4.29	4.29	0.00	4.32

**COMMENTARY**

- The City of Stirling continues its cautious approach in managing and investing its funds and only invests funds as per the City's investment policy. To date the City only invests in approved and authorised institutions in line with the WA Local Government Act 1995 and its Amendments 2012.
- For this financial year 2023/24, the City continued its cash investments strategy with local banking institutions administrated in house. The City may also consider recommendations from approved advisors should the need arise.
- This report is supported by detailed statements of borrowers of the City's funds with details thereto.



TRUST FUND DETAILS	BALANCE \$
Other Bonds	545,600
Right of Way Bonds	565,298
Payment in Lieu of Public Open Space	9,615,935
Town Planning Schemes	5,724,142
Other Trusts	1,230,629
<b>FINANCE ONE INVESTMENT REGISTER</b>	<b>17,681,603</b>
<b>Funds to be Transferred</b>	<b>-</b>

RESERVE FUND DETAILS	BALANCE \$
Asset Acquisition Reserve	99,182
Cash in Lieu of Public Open Space	1,004,077
Churchlands Lighting Reserve	42,334
Corporate Project Fund	24,046,309
Capital Investment Reserve	22,684,821
Investment Income Reserve	2,994,946
Leave Liability Reserve	13,916,697
Long Service Leave Reserve	844,740
Payment in Lieu of Parking Reserve	3,045,831
Plant Replacement Reserve	5,496,112
Public Parking Strategy Reserve	6,677,269
Road Widening Compensation Reserve	145,334
Security Service Reserve	475,523
Strategic Waste Development Reserve	14,523,055
Tree Fund Reserve	1,223,116
Workers Compensation Reserve	2,767,826
<b>FINANCE ONE INVESTMENT REGISTER</b>	<b>99,987,172</b>
<b>Funds to be Transferred</b>	<b>256,755</b>

RESTRICTED FUND DETAILS	BALANCE \$
Book Bond	135
Builders Registration Board Levy	91,439
BCITF Levy	84,776
Client Bonds	700
Development Trust	6,230
Hall Hire Bonds	5,400
Other Rest Funds	9,445
Pay in Lieu POS	4,305,809
Payments in Adv	-
Performance Bonds	4,473,613
Reserve Bond	2,600
Section 152 Land	1,722,744
Street Trees Bonds	361,301
Unclaimed Monies	129,482
Verge Bonds	2,809,008
<b>FINANCE ONE INVESTMENT REGISTER</b>	<b>14,002,682</b>
<b>Funds to be Transferred</b>	<b>143,442</b>



Mayor Mark Irwin disclosed an Impartial Interest in Item 12.1/TE1 as the CEO of one of the companies is known to him.

Councillor Karlo Perkov disclosed an Impartial Interest in Item 12.1/TE1 as the director of XL Linemarking is known to him personally.

**12.1/TE1 TENDER 48691 ROAD DEMARCATION AND ASSOCIATED WORKS**

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Not Applicable	Location: Not Applicable
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**

**0324/021**

**Moved Councillor Perkov, seconded Councillor Proud**

**That the tender for the Road Demarcation and Associated Works be ACCEPTED as detailed in Confidential Attachment 1.**

**The motion was put and declared CARRIED (14/0) by exception resolution.**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

**Committee Recommendation**

That the tender for the Road Demarcation and Associated Works be ACCEPTED as detailed in Confidential Attachment 1.

### Officer's Recommendation

That the tender for the Road Demarcation and Associated Works be ACCEPTED as detailed in Confidential Attachment 1.

### Purpose

To report on the results from public Invitation for Tender (IFT) and the evaluation of tenders, in accordance with Regulation 18 of the Local Government (Functions and General) Regulations 1996.

### Details

The City invited Tenders from suitably qualified organisations for the Provision of Road Demarcation and Street Signs Including Associated Works. This contract is for carrying out pavement marking using solvent borne chlorinated rubber paint or water borne chlorinated rubber paint along with thermoplastic pavement marking and cold applied plastic pavement marking.

### Tender Details

**IFT Number** 48691  
**IFT Title** Road Demarcation and Associated Works  
**Recommended Tenderer(s)** As per confidential Attachment 1

Expenditure under this Contract is not capped or fixed. The estimated Contract award value is based on estimated expenditure at this time but may vary depending on budget availability.

<b>Contract Term</b>	Initial:	Three years
	Extension Options:	One option to extend for one year
	Defects Liability Period:	12 months
<b>Tendered Rates/Cost</b>	Provided in Attachment 1 to this report (confidential)	
<b>Panel Allocation</b>	Work will be offered for acceptance based on agreed contract Schedule of Rates and ability to meet the required timeline	
<b>Advertising:</b>	Wednesday, 10 January 2024	The West Australian
<b>Tender Deadline:</b>	Wednesday, 31 January 2024	1.00pm
<b>Tender Opening:</b>	Wednesday, 31 January 2024	3.00pm

### **Tender Submissions**

Two tenders were received, including alternative and non-conforming Tenders:

<b>Tenderer</b>	<b>Trading Name</b>	<b>Stirling or Local Business?</b>
Linemarking WA Pty Ltd	Linemarking WA Pty Ltd	YES
Velios, Christopher James	XL Linemarking	YES

### **Contract**

Commencement Date of New Contract: April 2024  
 Completion Date of New Contract: April 2027  
 Price Basis of New Contract: Schedule of Rates

### **Tender Evaluation Panel**

The tender evaluation panel comprised of five members, including Engineer Construction Engineering Services, Acting Engineer Construction Engineering Services, Engineer Reactive Maintenance, Engineer Construction and Manager Engineering Services. Process and probity advice during evaluation was provided by a City Procurement Officer.

### **Evaluation of Tenders**

The objective of the evaluation panel is to recommend a suitably qualified and experienced Contractor or Contractors to satisfy the requirement of the above mentioned IFT.

Based on evaluation of the received submissions and subsequent compliance assessments, the Evaluation Panel recommend that the Tenderer(s) recommended in this report be accepted at the estimated Contract value and Contract term provided, from the anticipated commencement date.

### **Evaluation Justification**

Provided in Confidential Attachment 1 to this report.

## Comment

All members of the evaluation panel have made a conflict of interest declaration in writing confirming they have no relationships with any of the tenderers.

It is confirmed that the following checks have been undertaken:

<b>Has the recommended Tenderer(s) undergone Reference Checks successfully?</b>	YES
<b>Has the recommended Tenderer(s) undergone Probity assessment and been deemed compliant?</b>	YES
<b>Has the recommended Tenderer(s) undergone Financial Viability assessment and been deemed acceptable?</b>	YES
<b>Was a Conflict of Interest declared? If yes, please specify how it was managed</b>	NO
<b>Has the recommended Tenderer(s) undergone Occupational Safety and Health assessment and been deemed acceptable?</b>	YES

## Financial Assessment and Implications

Provided in Confidential Attachment 1 to this report.

## Stakeholder Engagement

In accordance with Section 1.8 of the *Local Government Act 1995* and Regulation 14(1) of the Local Government (Functions and General) Regulations 1996 the Tender was advertised in a state wide publication. A link to the Tender documents was also made available via the City's website.

Following contract execution, details will be included on the Tender Register on the City's Website.

## Relevant Policies, Legislation and Council Resolutions

The Tender has been conducted in accordance with Part 4 of the [Local Government \(Functions and General\) Regulations 1996](#).

[City of Stirling Procurement Policy](#)

[Delegated Authority Register](#)

[Local Government Act 1995](#)

## Sustainable Stirling 2022-2032

**Key Result Area:** Our built environment

**Objective:** An accessible and connected City

**Priority:** Provide and maintain safe and accessible roads and parking

## Strategic Risk

Strategic Risk	Risk Appetite
People and Safety	The City will employ a capable workforce that is culturally aligned and is empowered to deliver strategic objectives without comprising safety.

## Relevant Documents and Information

### Attachments

Attachment 1 - Evaluation and Recommendation (previously circulated to Elected Members under confidential separate cover)

Attachment 2 - List of Directors (previously circulated to Elected Members under confidential separate cover)

### Available for viewing at meeting

Nil

### Linked Documents

Nil

**12.1/TE2 TENDER 46885 SUPPLY, INSTALL AND MAINTAIN PUMPS, BORES AND WELLS**

Business Unit:	Parks and Environment	Service: Parks & Streetscapes
Ward:	Not Applicable	Location: Not Applicable
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**
**0324/022**
**Moved Councillor Perkov, seconded Councillor Proud**

**That the tender for the Supply, Install and Maintain Pumps, Bores and Wells be ACCEPTED as detailed in Confidential Attachment 1.**

**The motion was put and declared CARRIED (14/0) by exception resolution.**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

**Committee Recommendation**

That the tender for the Supply, Install and Maintain Pumps, Bores and Wells be ACCEPTED as detailed in Confidential Attachment 1.

## Officer's Recommendation

That the tender for the Supply, Install and Maintain Pumps, Bores and Wells be ACCEPTED as detailed in Confidential Attachment 1.

## Purpose

To report on the results from public Invitation for Tender (IFT) and the evaluation of tenders, in accordance with Regulation 18 of the Local Government (Functions and General) Regulations 1996.

## Details

### Tender Details

<b>IFT Number</b>	46885
<b>IFT Title</b>	Supply, Install and Maintain Pumps, Bores and Wells
<b>Recommended Tenderer(s)</b>	As per confidential Attachment 1

Expenditure under this Contract is not capped or fixed. The estimated Contract award value is based on estimated expenditure at this time but may vary depending on budget availability.

<b>Contract Term</b>	Initial:	Three years
	Extension Options:	One option to extend for one year
	Defects Liability Period:	12 months
<b>Tendered Rates/Cost</b>	Provided in Attachment 1 to this report (confidential)	
<b>Advertising:</b>	Saturday, 13 January 2024 The West Australian	
<b>Tender Deadline:</b>	Wednesday, 14 February 2024	1.00pm
<b>Tender Opening:</b>	Wednesday, 14 February 2024	3.00pm



### **Tender Submissions**

Three tenders were received, including alternative and non-conforming Tenders:

<b>Tenderer</b>	<b>Trading Name</b>	<b>Stirling or Local Business?</b>
KS Black Pty Ltd	KS Black Pty Ltd	YES
Newground Water Services Pty Ltd	Newground Water Services Pty Ltd	YES
Western Irrigation Pty. Ltd.	Western Irrigation Pty. Ltd.	YES

### **Contract**

Commencement Date of New Contract: April 2024  
 Reason for gap between Contracts: Limited availability of BU due to operational commitments  
 Completion Date of New Contract: April 2027  
 Price Basis of New Contract: Schedule of Rates

### **Tender Evaluation Panel**

The tender evaluation panel comprised of four members, including Manager Parks & Environment (Chair), Coordinator Fleet Services, Senior Irrigation Officer and Irrigation Technician. Process and probity advice during evaluation was provided by a City Procurement Officer.

### **Evaluation of Tenders**

The objective of the evaluation panel is to recommend a suitably qualified and experienced Contractor to satisfy the requirement of the above mentioned IFT.

Based on evaluation of the received submissions and subsequent compliance assessments, the Evaluation Panel recommend that the Tenderer recommended in this report be accepted at the estimated Contract value and Contract term provided, from the anticipated commencement date.

### **Evaluation Justification**

Provided in Confidential Attachment 1 to this report.

## Comment

All members of the evaluation panel have made a conflict of interest declaration in writing confirming they have no relationships with any of the tenderers.

It is confirmed that the following checks have been undertaken:

<b>Has the recommended Tenderer undergone Reference Checks successfully?</b>	YES
<b>Has the recommended Tenderer undergone Probity assessment and been deemed compliant?</b>	YES
<b>Has the recommended Tenderer undergone Financial Viability assessment and been deemed acceptable?</b>	YES
<b>Was a Conflict of Interest declared? If yes, please specify how it was managed</b>	NO
<b>Has the recommended Tenderer undergone Occupational Safety and Health assessment and been deemed acceptable?</b>	YES

## Financial Assessment and Implications

Provided in Confidential Attachment 1 to this report.

## Stakeholder Engagement

In accordance with Section 1.8 of the *Local Government Act 1995* and Regulation 14(1) of the Local Government (Functions and General) Regulations 1996 the Tender was advertised in a state-wide publication. A link to the Tender documents was also made available via the City's website.

Following contract execution, details will be included on the Tender Register on the City's Website.

## Relevant Policies, Legislation and Council Resolutions

The Tender has been conducted in accordance with Part 4 of the [Local Government \(Functions and General\) Regulations 1996](#).

[City of Stirling Procurement Policy](#)

[Delegated Authority Register](#)

[Local Government Act 1995](#)

## Sustainable Stirling 2022-2032

**Key Result Area:** Our built environment

**Objective:** An attractive and well-maintained City

**Priority:** Provide quality, well-maintained facilities for the benefit of the community

## Strategic Risk

Strategic Risk	Risk Appetite
Environment	The City will prioritise protection, enhancement and sustainability of the natural environment unless this cannot be achieved without significantly compromising the City's economic or social sustainability.

## Relevant Documents and Information

### Attachments

Attachment 1 - Evaluation and Recommendation (previously circulated to Elected Members under confidential separate cover)

Attachment 2 - List of Directors (previously circulated to Elected Members under confidential separate cover)

### Available for viewing at meeting

Nil

### Linked Documents

Nil

### 13. REPORTS FOR CONSIDERATION IN ACCORDANCE WITH CLAUSE 4.2(4) OF THE MEETING PROCEDURES LOCAL LAW 2021

In accordance with Clause 4.2(4) of the City of Stirling Meeting Procedures Local Law 2021, the Chief Executive Officer may include on the agenda of a Council meeting, in an appropriate place within the order of business, any matter which must be decided, or which he considers is appropriate to be decided, by that meeting.

#### 13.1 2024 INTERNATIONAL CONFERENCE REQUEST - THE GLOBAL SUSTAINABLE DEVELOPMENT CONGRESS

Business Unit:	Governance	Service: Council Governance
Ward:	Citywide	Location: Not Applicable
Applicant:	Not Applicable	

#### Role

Executive - *Governing the City and the community through executive powers.*

#### Council Resolution

**0324/023**

**Moved Councillor Migdale, seconded Councillor Dudek**

**That Council APPROVES the attendance of Councillor Andrea Creado at the Global Sustainable Development Congress, to be held in Bangkok, Thailand from 10 June 2024 to 13 June 2024.**

**The motion was put and declared CARRIED (14/0).**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

## Recommendation

That Council APPROVES the attendance of Councillor Andrea Creado at the Global Sustainable Development Congress, to be held in Bangkok, Thailand from 10 June 2024 to 13 June 2024.

## Purpose

To seek Council's approval for Councillor Andrea Creado to attend the Global Sustainable Development Congress (the Congress) in Bangkok, Thailand from 10 June 2024 to 13 June 2024.

## Details

In accordance with the Elected Member Professional Development Policy, Council may approve an application by an Elected Member to attend an international conference. It must be relevant to the role of an Elected Member.

Councillor Andrea Creado has requested to attend the Congress, which brings together 3,000 global thought leaders and innovators to discuss urgent solutions to the sustainability emergency.

The agenda for the Congress includes keynote speakers from across the globe on topics such as:

- Digital revolution for sustainable development
- Education, gender and inequality
- Energy decarbonisation and sustainable industry
- Health, well-being and demography
- Sustainable cities and communities
- Sustainable food, land, water and oceans

By participating, Councillor Andrea Creado will gain invaluable insights into global sustainable practices, which can be integrated into City strategies and achieve a positive impact on the environment and community.

Benefit of attendance to the City of Stirling and Elected Member – Provided by Councillor Andrea Creado

*“The City of Stirling is facing issues with sustainable growth across many areas of work as a local government which need to be addressed in innovative ways based on research. We need to explore new ideas, trends and innovations to work towards sustainable solutions on the environmental impacts of built-up areas; sustainable ways of building; health outcomes and closing the digital divide as we work towards building sustainable communities.*

*As a Councillor of the City, I have a strong interest in these areas as reflected in some notices of motion like exploring holistic ways to improve community safety; greening of our City; increasing awareness of social issues like family and domestic violence; requesting building of female change rooms in our sports clubs.*

*The holistic approach towards building sustainable communities is important now as we are all held accountable towards the United Nations Sustainable Development goals. This congress will bring together researchers from many Australian Universities, Asian and UK universities, industry leaders and thought leaders to explore the challenges of building sustainable communities, building energy efficient buildings and exploring the impact of the digital transformation and AI on the way we conduct our business and how AI can drive our outcomes.*

*With every conference attended in the past, ideas were shared with various City Directors and a report was prepared to share the knowledge with all City of Stirling Elected Members.*

*Your support for attendance will be appreciated.”*

### Financial Assessment and Implications

An estimated cost to attend the international conference is tabled below. The currency provided is in AUD, which would be met from the Elected Member’s Conference account A0105-A-3949-9580.

Registration Fee	\$785
Airfare (Economy)	\$1,014
Accommodation (7 nights)	\$1,253
<b>Estimated Total</b>	<b>\$3,052</b>

Councillor Andrea Creado has sufficient funds available to attend the Global Sustainable Development Congress in Bangkok, Thailand from 10 June 2024 to 13 June 2024.

## Stakeholder Engagement

Nil.

## Relevant Policies, Legislation and Council Resolutions

[Elected Members Professional Development Policy](#)

[Elected Member and Chief Executive Officer Attendance at Events Policy](#)

[Local Government Act 1995](#)

## Sustainable Stirling 2022-2032

**Key Result Area:** Our leadership

**Objective:** A well-governed City

**Priority:** Provide local government sector leadership

## Strategic Risk

Strategic Risk	Risk Appetite
Governance	The City will act with integrity and implement appropriate processes and controls to avoid breach of legislation.



## Relevant Documents and Information

### Attachments

Nil.

### Available for viewing at the meeting

Nil.

### Linked Documents

[Global Sustainable Development Congress](#) – 10-13 June 2024 Bangkok, Thailand

**13.2 PROPOSED ROUNDABOUT - SCARBOROUGH BEACH ROAD AND GREEN STREET, JOONDANNA**

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Osborne	Location: <a href="#">Intersection of Scarborough Beach Road and Green Street</a>
Applicant:	Not Applicable	

**Role**

Executive - *Governing the City and the community through executive powers.*

**Council Resolution**
**0324/024**
**Moved Councillor Thornton, seconded Councillor Hatton**

1. That Council **ADVISES** Main Roads WA that it supports the Scarborough Beach Road / Green Street 100% detailed design.
2. The City strongly recommends to Main Roads WA that further microsimulation traffic modelling be **UNDERTAKEN** to demonstrate an adequate level of service along the adjoining roads of Scarborough Beach Road, Main Street, Brady Street and Green Street, Joondanna.

The motion was put and declared **CARRIED (14/0)**.

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkovic, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

## Recommendation

That Council ADVISES Main Roads WA that it supports the Scarborough Beach Road / Green Street 100% detailed design, SUBJECT to further microsimulation traffic modelling by Main Roads WA which demonstrates an adequate level of service along the adjoining roads of Scarborough Beach Road, Main Street, Brady Street and Green Street, Joondanna.

## Purpose

To provide a comprehensive overview of the 100% design for the proposed roundabout at the intersection of Scarborough Beach Road and Green Street in Joondanna.

## Details

### Background

The Member for Balcatta, Hon David Michael MLA, and the Member for Perth, Hon John Carey MLA, have been advocating for major upgrades to the intersection since the 2017 State Election. The proposed upgrade at the intersection is funded entirely by the State Government as an election commitment.

The project was initially tasked to the City of Stirling and the City of Vincent to manage. However, the Minister for Transport, Hon Rita Saffioti MLA, requested in late 2019 for the project to be transferred to Main Roads WA (MRWA), which was accepted by both Cities. MRWA accepted responsibility for construction of the project in 2021/2022 and have indicated that preliminary works (service relocations) at this intersection are imminent.

Scarborough Beach Road, Main Street and Green Street are all classified as District Distributor (A) roads. Main Street, Green Street and Scarborough Beach Road west have a posted speed limit of 60 km/h, and Scarborough Beach Road east has a 50km/h speed limit.

Under the existing intersection configuration, vehicles heading westbound on Green Street need to cross Scarborough Beach Road eastbound into a small median refuge, then onto the westbound lanes of Scarborough Beach Road. This causes delays to motorists and a potential safety issue due to the low approach angle, resulting in motorists obstructing the access holding point area. The small median refuge area has also resulted in bus routes being diverted (by the Public Transport Authority) to avoid this manoeuvre.

The project aims to improve safety for all road users, with the design based on traffic data, accident and congestion statistics, engineering design standards and community consultation.

### Concept Design

A concept design was prepared by MRWA which included a roundabout at the intersection of Scarborough Beach Road and Green Street as well as traffic signal modifications at the intersection of Scarborough Beach Road / Main Street / Brady Street, as shown on the schematic plan in Figure 1.

This plan was the subject of extensive resident consultation by both the City of Stirling and the City of Vincent. The details of the City's consultation are described further in the Stakeholder Engagement section of this report. There was significant majority support from the community for the concept design as a means of improving safety for motorists and pedestrians.



Figure 1 - Concept Design Plan of Proposed Intersection Modifications

### Detailed Design

There were several significant changes implemented by MRWA between the concept design and the detailed design, which included:

- The vertical alignment of the roundabout was amended to apply fill only to minimise impacts to services and improve constructability and construction staging.
- The wombat crossing on Scarborough Beach Road east was relocated further east so that the existing driveways could be maintained on Scarborough Beach Road and to accommodate bus stop re-locations.
- The footpath was amended to avoid existing trees.
- Rationalisation of driveways and the cul-de-sac closure of Birrell Street (in the City of Vincent).
- The turning pocket at the Main Street intersection was lengthened to provide additional storage.
- Approaches to the roundabout were modified to provide more deflection, aligning more closely with Austroads Guidelines, and reducing the risk of vehicles entering the roundabout at high speeds and cutting lanes.
- The drainage design removed the pipe crossing of Main Street and connected to the existing drainage network east of the intersection to avoid issues with construction through a busy intersection.
- The drainage design was altered following receipt of service relocation requirements, additional potholing and to take account of recent drainage survey works undertaken by the City of Vincent. This included routing portions of the drainage network through the same drainage trenches as the existing network (which will be replaced) and replacing some pipes which were shown to have significant faults from recent CCTV investigations undertaken by the City of Vincent.
- Addition of loops on the western leg approach to the roundabout for monitoring of traffic queue lengths towards the Main Street intersection.

Following completion of a detailed design by MRWA, the cost estimate for the project had far exceeded the funding commitment provided by the two local Members of Parliament. The project was subsequently reduced in scope by MRWA to works limited to the roundabout with an emphasis on reducing service impacts and improving the constructability. MRWA have now prepared a detailed design for a roundabout at the intersection of Scarborough Beach Road and Green Street, as shown in Figure 2.



Figure 2 - Detailed Design Plan of Proposed Intersection Modifications

### City Comments on Detailed Design

The City has been requested by MRWA to provide final comments regarding the 100% design shown in Figure 2. The City has maintained its concerns for some time regarding the extent of modelling undertaken by MRWA, and the uncertainty about the potential impacts within the surrounding local road network.

The City considers that microsimulation traffic modelling should be undertaken, as it would play an important role in assessing the traffic impacts of a new roundabout and could give some guidance as to how the network would operate. The traffic effects could extend up to 500-plus metres along each of the legs along Main Street, Scarborough Beach Road and Brady Street. Microsimulation modelling would need to include the following key considerations:

- **Detailed Assessment:** Microsimulation provides a granular view of traffic behaviour by simulating individual vehicles, pedestrians, and cyclists. It would allow a better understanding of how they interact within the vicinity of the roundabout.
- **Predicting Traffic Flow:** Traffic flows around the roundabout can be predicted, including entry, exit, and circulating movements. It helps identify potential congestion points and bottlenecks. (What would happen in the scenario where a substantial number of vehicles travelling eastbound along Scarborough Beach Road wished to use the roundabout to travel south down along Brady Street south bound). It is recommended that MRWA do some sensitivity testing on extra right turn movements along Scarborough Beach Road at the roundabout westbound and eastbound.
- **Safety Evaluation:** Microsimulation helps assess safety aspects. It predicts conflict points like in the point above, such as potential collisions or near-misses, allowing the roundabout design to be optimised for safety.
- **Queue Lengths and Delays:** The model estimates queue lengths at entry points and calculates delay times for vehicles waiting to enter the roundabout. This information aids in optimising signal timings and lane configurations. The queuing lengths for the roundabout appear highly unlikely as it shows in Appendix of the design report.
- **Pedestrian and Cyclist Behaviour:** Microsimulation considers pedestrian crossings and cyclist interactions. It evaluates waiting times, crossing distances, and potential conflicts with vehicles.
- **Scenario Testing:** Modelling can simulate various scenarios, such as adjusting lane widths, changing signal phasing, or modifying entry/exit geometries. This helps optimize the roundabout design to minimize traffic impacts.
- **Environmental Impact:** Microsimulation assesses fuel consumption and emissions based on vehicle behaviour. It aids in understanding the environmental impact of the roundabout.
- **Validation and Calibration:** Modellers would need to validate the model using real-world data (e.g., traffic counts, travel times). Calibration ensures that the simulated results align with observed behaviour.



In summary, the City considers that microsimulation modelling should be scoped into the design checks, as it would provide a detailed and dynamic understanding of traffic behaviour, enabling informed decisions during the planning and design of the new roundabout. In turn this information may assist the City of Stirling and the City of Vincent with future project submissions while allaying major traffic queuing concerns from residents.

At this stage there is no further State Government funding commitment in addressing the traffic signals at Main Street / Scarborough Beach Road / Brady Street, and it would be proactive to plan with the State Government in delivering the next stage of works. Black Spot funding normally requires a treatment to be reassessed on its impact after five years of operational use.

If microsimulation modelling is not carried out prior to these works being undertaken and problems such as congestion / queuing are not resolved or become worse due to the proposed design, the Cities will be expected to consider further works as these are local roads and not under the control of MRWA.

### **Financial Assessment and Implications**

The State Government initially committed \$3 million in funding for the project, which resulted from a State Government election commitment made by David Michael MLA and John Carey MLA. There were significant cost escalations during the detailed design stage, primarily due to service relocations costs, and additional funding was made available by the State Government. The City understands the costs have continued to escalate during the design stage. MRWA has advised that based on the confirmed service relocation costs and 100% design, the project cost for the roundabout is now in the order of \$21 million. If the project was to proceed, it would be based on being 100% funded by the State Government.

### **Stakeholder Engagement**

The City, in conjunction with the City of Vincent and the local Members of Parliament, have engaged with the local community to provide feedback to MRWA on a new roundabout configuration, signalling upgrades and improved pedestrian crossing facilities.

During the concept design stage in 2020, the City undertook consultation with the surrounding community of Osborne Park and Joondanna to determine the level of support for the Concept Design shown in Figure 1. The consultation included direct letters sent to surrounding residents, notices on the City's website and several social media posts.

A total of 56 responses were received during the consultation period, with 79% of respondents indicating support for the plans put forward by MRWA. Further details on the survey responses are provided in Attachment 1.

No specific public consultation has been undertaken on the final design.

## Options Summary

The following options were considered.

OPTIONS	
1.	That the City SUPPORTS the Scarborough Beach Road / Green Street 100% detailed design, subject to further microsimulation traffic modelling by Main Roads WA which demonstrates an adequate level of service along the adjoining roads of Scarborough Beach Road, Main Street, Brady Street and Green Street.
2.	That the City DOES NOT SUPPORT the Scarborough Beach Road / Green Street 100% detailed design due to the uncertainty of impacts on the local road network.

## Recommended Action

The City is generally supportive of the proposed upgrades to the intersection, as this location has been the subject of numerous queries and concerns over many years. However, there are still outstanding concerns and the City considers that further investigation is warranted.

It is recommended that approval of the 100% design is provided to MRWA, subject to traffic modelling which demonstrates that the traffic queuing / congestion along Main Street, Scarborough Beach Road, Brady Street and Green Street be no worse than prior to the inclusion of the roundabout and secondary treatments associated with the 100% detailed design.

## Relevant Policies, Legislation and Council Resolutions

[Local Government Act 1995](#)

## Sustainable Stirling 2022-2032

**Key Result Area:** Our built environment

**Objective:** An accessible and connected City

**Priority:** Provide and maintain safe and accessible roads and parking

## Strategic Risk

Strategic Risk	Risk Appetite
Reputation	The City will ensure that any decisions that may affect the City's reputation are made at the appropriate level with stakeholders remaining informed and engaged.
Community	The City will ensure that it engages with the community in accordance with its Community and Stakeholder Engagement Plan.
Funding	The City will take sufficient financial risk to enable it to achieve its strategic objectives, providing it does not significantly impact on the long term financial sustainability of the City.

## Relevant Documents and Information

### Attachments

Attachment 1 - Results of Community Consultation [↓](#)

### Available for viewing at meeting

Nil

### Linked Documents

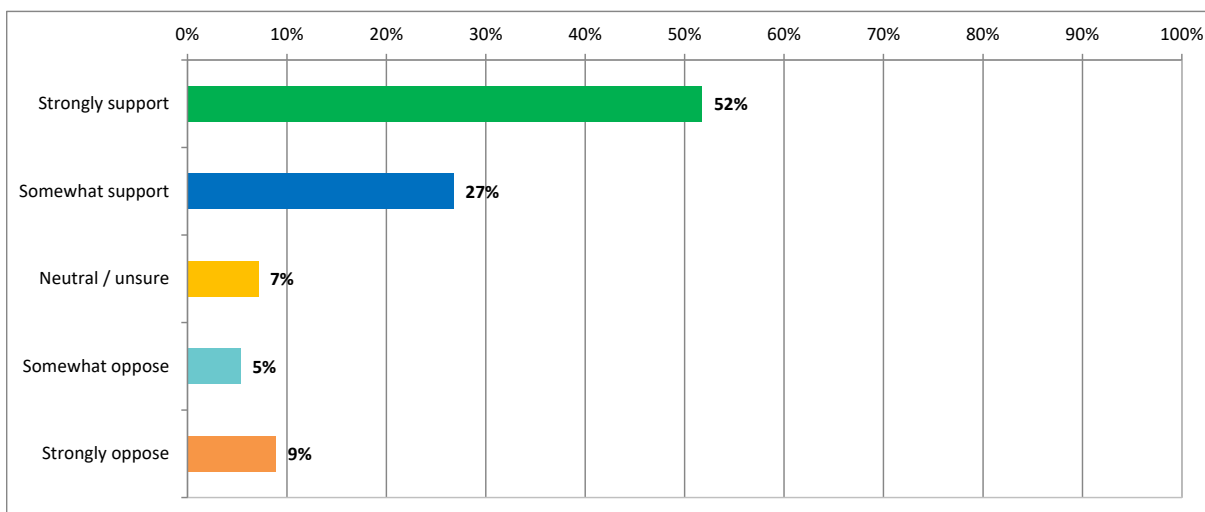
Nil

**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



Do you support the design proposed by Main Roads for upgrades to the Scarborough Beach Rd/Green St/Main St intersection?

Answers	Responses	%
Strongly support	29	52%
Somewhat support	15	27%
Neutral / unsure	4	7%
Somewhat oppose	3	5%
Strongly oppose	5	9%
<b>Total</b>	<b>56</b>	

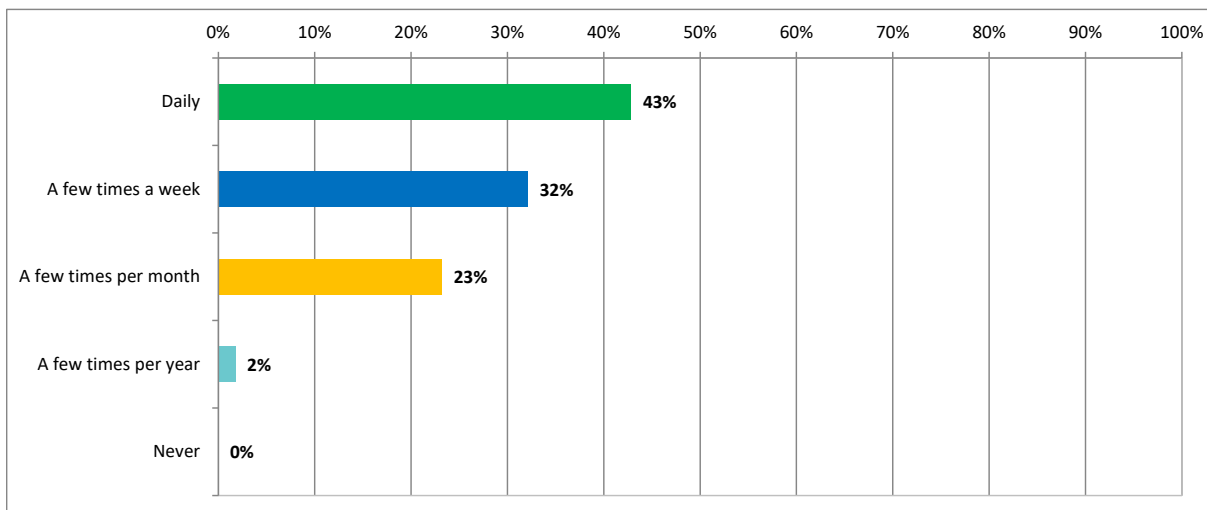


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



Approximately how often do you use the intersection?

Answers	Responses	%
Daily	24	43%
A few times a week	18	32%
A few times per month	13	23%
A few times per year	1	2%
Never	0	0%
<b>Total</b>	<b>56</b>	

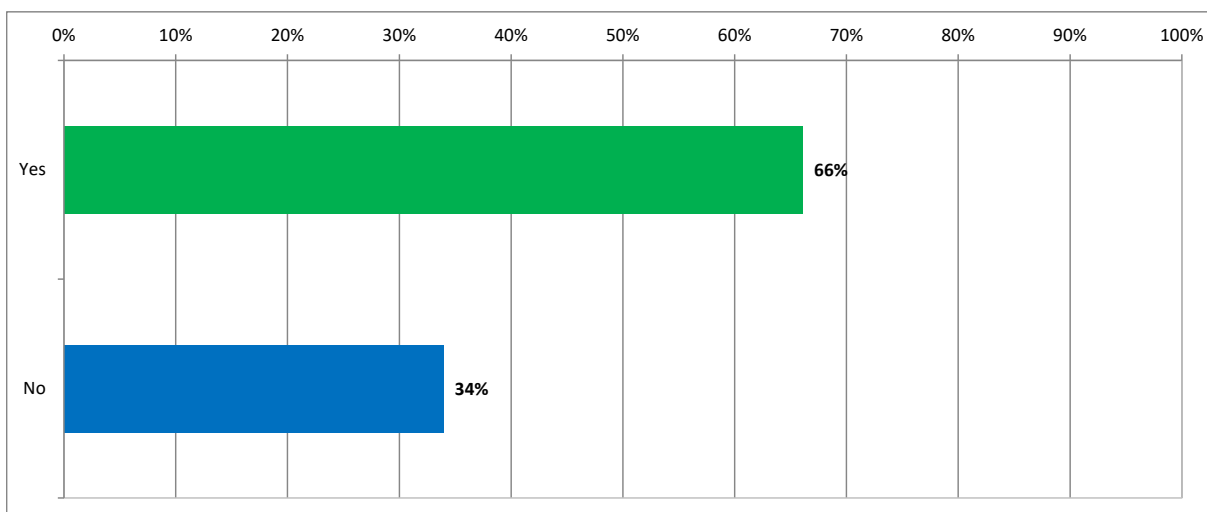


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



Do you live near the Scarborough Beach Road/Green Street intersection (within approximately 2 kms)?

Answers	Responses	%
Yes	37	66%
No	19	34%
<b>Total</b>	<b>56</b>	

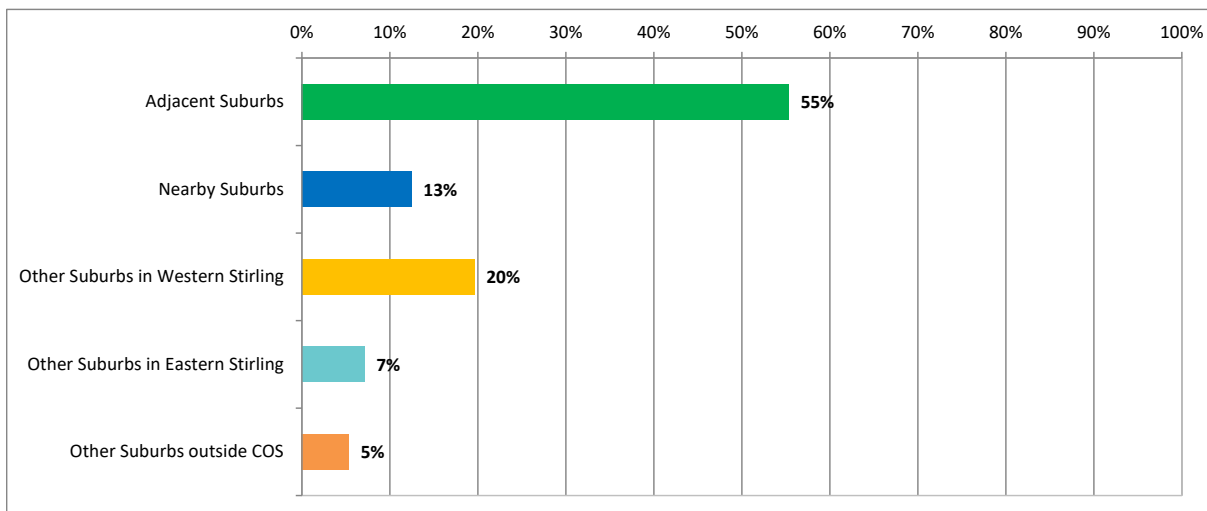


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



**Suburb of Origin?**

Categories	Responses	%	
Adjacent Suburbs	31	55%	Joondanna, Osborne Park, Glendalough, Mt Hawthorn
Nearby Suburbs	7	13%	Tuart Hill, Stirling, Wembley, Yokine
Other Suburbs in Western Stirling	11	20%	Doubleview, Innaloo, Scarborough, Wembley Downs, Karrinyup, North Beach
Other Suburbs in Eastern Stirling	4	7%	Dianella, Mirrabooka, Nollamara
Other Suburbs outside COS	3	5%	Floreat, West Perth, Noranda
<b>Total</b>	<b>56</b>		

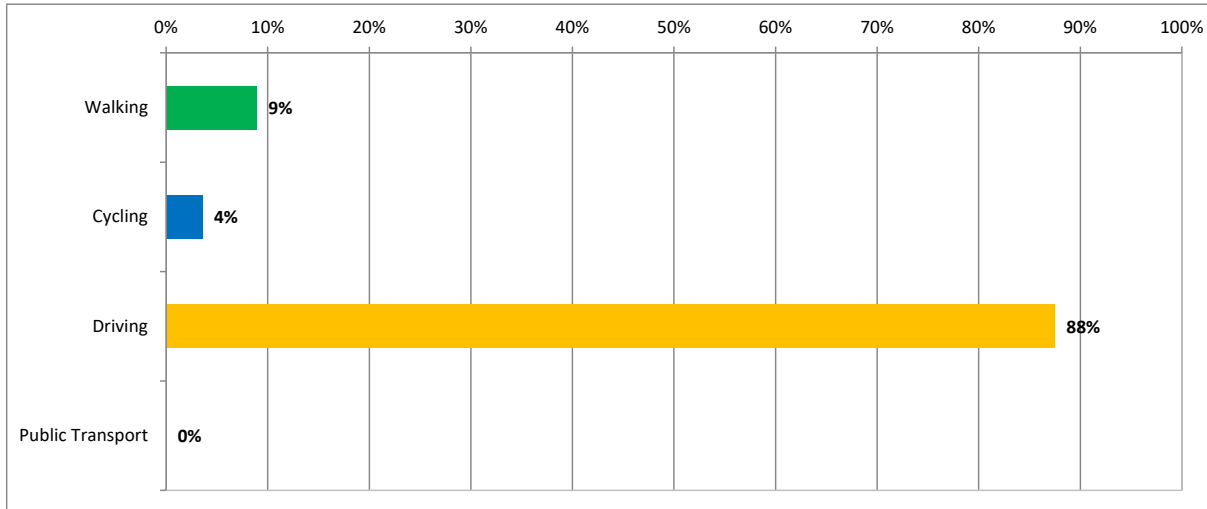


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



By what mode of transport do you most frequently use the intersection?

Answers	Responses	%
Walking	5	9%
Cycling	2	4%
Driving	49	88%
Public Transport	0	0%
<b>Total</b>	<b>56</b>	



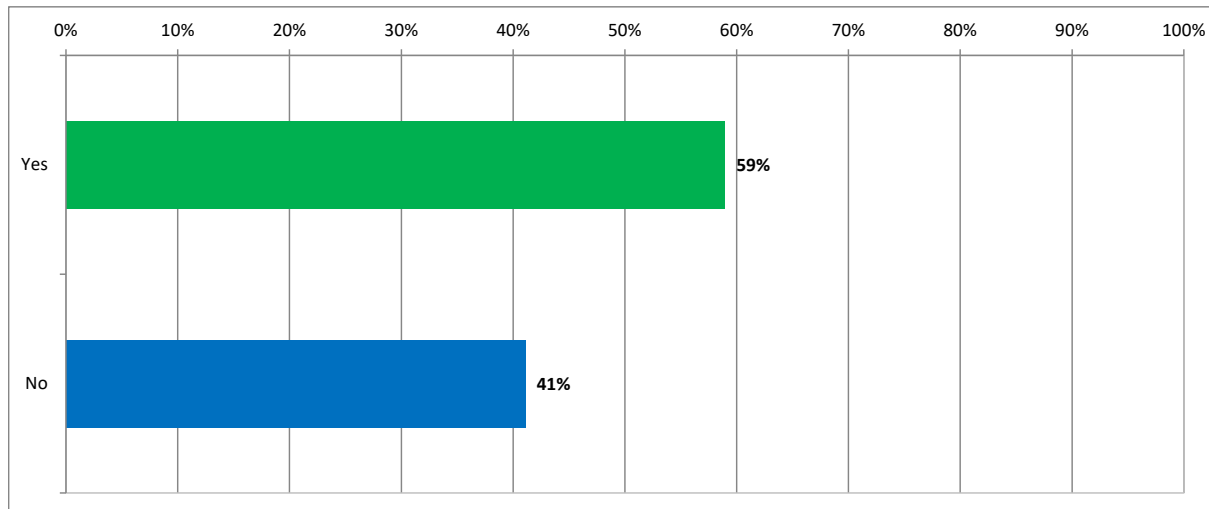


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



Is the Scarborough Beach Road/Green Street intersection part of your regular commute?

Answers	Responses	%
Yes	33	59%
No	23	41%
<b>Total</b>	<b>56</b>	

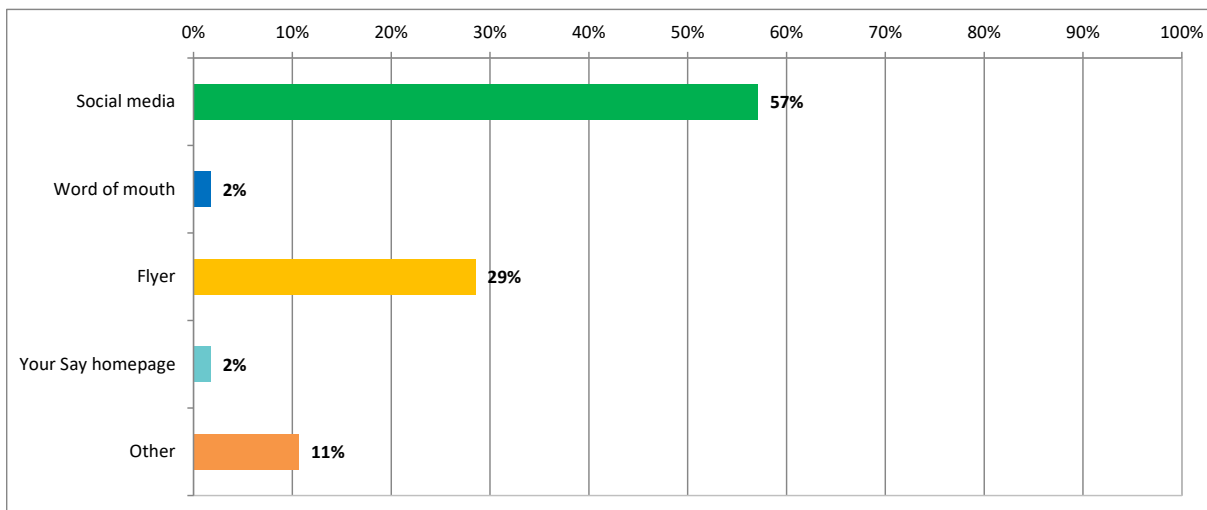


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



**How did you hear about this project?**

Answers	Responses	%
Social media	32	57%
Word of mouth	1	2%
Flyer	16	29%
Your Say homepage	1	2%
Other	6	11%
<b>Total</b>	<b>56</b>	

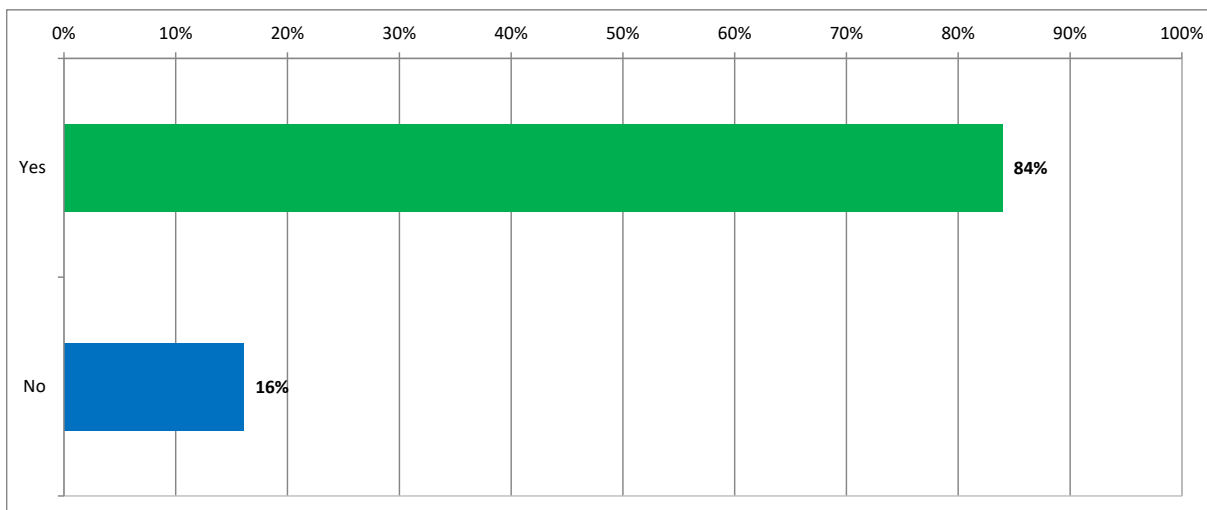


**Your Say Stirling**  
**Scarborough Beach Road / Green Street Intersection upgrade**  
**Results of Community Consultation**



Would you like to be kept informed about this project?

Answers	Responses	%
Yes	47	84%
No	9	16%
<b>Total</b>	<b>56</b>	



**14. NOTICES OF MOTION FOR CONSIDERATION**

'Notices of Motion for Consideration' include a brief report to assist Council in deciding to approve or not approve the Motion.

A further and more detailed report will be submitted at a future Ordinary Council meeting for Motions that are approved, in accordance with Clause 4.5(2)(c) of the City of Stirling Meeting Procedures Local Law 2021.

**14.1 PROPOSED NOTICE OF MOTION - COUNCILLOR KARLO PERKOV - ROAD SAFETY OPTIONS AT THE INTERSECTION OF NORTH BEACH ROAD AND ERINDALE ROAD, GWELUP**

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Hamersley	Location: <a href="#">Intersection of North Beach Road and Erindale Road</a>
Applicant:	Not Applicable	

## Council Resolution

**0324/025**

**Moved Councillor Perkov, seconded Councillor Hatton**

**That the City SUBMITS an application for funding for the recommended treatment at the intersection of North Beach Road and Erindale Road in July 2025 for the National and State Black Spot programs.**

**The motion was put and declared CARRIED (14/0).**

**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

### Reason for Alternative Recommendation

The investigation of road safety options and the determination of a recommended treatment for this intersection is unlikely to be completed prior to the closing of the next round of Black Spot submissions in July 2024.

### **Notice of Motion Recommendation**

That the City CONDUCTS an investigation of potential road safety options to address the issues of concern at the intersection of North Beach Road and Erindale Road, Gwelup.

(Suggested Alternative Recommendation – refer to conclusion of report)

### **Background provided by Elected Member**

*“A review of the crash statistics for this intersection shows there were 25 crashes over the last 5-year period on record. Further analysis shows that 16 of the 25 crashes were right turn/through crashes, where right turn vehicles have 'filtered' across through traffic and made a misjudgement that resulted in a crash. This is the major crash type at this intersection. The safety of school children and pedestrians crossing North Beach Road nearby the is severely compromised with this accident-prone intersection. There are many more crashes at this intersection which have not been reported to Police.”*

## Details

The intersection of North Beach Road and Erindale Road is a 3-way intersection controlled by traffic signals. North Beach Road is on the western and southern approaches, and Erindale Road is on the eastern approach. Both roads are classified as District Distributor roads under the City's Functional Road Hierarchy, and more than 16,000 vehicles travel through the intersection on a typical weekday.

### Community Concerns

Concerns have been raised by residents and motorists on social media following a number of recent crashes at the intersection.

The traffic signal phasing at the intersection includes a right turn arrow for drivers turning right from North Beach Road (west) into North Beach Road (south). This right turn arrow drops away in the next phase, and drivers turning right into North Beach Road (south) are then required to filter across the through traffic in the opposing direction (from Erindale Road). This right turn 'filter' has been the subject of numerous comments and concerns on social media.

In the 5-year period between 2018 and 2022, there were 25 reported crashes, including four serious injury crashes that resulted in medical treatment required. Further investigation of the crash types indicates that 16 of the 25 crashes were right turn/through crashes, where right turn vehicles have 'filtered' across through traffic.

### Option 1 – Traffic Signal Modifications

The first potential option to reduce the number of right turn/through crashes would be to modify the traffic signals to remove the right turn filter. This would mean that drivers turning right from North Beach Road (west) into North Beach Road (south) would only be able to do so when there is a green right turn arrow.

This option would address the issue of right turn crashes. However, it will also reduce the time allocated to right turn movements from the North Beach Road western approach, which has a flow on impact to increasing delays and queue lengths. Drivers turning right may also become frustrated when there is no traffic in the opposing direction, but a red right turn arrow does not allow them to proceed.

Any change in traffic signal phasing requires modelling to quantify the potential impacts on queues and delays. For this location, the modelling would need to demonstrate that the queue length of right turn vehicles would not extend beyond the length of the right turn deceleration lane after the right turn filter is removed, as this would result in stationary right turn vehicles storing in the through lane. If modelling demonstrated that the resulting impacts on queues and delays was acceptable, the proposal could be presented to Main Roads WA to seek their Agreement In Principle. This process can take 12-24 months depending on the complexity of the changes.

### Option 2 – Roundabout

The second potential option that warrants further investigation is to remove the traffic signals and construct a dual lane roundabout, as per the treatment at the intersection of Erindale Road and Boya Way. This option would not only reduce the frequency and severity of crashes but would also improve the efficiency of vehicle movements through the intersection.

This option would require modelling and design to ensure that the treatment can be accommodated within the available road reserve area, but also that the level of service and safety for motorists is improved.

If modelling demonstrated that the movement of vehicles would be made more efficient, then this would be a viable option. As above, this option would also require negotiation and discussions with Main Roads WA to gain their Agreement In Principle.

### Black Spot Funding

The Engineering Services team will investigate the options to determine the most feasible treatment. The City may be able to apply for a grant under a future round of the National or State Black Spot Programs to assist in the funding of a solution.

Applications for funding under the National and State Black Spot Programs are available on an annual basis, usually in July each year (with funding made available for the following financial year). Based on the outcomes of the investigation into potential road safety options, the City will submit a funding application for the preferred treatment.

Given the time required for officers to undertake a detailed investigation, which includes modelling and discussions with Main Roads WA, there is unlikely to be sufficient time to apply for funding in July 2024. The Black Spot funding application would therefore need to be submitted in July 2025, and if successful, funding would be made available to the City during the 2026/2027 financial year.

### **Financial Assessment and Implications**

There are no additional financial implications associated with the detailed investigation and submission of a Black Spot application, as these tasks can be accommodated within normal officer duties.

If the project is successful in attracting funding under the Black Spot Program, funding would be made available to the City during the 2026/2027 financial year. Depending on the relative priority of this project compared with all other submissions, it may be fully funded by the National Black Spot Program, or two-thirds funded by the State Black Spot Program.

## Sustainable Stirling 2022-2032

**Key Result Area:** Our built environment

**Objective:** An accessible and connected City

**Priority:** Provide and maintain safe and accessible roads and parking

### Strategic Risk

Strategic Risk	Risk Appetite
Funding	The City will take sufficient financial risk to enable it to achieve its strategic objectives, providing it does not significantly impact on the long term financial sustainability of the City.

### Suggested Alternative Recommendation

**That the City SUBMITS an application for funding for the recommended treatment at the intersection of North Beach Road and Erindale Road in July 2025 for the National and State Black Spot programs.**

#### Reason for Alternative Recommendation

The investigation of road safety options and the determination of a recommended treatment for this intersection is unlikely to be completed prior to the closing of the next round of Black Spot submissions in July 2024.



**14.2 PROPOSED NOTICE OF MOTION - COUNCILLOR ANDREA CREADO - MIRRABOOKA MOSQUE PARKING**

Business Unit:	Community Safety	Service: Ranger Services
Ward:	Balga	Location: <a href="#">135 Boyare Avenue MIRRABOOKA WA 6061</a>
Applicant:	Not Applicable	

**Council Resolution**
**0324/026**
**Moved Councillor Creado, seconded Councillor Dudek**

1. That the City of Stirling **AUTHORISES** the use of Fragrant Gardens Reserve as an overflow parking option for the Masjid Al-Taqwa Mirrabooka on Fridays between the hours of 12.30pm and 2.30pm, with immediate effect.
2. That the City of Stirling **ENGAGES** with Masjid Al-Taqwa Mirrabooka to ensure they are both capable and willing to effectively manage this overflow parking option, including the use of parking marshals and temporary signage at their own cost.
3. That a report be **PRESENTED** by July 2024 on the effectiveness of these immediate actions as well as identifying other options to manage the parking of vehicles around Masjid Al-Taqwa Mirrabooka and within the vicinity of Mirrabooka Village Shopping Centre.

**The motion was put and declared CARRIED (14/0).**
**For:** Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Papparde, Perkov, Proud, Re, Thornton and Mayor Irwin.

**Against:** Nil.

### Reason for Alternative Recommendation

The authorised use of Fragrant Gardens Reserve as an overflow parking option has been reduced from “between 12.30pm and 3.30pm” to “between 12.30pm and 2.30pm” within Recommendation 1, to better align with the completion of Friday prayer times and avoid any conflict with children from nearby Boyare Primary School.

A specific timeframe (“by July 2024”) for a report to be presented to Council has been added to Recommendation 3.

### **Notice of Motion Recommendation**

- 1. That the City of Stirling AUTHORISES the use of Fragrant Gardens Reserve as an overflow parking option for the Masjid Al-Taqwa Mirrabooka on Fridays between the hours of 12.30pm and 3.30pm, with immediate effect.**
- 2. That the City of Stirling ENGAGES with Masjid Al-Taqwa Mirrabooka to ensure they are both capable and willing to effectively manage this overflow parking option, including the use of parking marshals and temporary signage at their own cost.**
- 3. That a report be PRESENTED on the effectiveness of these immediate actions as well as identifying other options to manage the parking of vehicles around Masjid Al-Taqwa Mirrabooka and within the vicinity of Mirrabooka Village Shopping Centre.**

**(Suggested Alternative Recommendation – refer to end of report)**

### **Background provided by Elected Member**

*“Concerns have been raised by local businesses and residents regarding the parking impacts associated with the Masjid Al-Taqwa Mirrabooka located on Boyare Avenue in Mirrabooka. These concerns include the shopping centre private carpark being completely full with Mosque attendees, inability for delivery trucks to access the service road at the rear of the shopping centre, and large numbers of vehicles parking with surrounding residential streets.”*

## Details

Masjid Al-Taqwa was established in January 1997 and has a capacity of approximately 600 people for congregational prayers, lectures and other services. This includes *Jum'ah* Friday prayer where all adult male Muslims are obliged to attend. These take place at 12.30pm and 1.30pm sharp each Friday and attract a large number of people with gates closed when the mosque is full. Prayer services during the Islamic holy month of Ramadan are particularly high given the extra devotion to spiritual activities which places significant pressure on parking availability within the local area.

Given that there are only 40 parking bays at the Mosque, the City constructed a further 94 parking bays within the verge of Boyare Avenue in October 2016, with these works fully funded by the Noorul Islam Society which operates Masjid Al-Taqwa. These additional parking bays are publicly accessible. Although during peak periods at the mosque it is understood that many people park their vehicles along the verges of Boyare Avenue and Honeywell Boulevard. Based on complaints from nearby businesses and residents, it is understood that many people also park their vehicles within the private Mirrabooka Village shopping centre car park and surrounding residential streets.

The City has received numerous parking complaints over the years which have been responded to through the Community Safety Business Unit. Most recently, the Balga Ward Councillors have received a further influx of complaints from local residents, local shoppers and shop owners including the following:

- The Mirrabooka Village carpark is completely full during Friday prayer times;
- People attending the Mosque park in the service road at the rear of Mirrabooka Village blocking delivery trucks from servicing shops; and
- Surrounding streets such as Snowdrop Retreat are completely lined with cars from people attending the Mosque.

Upon review, it is acknowledged that an immediate response is required to provide some relief to local residents and shoppers. Given that Fragrant Gardens Reserve is not utilised for any approved activities on Friday afternoons this does provide the opportunity for an overflow parking option. Although it will be important to contain vehicles to a discrete portion of Fragrant Gardens Reserve, as determined by the City, to reduce any impacts on the turf and limit any interaction between general park users and vehicles.

As per Recommendation 2, it will also be necessary for the Noorul Islam Society to take accountability for the effective management of any overflow parking at Fragrant Gardens Reserve. This will include (but is not limited to) the provision of traffic marshals and the use of directional signage. The City may assist with the provision of temporary signage and traffic cones in the immediate term. It will also be expected that Noorul Islam Society communicate to Mosque attendees that this overflow parking option is now available so they should no longer park within the adjacent Mirrabooka Village shopping centre car park or surrounding residential streets. Importantly, should the Noorul Islam Society not take responsibility for effectively managing these parking arrangements it may be necessary for City Officers to withdraw authorisation to utilise Fragrant Gardens Reserve.

While this overflow parking option will provide some immediate relief to local residents and shoppers it remains necessary for City Officers to further assess the situation and determine informed options to manage the parking of vehicles during peak times at the Mosque. This may include:

- Utilisation of the City's automatic licence plate recognition technology to better determine how many vehicles are in the local area during Friday prayers at the Mosque;
- Engagement with Mirrabooka Village shopping centre owners to discuss the availability of a Private Parking Management Agreement which will enable parking enforcement by the City's Community Safety Team;
- Determination of any ongoing impacts on, and the suitability of, Fragrant Gardens Reserve for overflow parking;
- Assessing Mosque compliance with relevant legislation, including building occupancy, to ensure the safety of the congregation.

It is expected that a report will then be presented back to Council for consideration by July 2024.

### **Financial Assessment and Implications**

Nil, although Community Safety resources may be deployed to assess the parking situation and enforce relevant Local Laws where required.

### **Sustainable Stirling 2022-2032**

**Key Result Area:** Our community

**Objective:** An inclusive and harmonious City

**Priority:** Build strong relationships with our multicultural and diverse community

**Objective:** A safer City

**Priority:** Create strong partnerships to improve community safety

**Key Result Area:** Our built environment

**Objective:** An accessible and connected City

**Priority:** Provide and maintain safe and accessible roads and parking

## Strategic Risk

Strategic Risk	Risk Appetite
Purpose	The City will pursue community and sector leadership through forward thinking decision making, and alignment of its services and operations with its strategic objectives.

## Suggested Alternative Recommendation

1. That the City of Stirling **AUTHORISES** the use of Fragrant Gardens Reserve as an overflow parking option for the Masjid Al-Taqwa Mirrabooka on Fridays between the hours of 12.30pm and 2.30pm, with immediate effect.
2. That the City of Stirling **ENGAGES** with Masjid Al-Taqwa Mirrabooka to ensure they are both capable and willing to effectively manage this overflow parking option, including the use of parking marshals and temporary signage at their own cost.
3. That a report be **PRESENTED** by July 2024 on the effectiveness of these immediate actions as well as identifying other options to manage the parking of vehicles around Masjid Al-Taqwa Mirrabooka and within the vicinity of Mirrabooka Village Shopping Centre.

### Reason for Alternative Recommendation

The authorised use of Fragrant Gardens Reserve as an overflow parking option has been reduced from “between 12.30pm and 3.30pm” to “between 12.30pm and 2.30pm” within Recommendation 1, to better align with the completion of Friday prayer times and avoid any conflict with children from nearby Boyare Primary School.

A specific timeframe (“by July 2024”) for a report to be presented to Council has been added to Recommendation 3.

**15. NOTICE OF MOTION FOR CONSIDERATION AT THE NEXT MEETING****15.1 PROPOSED NOTICE OF MOTION - COUNCILLOR LISA THORNTON - REVIEW OF THE INTEGRATED CYCLING STRATEGY**

Councillor Lisa Thornton submitted the following Notice of Motion at the Council meeting held 26 March 2024.

**Notice of Motion Recommendation**

**That the City of Stirling INITIATES the process to update the Integrated Cycling Strategy to ensure it reflects current trends and needs in cycling infrastructure for our City.**

**Reason for Motion**

*Cycling is a vital mode of transport in our City, aligning with our sustainable City and with a local focus mission. The last update of the Integrated Cycling Strategy in May 2015 means some information is outdated, making it essential to base projects and funding on current data through a modern cycling policy.*

**15.2 PROPOSED NOTICE OF MOTION - COUNCILLOR ROB PAPAARDE - DEFAULT SPEED LIMIT ON MARMION AVENUE**

Councillor Rob PAPAARDE submitted the following Notice of Motion at the Council meeting held 26 March 2024.

**Notice of Motion Recommendation**

**That the Mayor WRITES to Main Roads and the relevant Members of Parliament to request that the default speed limit on Marmion Avenue be returned to 80km/h, and that subsequent changes should only occur after extensive community consultation.**

**15.3 PROPOSED NOTICE OF MOTION - COUNCILLOR SUZANNE MIGDALE - PAYMENTS COLLECTED ON BEHALF OF THE STATE GOVERNMENT TO BE IDENTIFIED ON DOCUMENTATION TO RESIDENTS**

Councillor Suzanne Migdale submitted the following Notice of Motion at the Council meeting held 26 March 2024.

**Notice of Motion Recommendation**

**That on all documentation to residents which includes any levied costs (including increases) which are to be paid to the State Government, the wording clearly STATES that the payment is being collected by the local authority on behalf of the State Government and will be paid to the State Government.**

**Reason for Motion**

*Government should be transparent.*

**15.4 PROPOSED NOTICE OF MOTION - COUNCILLOR KARLO PERKOV - SCHOOL STUDENT CITIZENSHIP AWARDS ANNUAL EVENT**

Councillor Karlo Perkov submitted the following Notice of Motion at the Council meeting held 26 March 2024.

**Notice of Motion Recommendation**

**That the City of Stirling formally RECOGNISES school students who receive graduation day Citizenship Awards with an annual event.**

Reason for Motion

*Each year we recognise and award many Year 6 students across the City of Stirling with our Citizenship Awards. These are highly valued and respected awards at any graduation ceremony. The City of Stirling should formally recognise these students, and continue fostering good relationships not only with their schools but all future students alike.*



**16. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil.

**17. NEW BUSINESS OF AN URGENT NATURE**

Nil.

**18. MATTERS BEHIND CLOSED DOORS**

Nil.

**19. CLOSURE**

The Presiding Member declared the meeting closed at 7.08pm.

These minutes were confirmed as a true and correct record of proceedings on:

...../...../ 2024

SIGNED:

Presiding Member Name: .....

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PRESIDING MEMBER