

# Council Meeting

Council Chamber  
Civic Centre  
Boxshall Street Brighton

Tuesday  
15 August 2023  
at 6.30pm



# Agenda

**Chair:** Cr Hanna El Mouallem (Mayor)

**Councillors:** Cr Sonia Castelli  
Cr Alex del Porto  
Cr Laurence Evans OAM  
Cr Clarke Martin  
Cr Jo Samuel-King MBBS (Deputy Mayor)  
Cr Fiona Stitfold

### **Notice**

**There is a limit of 10 speakers per eligible Agenda items (5 speakers 'for' and 5 'against' the recommendation)** in accordance with Council's Governance Rules.

Members of the community may also lodge a written statement for consideration (no limits per item).

#### **[Requests to be heard \(Request to Speak / Lodge a Written Statement\)](#)**

Council also allocates 15 minutes at the start of each monthly Council Meeting for response to public questions.

#### **[Ask a question at a Council Meeting](#)**

*\*Requests to be Heard and Public Questions must be submitted by 9am on the business day before the meeting.*

Meetings are live-streamed via Council's website:

#### **[Live-stream the Council meeting](#)**

For further information, please speak with the Governance office on 9599 4444.

## Order of Business

1. Prayer
2. Acknowledgement of Country
3. Apologies
4. Disclosure of any Conflict of Interest of any Councillor
5. Adoption and Confirmation of the minutes of previous meeting
6. Public Question Time
7. Petitions to Council
8. Minutes of Advisory Committees
  - 8.1 Records of meetings held under the auspices of Council..... 7
  - 8.2 Minutes of the Disability Access and Inclusion Advisory Committee meeting held on 31 July 2023..... 11
9. Reports by Special Committees
10. Reports by the Organisation
  - 10.1 Urban Forest Precinct Plans..... 21
  - 10.2 Planning controls to address cumulative impacts associated with the fast pace of development activity ..... 27
  - 10.3 Road Management Plan review ..... 35
  - 10.4 Results from the independent review of the Bayside Nestbox and Log Hollow Program..... 75
  - 10.5 Investigation into alternatives to glyphosate products for weed and invasive plant control in Bayside ..... 113
  - 10.6 Municipal Health and Wellbeing Plan Progress Report - Year 2 ..... 185
  - 10.7 Annual Community Grants Allocation 2023-24..... 219
  - 10.8 Integrated Transport Strategy - Implementation Progress During 2022-23 ..... 249
  - 10.9 Managing On-Street Car Parking Demand - Policy Review .... 267
  - 10.10 Parking Permit Scheme - Policy Review ..... 283
  - 10.11 Naming of the oval situated within R G Chisholm Reserve to be known as 'Shane Warne Oval'..... 301

10.12	Naming of Laneway at the rear of 168–176 Were Street and side boundary to 30 and 30A Champion Street and 663 and 663A Hampton Street, Brighton.....	305
10.13	Audit & Risk Management Committee - Re-appointment of External Independent Member .....	309
10.14	Council Action Awaiting Report .....	313
11.	Reports by Delegates	
12.	Urgent Business	
13.	Notices of Motion	
13.1	Notice of Motion - 329 - Stray Golf Balls - Brighton Golf Course .....	323
13.2	Notice of Motion - 330 - Street Lighting in Brighton .....	325
14.	Confidential Business	
14.1	Bayside Built Environment Awards 2023 - Judging Panel Recommendations .....	327
14.2	Minutes of the Chief Executive Officer's Employment Matters Advisory Committee held on 25 July 2023 .....	327

## 1. Prayer

O God  
Bless this City, Bayside  
Give us courage, strength and wisdom  
So that our deliberations  
May be for the good of all  
Amen

## 2. Acknowledgement of Country

- ◆ Bayside City Council proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respects to their Elders, past, present and emerging as well as any Aboriginal or Torres Strait Islander community members with us today.
- ◆ Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identity is maintained through ancient ceremonies, songlines, dance, art and living culture.
- ◆ Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island Elders who have guided and continue to guide the work we do.

## 3. Apologies

## 4. Disclosure of any Conflict of Interest of any Councillor

## 5. Adoption and Confirmation of the minutes of previous meeting

- 5.1 Confirmation of the Minutes of the Bayside City Council meeting held on 18 July 2023.

## 6. Public Question Time

## 7. Petitions to Council



## 8. Minutes of Advisory Committees

### 8.1 RECORDS OF MEETINGS HELD UNDER THE AUSPICES OF COUNCIL

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/236978

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#### Executive summary

##### **Purpose and background**

The purpose of this report is to formally report to Council on the records of meetings held under the auspices of Council in accordance with Section 131 of the *Local Government Act 2020* and Council's Governance Rules.

##### **Key issues**

This report fulfils the requirements of reporting on the records of meetings held under the auspices of Council to the next practical Council meeting in accordance with the *Local Government Act 2020* and Council's Governance Rules.


##### **Recommendation**

That Council notes the records of meeting/s held under the auspices of Council as required by the *Local Government Act 2020* and Council's Governance Rules:

- 25 July 2023 Strategic Issues Discussion
- 1 August 2023 Councillor Briefing.

##### **Support Attachments**

1. Record of meeting held under the Auspices of Council - 25 July 2023 Strategic Issues Discussion ↓
2. Record of meeting held under the Auspices of Council - 1 August 2023 Councillor Briefing ↓




## Record of meeting held under the auspices of Council

Record in accordance with Section 131 of the *Local Government Act 2020* and  
Chapter 10 (Section 10.1) of Council's Governance Rules

<i>Meeting Information</i>		
<i>Meeting Name/Type</i>	Strategic Issues Discussion	
<i>Meeting Date</i>	25 July 2023	
<i>Start Time</i>	4.00pm	
<i>Matters discussed</i>	<ul style="list-style-type: none"> <li>• Item 3.1 Proposed Activation of Council Land Policy</li> <li>• Item 3.2 Library Services and Facilities Study</li> <li>• Item 3.3 Former CSIRO Site Community Facilities Update</li> <li>• Item 3.4 Draft Urban Forest Precinct Plans</li> </ul>	
<i>Attendees</i>		
<i>Councillors</i>	Cr Sonia Castelli Cr Alex del Porto Cr Hanna El Moullem (Mayor) Cr Laurence Evans OAM (*Cr Evans left the meeting at 4.45pm) Cr Clarke Martin Cr Jo Samuel-King MBBS (Deputy Mayor) Cr Fiona Stitfold	
<i>Staff</i>	Mick Cummins – Chief Executive Officer Tilla Buden – Director Community and Customer Experience Jill Colson – Director Environment, Recreation and Infrastructure Matthew Cripps – Director City Planning and Amenity Kathryn Tozer – A/Director Corporate Services Kelly Archibald – Manager Urban Strategy Kristy Green – Manager Libraries, Customer and Cultural Services Jason Stubbs – Manager Commercial Services Tom Vercoe – Manager Open Space and Recreation Paul Gibbs – Open Space Coordinator Bea Guevara – A/Strategic Planning Coordinator	
<i>External Guests</i>	Nil	
<i>Apologies</i>		
<i>Councillors</i>	Nil	
<i>Conflict of Interest disclosures</i>		
<i>Matter No</i>	<i>Councillor making disclosure</i>	<i>Councillor left meeting</i>
	Nil	





## Record of meeting held under the auspices of Council

Record in accordance with Section 131 of the *Local Government Act 2020* and  
Chapter 10 (Section 10.1) of Council's Governance Rules

<i>Meeting Information</i>	
<i>Meeting Name/Type</i>	Councillor Briefing
<i>Meeting Date</i>	1 August 2023
<i>Start Time</i>	4.00pm
<i>Matters discussed</i>	<ul style="list-style-type: none"> <li>• Item 4.1 Annual Community Grants Allocation 2023-24</li> <li>• Item 4.2 Results from the independent review of the Bayside Nestbox and Log Hollow Program</li> <li>• Item 4.3 Investigation into alternatives to glyphosate products for weed and invasive plant control in Bayside</li> <li>• Item 4.4 Integrated Transport Strategy - Implementation Progress During 2022-23</li> <li>• Item 4.5 Policy review - Managing On-Street Car Parking Demand</li> <li>• Item 4.6 Policy review - Parking Permit Scheme</li> <li>• Item 4.7 Road Management Plan – Review</li> <li>• Item 4.8 Bayside Built Environment Awards 2023 - Judging Panel Recommendations</li> </ul>
<i>Attendees</i>	
<i>Councillors</i>	Cr Sonia Castelli Cr Alex del Porto Cr Hanna El Mouallem (Mayor) Cr Laurence Evans OAM Cr Clarke Martin Cr Jo Samuel-King MBBS (Deputy Mayor) Cr Fiona Stitfold
<i>Staff</i>	Mick Cummins – Chief Executive Officer Tilla Buden – Director Community and Customer Experience Jill Colson – Director Environment, Recreation and Infrastructure Matthew Cripps – Director City Planning and Amenity Terry Callant – Manager Governance Anita Johnstone – Manager City Assets and Presentation Sally Morgan – A/Manager Family, Youth and Wellbeing James Roscoe – Manager Climate, Waste and Integrated Transport Jason Stubbs – Manager Commercial Services Tom Vercoe – Manager Open Space and Recreation Anthony Jacobs – Economic Development Coordinator Amy Weir – Biodiversity and Conservation Planning Officer
<i>External Guests</i>	Nil
<i>Apologies</i>	
<i>Councillors</i>	Nil

<i>Conflict of Interest disclosures</i>		
<i>Matter No</i>	<i>Councillor making disclosure</i>	<i>Councillor left meeting</i>
Item 4.1	Cr Alex del Porto Cr Laurence Evans OAM Cr Jo Samuel-King MBBS (Deputy Mayor)	Yes

## 8.2 MINUTES OF THE DISABILITY ACCESS AND INCLUSION ADVISORY COMMITTEE MEETING HELD ON 31 JULY 2023

Corporate Services - Governance  
File No: PSF/23/169 – Doc No: DOC/23/236988

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### Executive summary

#### **Purpose and background**

To present the minutes of the Disability Access and Inclusion Advisory Committee meeting held on 31 July 2023 to Council for noting.

The Disability Access and Inclusion Advisory Committee was established in 2020 and was constituted for the purpose of providing advice and supporting Council in the development and implementation of the Municipal Public Health and Wellbeing Plan 2021–25 (MPHWP) and to consider other strategic and infrastructure issues that may impact people with a disability.

The functions of the Committee are to provide advice and recommendations to Council on the following matters:

- identifying issues of access to the built, social and natural environments
- identifying barriers to inclusion in community and economic life in Bayside
- discussing potential solutions (actions) to identified issues
- providing input and comment on the development of projects and programs for implementation of the Disability Action Plan 2021-25.

In addition, the Disability Access and Inclusion Advisory Committee provides specific advice on nominated Council strategies, masterplans, programs and infrastructure priorities.

The Disability Access and Inclusion Advisory Committee membership comprises 2 Councillors appointed by Council and 10 community members appointed through a public expression of interest process.

#### **Key issues**

A meeting of the Disability Access and Inclusion Advisory Committee was held on 31 July 2023 to consider the following matters:

- Bayside Parking Strategy - Parking Sustainably 2023–33
- Proposed Inclusion of 'Special Circumstances' for assessing Local Law tree removal permit applications
- International Day of People with Disability.

A copy of the 31 July 2023 minutes of the Disability Access and Inclusion Advisory Committee meeting is attached for Council's information.

#### **Recommendation**

That Council notes the minutes of the Disability Access and Inclusion Advisory Committee meeting held on 31 July 2023.

**Support Attachments**

1. 31 July 2023 Disability Access and Inclusion Advisory Committee Minutes ↓



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**Minutes of the  
Disability Access and Inclusion Advisory Committee  
Meeting**

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held in the Bayside Room  
Corporate Centre  
76 Royal Avenue  
Sandringham  
on Monday 31 July 2023

The Meeting commenced at 6.30pm

**1. Welcome and opening of the meeting**

The Chairperson, Cr Martin opened the meeting at 6.30pm and welcomed members of the Committee and officers.

**Acknowledgement of Country**

Mr Turner read the acknowledgement of Country:

*Bayside City Council proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respects to their Elders, past, present and emerging as well as any Aboriginal or Torres Strait Islander community members with us today.*

Bayside City Council

Disability Access and Inclusion Advisory Committee  
Meeting - 31 July 2023

## 2. Present

**Councillors:** Cr Clarke Martin (Chairperson)  
Cr Hanna El Mouallem (Mayor)

**External Members:** Ms Amanda Blohm  
Ms Emily Costello  
Mr Ade Djajamihardja  
Mr Mark Glascodine  
Mr Sam Seoud  
Mr Andrew Turner  
Ms Tara Webb

**Officers:** Joan Andrews – Manager Community Services  
John Coates – Manager Amenity Protection  
James Roscoe – Manager Climate, Waste and Integrated Transport  
Sally Morgan – A/Manager Family, Youth and Wellbeing  
Vanessa Bradley – A/External Communications & Media Coordinator  
Vimbayi Kagonda – Inclusion Officer  
Robert Lamb – Governance Officer

## 3. Apologies

It is recorded that apologies were received from Ms Jo Levett and Ms Emma Olivier. It was also noted that Ms Bell Fantasia was not in attendance.

**Moved: Ms Costello**

**Seconded: Ms Webb**

That the apologies of Ms Jo Levett, Ms Emma Olivier and absence of Ms Bell Fantasia be noted.

**CARRIED**

## 4. Disclosure of Conflict of Interest of any Councillor

There were no conflicts of interest submitted to the meeting.

Bayside City Council

Disability Access and Inclusion Advisory Committee  
Meeting - 31 July 2023

## 5. Adoption and Confirmation of the minutes of previous meeting

- 5.1 Confirmation of the Minutes of the Disability Access and Inclusion Advisory Committee Meeting held on 29 May 2023.

**Moved: Mr Glascodine**

**Seconded: Mr Seoud**

That the minutes of the Disability Access and Inclusion Advisory Committee Meeting held on 29 May 2023, as previously circulated, be confirmed as an accurate record of proceedings.

## 6. Reports

### 6.1 BAYSIDE PARKING STRATEGY - PARKING SUSTAINABLY 2023–33

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: FOL/21/1765 – Doc No: DOC/23/217633

*The Manager Climate, Waste and Integrated Transport gave a presentation in relation to the Bayside Parking Strategy - Parking Sustainably 2023–33.*

#### **Noted:**

The Disability Access and Inclusion Advisory Committee noted this report and provided feedback to officers to inform the Bayside Parking Strategy - Parking Sustainably 2023–33.

Discussion focused on accessible car spaces, upgrade plans for Church Street, Service Street Hampton and at Sandringham Library.

The Manager Climate, Waste and Integrated Transport advised that work is underway at key locations in Church Street and that work at Service Street, Hampton would also be underway within this financial year.

Committee members also discussed the need for accessible parking facilities along the foreshore and a review of the surrounding infrastructure to ensure its accessibility.

Feedback was also provided on the need for sufficient space around accessible parks and ramps to access footpaths from the spaces.

- **Action** – include a list of accessible car spaces on the website, ideally mapped.

Bayside City Council

Disability Access and Inclusion Advisory Committee  
Meeting - 31 July 2023

## 6.2 PROPOSED INCLUSION OF 'SPECIAL CIRCUMSTANCES' FOR ASSESSING LOCAL LAW TREE REMOVAL PERMIT APPLICATIONS

City Planning and Amenity - Amenity Protection  
File No: PSF/23/179 – Doc No: DOC/23/215639

*The Manager Amenity Protection gave a presentation in relation to the Proposed Inclusion of 'Special Circumstances' for assessing Local Law tree removal permit applications.*

### Noted:

The Disability Access and Inclusion Advisory Committee noted this report and provided feedback to inform officers on the proposed approach to include consideration of special circumstances for Local Law tree pruning and removal applications.

It was flagged that the definition of disability should reflect the DDA rather than specifics, eg allergy or a medical condition.

## 6.3 INTERNATIONAL DAY OF PEOPLE WITH DISABILITY

Community and Customer Experience - Family, Youth and Wellbeing  
File No: FOL/23/58 – Doc No: DOC/23/219086

*The Inclusion Officer gave a presentation in relation to International Day of People with Disability.*

### Noted:

The Disability Access and Inclusion Advisory Committee provided feedback and suggestions to officers on ways to celebrate International Day of People with Disability.

The Committee expressed interest in an external event – ideas ranged from a Disability Pride March to a 'come and try' disabled sports day. It was suggested that officers could reach out to clubs, schools and businesses where appropriate.

There was discussion around contacting Bayside businesses with premises that are not accessible and advocating for access improvements.

- **Action** – confirm budget, objectives and resourcing. Scope and develop project plan.



Bayside City Council

Disability Access and Inclusion Advisory Committee  
Meeting - 31 July 2023

## 6.4 ACTIONS ARISING

Community and Customer Experience - Family, Youth and Wellbeing  
File No: FOL/23/58 – Doc No: DOC/23/170074

*The Inclusion Officer presented the Actions Arising report.*

### Noted:

The Disability Access and Inclusion Advisory Committee noted this report.

#### Reasonable Adjustments Passports

Officers committed at the previous meeting to report back on this matter and it was noted that 3 people in the organisation identified as living with a disability; however the number could of course be higher if people choose not to report. It was suggested that the recruitment working group could seek the advice of the Committee in this area.

#### Thomas Street Playground

A concern was raised at the last Committee meeting in relation to safety of the path at the Thomas Street Playground. Officers advised this issue has since been rectified.

## 7. General Business

#### Carers Support Network

Ms Webb noted that Council has introduced a Carers Support Network and a number of speakers have been invited to participate in the Network.

#### Snap Send and Solve

Mr Glascodine raised that 'the Snap Send and Solve' application is a useful tool to raise issues and maintenance requests to Council. It is noted that Council recommends that residents use the 'Report a Problem' page on Council's website which allows for uploading of images and logging of maintenance requests in the same manner as 'Snap Send Solve'. Reports go directly into Council's system and can be actioned in a more timely and efficient manner than requests received via Snap Send Solve.

<https://www.bayside.vic.gov.au/apply-pay-and-report/report-problem>

#### Warm Water Pool Workshop

The Acting External Communications and Media Coordinator provided an update on Council's Warm Water Pool project. It was noted that the Disability Access and Inclusion Advisory Committee's initial feedback provided in an earlier workshop has been shared with the architect to inform the development of a concept design and it is expected that Councillors will be briefed on the concept design in late August. Following this, the Committee will be invited to a further workshop to provide feedback on the concept design.

#### Hybrid Meetings

The Governance Officer noted that there is now adequate facilities at the Corporate Centre to accommodate Committee members joining remotely in instances where they are unable to attend in person. In-person attendance is however encouraged where possible. Officers will communicate with the Committee with further information on this.

Bayside City Council

Disability Access and Inclusion Advisory Committee  
Meeting - 31 July 2023

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## **8. Confirmation of date of future meetings**

It is intended that a workshop concerning Council's Warm Water Pool project be held with committee members in September – date to be confirmed.

Formal Committee meetings are then scheduled as follows:

Monday 25 September 2023

Monday 27 November 2023

*The Chairperson declared the meeting closed at 7.53pm.*

**9. Reports by Special Committees**



## 10. Reports by the Organisation

### 10.1 URBAN FOREST PRECINCT PLANS

City Planning and Amenity - Urban Strategy  
File No: PSF/23/162 – Doc No: DOC/23/229091

#### Executive summary

##### **Purpose and background**

The development of Urban Forest Precinct Plans (Precinct Plans) is a key action of the adopted Urban Forest Strategy. The Precinct Plans seek to provide detailed guidance on how the urban forest outcomes will be delivered 'on ground' across Bayside's suburbs in response to individual suburb needs and characteristics.

At its 27 June 2023 meeting, Council considered a report presenting it with eight (8) draft Urban Forest Precinct Plans and recommending that they be placed on community engagement. After considering the report and its recommendations, Council resolved:

*"That the matter be deferred to enable further consideration by Councillors at the July 2023 Strategic Issues Discussion and further considered by Council at the August 2023 Council meeting."*

##### **Key issues**

#### The purpose of the Urban Forest Precinct Plans

The Precinct Plans provide detailed guidance on how urban forest outcomes will be delivered 'on ground' across Bayside's suburbs in response to individual suburb needs and characteristics. The draft precinct plans have identified areas of greatest need, including:

- areas with the lowest existing percentage canopy tree cover, for increased planting
- areas that are strategically located to mitigate Urban Heat Island effects for residents
- locations of trees coming to the end of their useful life expectancy
- areas where vegetation planting can be implemented or improved to link areas of open space and provide habitat corridors
- areas with highly trafficked pedestrian routes
- areas with gaps/vacancies in public planting in the suburb.

The preparation of the draft precinct plans was guided by Council's arborists and ecological experts who identified areas for habitat corridors and linkages to improve biodiversity.

The draft Urban Forest Precinct Plans provide the context, data analysis and technical information required to gain an understanding of the existing urban forest in the suburbs of Bayside. The draft Precinct Plans are not intended to provide a planting program or detailed tree management procedure, rather it will provide guidance to the preparation of the Annual Tree Planting Program and the allocation of expenditure for the planting, replanting and/or maintenance of trees, where it is needed most in each suburb.

#### Precinct Plan Species Palettes

Suburb-specific species palettes for indigenous and native plants have been prepared and outlined within each draft Precinct Plan and are informed by:

- the existing Ecological Vegetation Classes (EVCs) present in each suburb. There are six (6) EVC mosaics (mapping units) existing in and around Bayside which have been identified in the draft Precinct Plans. Species palettes have been prepared for each EVC area to ensure planting is informed by the original vegetation of the area
- the Bayside Nursery Indigenous planting list
- information provided by Council arborists.

This species palette also identifies exotic species considered appropriate to maintain, enhance, and add to the Precinct's distinctive character, while also achieving species diversity.

The species palettes will assist Council's efforts in increasing species diversity where appropriate, while also having a large focus on expanding Bayside's native and indigenous tree and vegetation cover.

The draft Urban Forest Precinct Plans previously prepared and presented at the 27 June 2023 Council Meeting have been amended following further consideration at the July 2023 Strategic Issues Discussion. The latest versions of the draft precinct plans are attached to this report and no longer include native, indigenous and exotic species targets for each suburb. The plans all recommend that species selection should be respectful of the established character of the area.

#### Next Steps:

Community engagement on the draft Precinct Plans is proposed to commence in September 2023. The community engagement program is included in the 'Customer Service and Community Engagement' section of this report.

The outcomes of community engagement on the draft Precinct Plans will help inform the finalisation of each document. Any proposed changes to the draft Precinct Plans in response to community feedback will be presented to a future Council briefing and will inform the finalisation of Precinct Plans for all suburbs across Bayside.

<b>Timeline</b>	<b>Action</b>
September 2023 to October 2023	Community Engagement on the draft Precinct Plans
October 2023 to December 2023	Preparation of Community Engagement reports and finalisation of the Precinct Plans
February 2024	Report to Council all Precinct Plans for adoption.

### **Recommendation**

That Council:

1. endorses the draft Urban Forest Precinct Plans for the purpose of community engagement
2. commences a community engagement process on the draft Urban Forest Precinct Plans
3. considers a report for adoption of the draft Urban Forest Precinct Plans by February 2024.

**Support Attachments**

1. Draft Urban Forest Precinct Plan - Sandringham (separately enclosed)
2. Draft Urban Forest Precinct Plan - Highett (separately enclosed)
3. Draft Urban Forest Precinct Plan - Hampton East (separately enclosed)
4. Draft Urban Forest Precinct Plan - Hampton (separately enclosed)
5. Draft Urban Forest Precinct Plan - Brighton East (separately enclosed)
6. Draft Urban Forest Precinct Plan - Brighton (separately enclosed)
7. Draft Urban Forest Precinct Plan - Black Rock (separately enclosed)
8. Draft Urban Forest Precinct Plan - Cheltenham (Including Pennydale) (separately enclosed)

## **Considerations and implications of recommendation**

### **Social**

The draft Urban Forest Precinct Plans will address a broad range of environmental issues resulting in a cooler, greener, and improved urban environment in which the community can participate and interact socially.

### **Natural Environment**

The Urban Forest Strategy and draft Urban Forest Precinct Plans discuss the role of trees as part of a natural system and in context of the emerging threat of climate change impacts. Biodiversity and habitat are important components of a healthy urban forest. Bayside has pockets of particularly rich vegetation character, which is highly valued and should continue to be preserved and enhanced.

### **Climate Emergency**

The development of the Urban Forest Strategy is an action identified in the Climate Emergency Action Plan 2020–25. The continued implementation of the Strategy through the Urban Forest Precinct Plans will instil the planning for a more resilient city, with the appropriate measures in place to prepare and adapt to the changing climate.

### **Built Environment**

Housing growth and construction activity on private property is continuing to impact the tree population on private property. The draft Urban Forest Precinct Plans seeks to implement measures to reduce this impact and improve the retention of trees on private property.

### **Customer Service and Community Engagement**

Council officers have prepared eight (8) Draft Urban Forest Precinct Plans with commencement of community engagement to occur in September to October 2022. The following platforms will be utilised to engage stakeholders to obtain feedback for the Beaumaris Precinct Plan.

External:

- Have Your Say webpage and survey
- Email notifications to Have Your Say subscribers of Beaumaris Precinct Plan and the Urban Forest Strategy and all other identified Key Stakeholders
- Council's Website
- This Week in Bayside e-newsletter
- Article for inclusion in various special interest Council newsletters
- Social media
- E-newsletters to various interest groups
- Traders e-newsletters – Economic Development database
- Availability of 1:1 Meetings with key stakeholders

Internal:

- In the Loop
- CEO Reflections
- Digital Screens in Libraries and at Corporate Centre.



## Equity Impact

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of these plans, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that these plans do not meet the requirement for a comprehensive Equity Impact Assessment (EIA) at this time and it has been approved by the EIA Lead not to progress with the assessment.

## Human Rights

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

There are no legal implications arising from consideration of this report.

## Finance

Funding has been allocated in the Urban Strategy operating budget for the implementation of the Urban Forest Strategy including funding of a Senior Urban Forester position for a four-year period. Additional actions will sit across the organisation and will be funded through operating budgets, or project specific capital budgets. Links to Council policy and strategy

### Beaumaris Urban Forest Precinct Plan

Adopted in February 2023, the Beaumaris Urban Forest Precinct Plan provides the context, data analysis and technical information required to gain an understanding of the existing urban forest in Beaumaris. The Beaumaris Urban Forest Precinct Plan acts a template and has helped inform the preparation of draft Precinct Plans for the remaining suburbs.

### Bayside Community Vision 2050

The draft Urban Forest Precinct Plans aligns with the Community Vision 2050, particularly Theme 1: Living Environment/Natural Environment. Within this Theme, Priority 1.2 is of relevance and aligns with the strategic objectives of the draft Urban Forest Precinct Plans, which seeks to '*Protect the coast, land and sea through measures such as increased tree planting, sensitive landscaping and enhanced pedestrian connections with nature, planning for the effects of extreme weather.*'

### Bayside Urban Forest Strategy 2022–40

The Urban Forest Strategy outlines a range of actions relating to the enhancement of Bayside's tree canopy and understorey, as well as biodiversity improvements. The implementation of the Urban Forest Precinct Plans is a direct action from the Strategy and will help inform the planting of trees and vegetation in areas where it is needed most.

### Park Improvement and Habitat Linkage Plan 2022

A key outcome from the Park Improvement and Habitat Linkage Plan is to identify where vegetation planting can be implemented or improved to link areas of open space and provide habitat corridors and to prioritise areas for immediate planting on Council's land.

The objective of the plan is to assist in increasing the diversity of indigenous and native plantings in Council owned open space outside conservation reserve system and strengthen the connections between natural areas.

#### Climate Emergency Action Plan 2020–25

A key action set through the Climate Emergency Action Plan is the implementation and delivery of the Urban Forest Strategy by 2025. A key of action of the Urban Forest Strategy is the development of the Urban Forest Precinct Plans.

#### Bayside Community Plan 2025

The Urban Forest Precinct Plans aligns with the following domains of liveability and community aspirations relating to:

- Open Space: Bayside will be a better place when:
  - the right trees are planted in public spaces, so they don't need to be removed because of property damage.
  - the use of chemicals to control weeds is minimised.
  - mature trees and garden landscapes are protected and enhanced.
- Environment: Bayside will be a better place when:
  - indigenous planting is increased along the foreshore and public areas.
  - new developments retain established trees and plant new trees.
  - mature trees and garden landscapes are protected and enhanced.

#### Bayside Biodiversity Action Plan 2018–27

The Biodiversity Action Plan provides specific actions to implement the strategic objectives of the Environmental Sustainability Framework 2016–25 and identifies a range of actions to maximise conservation and habitat diversity and connectivity as well as the increase of tree canopy cover to reduce heat island effects, provide shade and improve overall amenity.

## 10.2 PLANNING CONTROLS TO ADDRESS CUMULATIVE IMPACTS ASSOCIATED WITH THE FAST PACE OF DEVELOPMENT ACTIVITY

City Planning and Amenity - Development Services  
File No: PSF/23/162 – Doc No: DOC/23/130216

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### Executive summary

#### **Purpose and background**

The purpose of this report is to present to Council a summary of the investigations undertaken around the impact of the lack of planning controls associated with the fast pace of development and the exploration of regulatory changes to address this matter, particularly around the cumulative impacts of numerous developments occurring in the one area at the same time.

This is in response to point 2 of the Council resolution considered under Urgent Business at the 17 May 2022 Council meeting:

*That Council:*

1. *writes to the Minister for Planning, the Opposition Planning spokesperson, and all the local state members of parliament to express its concerns regarding:*
  - (a) *the lack of planning controls to address the cumulative impacts associated with the fast pace of development activity*
  - (b) *the lack of state government investment in state infrastructure to support the increased urban development (including renewables, gas, power, water, sewer, etc)*
  - (c) *the lack of relevant planning controls to manage the cumulative changes which are resulting in the erosion of liveability within the public realm*
2. **receives a report that articulates the impacts of the lack of planning controls associated with the fast pace of development and explores regulatory changes**
3. *advocates to the MAV through a State Council motion regarding this matter:*

*“That the MAV State Council writes to the Minister for Planning and Opposition Planning spokesperson expressing the sectors concerns with regards to:*

  - a) *the lack of planning controls to address the cumulative impacts associated with the fast pace of development activity*
  - b) *the lack of state government investment in state infrastructure to support the increased urban development (including renewables, gas, power, water, sewer, etc)*
  - c) *the lack of relevant planning controls to manage the cumulative changes which are resulting in the erosion of liveability within the public realm.”*

#### **Key issues**

In order to best explore the above-mentioned matter at point 2, legal advice was sought regarding the options that may be available to Council to manage cumulative impacts of development activities. The impact of the perceived lack of planning controls around this topic is obvious, with often significant impact upon neighbouring amenity, mainly by way of noise, parking, and restricting traffic flow.

Specifically, Council sought advice on the following specific points:

- how the planning system deals with cumulative impacts of development activities and whether it supports the sequencing of development to minimise cumulative construction impacts on surrounding neighbourhood
- whether a construction management plan (CMP) could include provisions that address cumulative construction impacts
- whether there are any other mechanisms that would assist Council in managing cumulative construction impacts and sequencing development located in proximity to other developments.

A summary of the findings of each point is provided below.

How the planning system deals with cumulative impacts of development activities and whether it supports the sequencing of development to minimise cumulative construction impacts on surrounding neighbourhood

The planning system in its current form does not specifically deal with the cumulative impacts of development activities, and there are no valid avenues for a decision maker to refuse an application on grounds relating to unreasonable impact of construction.

This is a common issue faced by Councils across Victoria. A number of VCAT cases were provided as examples in relation to this issue. Essentially, in each case VCAT explained that impacts associated with construction activity are an unfortunate, yet unavoidable reality of living in a suburban area. It is tabled that the best available mechanism available to Council (in a planning application sense) is through the implementation of a Construction Management Plan condition. There are however limitations as to what Council can reasonably seek and/or control through this mechanism, this is explored in more detail below.

Whether a construction management plan (CMP) could include provisions that address cumulative construction impacts;

There would be nothing to prohibit Council from expanding its standard CMP condition to include a section requiring the applicant / builder to provide a cumulative impact assessment. The suggested wording for this addition is as follows:

.....

*a cumulative impact assessment including, but not limited to:*

- i. identification of existing construction activities and future construction activities for which a planning permit has been issued within a 100m radius of the land (Future Construction Activities)*
- ii. assessment of the cumulative impacts of the proposal and the Future Construction Activities such as parking, construction traffic, construction noise and vibration, loading and unloading, and temporary closure of roads and/or public footpaths [any other impacts that Council consider to be significant and should be addressed]*
- iii. strategies and mitigation measures to minimise the proposal's contribution to any cumulative impacts*
- iv. a complaint handling procedure for potentially affected residents*

In Council officers' view, the above-mentioned condition is certainly worth pursuing; however, it must be understood that there are limitations to its power and also its effectiveness.

This requirement is unable to be utilised to stop a building site from commencement until a certain date (for example until a neighbouring construction site has been completed), and there are also limitations around when an applicant/builder and/or Council officers would know in advance of the potential issues of cumulative impact (as commencement date, and other details of surrounding activity sites are often unknown until just prior to commencement at which point the CMP may have already been considered and approved).

Notwithstanding, it may assist in dealing with this matter in some scenarios and hence it is recommended that the CMP addition be added to the standard CMP condition and enforced where potential issues have been identified.

### **Works Zone (Construction Vehicles)**

Developers can request a works zone be introduced at the front or side of the subject site by applying for a road occupation permit. An associated cost based on the length of road occupied and the duration of the works applies.

As per the road rules, Works Zones are to be used for vehicles engaged in construction work in or near the zone. However, in many cases, there is no consideration for the parking requirements of on-site workers and visitors, and as a result they make use of available parking supply in the surrounding street network, reducing the amount of parking available to residents. Whilst these activities are short term, they are an inconvenience for the surrounding properties, particularly when multiple developments are occurring simultaneously.

The implementation of permit zone restrictions in residential streets is generally not supported for short term works that are having minimal impacts on an area.

In circumstances where there are two or more developments occurring concurrently in the same street or local area, Council can consider introducing temporary time limited parking control measures and permit zones to protect residential amenity and enable adequate parking opportunities for local residents. Council can consider the type and complexity of the developments and the number and type of construction vehicles expected throughout the construction phases in its determination of the suitability of these interventions.

The implementation process of the above temporary parking controls can be facilitated as per Council's Managing On-Street Car Parking Demand Policy.

One method of ensuring that works zones and their associated on-site workers are abiding by the restrictions of the area and meeting their permit conditions is by facilitating regular enforcement. Wherever possible, this can be incorporated into the daily activities of existing enforcement Officers to identify vehicles that are either illegally parked (for example, across driveways or in 'No Stopping' zone) or those that are overstaying in time-restricted areas.

### Whether there are any other mechanisms that would assist Council in managing cumulative construction impacts and sequencing development located in proximity to other developments.

As already stated, there are no legal avenues available to Council to sequence development located in proximity to other developments.

The legal advice does however state that Council may be able to rely on its local laws to better regulate construction activities and their cumulative impacts.

In addition to Local laws, three alternative legislative frameworks were also tabled for reliance to improve the amenity impacts associated with construction activity. A brief summary of each is provided as follows:

- Environmental Protection Act 2017 (EPA) and Environmental Protection Regulations 2021 (EPR)

The EPA and EPR together establish a comprehensive regime for the management of noise emitted from residential and other premises and can be relied upon for Council to take action against a development site where 'unreasonable noise' is being emitted.

What constitutes 'unreasonable noise' is detailed within the advice, and it is acknowledged that there are areas of grey within the defined parameters.

- Public Health and Wellbeing Act 2008 (PHWA)

The PHWA can be relied upon to manage 'nuisances' as they occur throughout the Municipality. What can reasonably be considered a valid 'nuisance' is detailed within the legal advice.

Where noise, dust or other thing beings emitted from the land at which development activities are being undertaken, Council may be able to take the appropriate action to remedy such activities if such matters can reasonably be considered unreasonable pursuant to the specifics of the relevant clause(s).

- Road Safety Act 1986 (RSA), Road Safety Road Rules 2017 (RSRR), Road Safety (Traffic Management) Regulations 2019 (RSTMR) and Local Government Act 1989 (LGA 1989)

The above can be relied upon where the impacts of development activities are related to traffic and parking, and generally provide Council with an ability to enforce or propose a 'minor traffic control device' (such as temporary parking restrictions) to limit the impact construction activity may have on the flow of traffic throughout the area.

- Local Laws

A Council has the ability to make local laws to deal with various rules and regulations that it seeks to implement across a Municipality. However a local law that specifically regulates the sequencing of development activities would be inconsistent with local law requirements set out in S72 of the *Local Government Act 2020*. Furthermore, it would be indirectly (and possibly directly) inconsistent with both the *Planning and Environment Act 1987* to the extent that it would displace the timeframes for acting on a planning permit and the *Building Act 1993* and *Building Regulations 2018*, to the extent that it would displace the timeframes for acting on a building permit.

The cost of developing a local law is likely to be in the region of \$50,000 for communications and engagement. This is based on the recent local law review which commenced in May 2020 and was adopted in June 2021.

## Conclusion

The best available mechanism for Council to control amenity impacts associated with development activity is through the construction management plan (CMP) condition of planning permit.

It is suggested that this standard condition is updated to include a provision for a builder to address any issues around cumulative impacts if there are multiple developments within proximity of the subject site. However, there are limitations in the likely effectiveness of this condition as has been detailed within the report.

Council can consider various other pieces of legislation to control development where amenity impact would be in breach of certain requirements and will continue to rely on these avenues where appropriate.

## **Recommendation**

That Council:

1. notes the report
2. updates its standard construction management plan condition to include a requirement for a cumulative impact assessment where multiple development sites are occurring in proximity of one another.

## **Support Attachments**

Nil

## **Considerations and implications of recommendation**

### **Social**

Amenity impacts associated with development activity can have social impacts by way of (albeit temporarily) reduced enjoyment of their place of residence. This could occur by various means, including noise, dust and traffic / parking impacts.

### **Natural Environment**

Amenity impacts associated with development can impact upon the natural environment. This could occur through emissions of particles and also potential to damage landscape features either within the site or neighbouring properties including nature strip areas.

### **Climate Emergency**

Not applicable to this report.

### **Built Environment**

Construction activity obviously impacts upon the built environment, both existing and proposed. Within the recommendation, it is not intended to limit construction and/or impact on the built environment but seek to ensure that appropriate measures are put in place to ensure that amenity impact is not unreasonable upon the surrounding area.

### **Customer Service and Community Engagement**

Given that the rights and responsibilities of Council in and around the development control space is defined under various pieces of legislation, it is not intended to engage with the community on the controls as it may give an unrealistic expectation as to what can be achieved.

Council will continue to deal with issues as raised by the community when issues arise, to see if there are avenues to provide some amenity relief depending on the specific situation at hand.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

There are various legal implications, and relevant acts involved in controlling construction impact throughout the Municipality. These are discussed within the body of the report and attachments.



**Finance**

Not applicable to this report.



## 10.3 ROAD MANAGEMENT PLAN REVIEW

Environment, Recreation and Infrastructure - City Assets and Presentation  
File No: PSF/23/177 – Doc No: DOC/23/112232

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### Executive summary

#### ***Purpose and background***

The Bayside Road Management Plan (RMP) has been reviewed as required under the *Road Management Act 2004*. The Road Management Plan is usually reviewed every four years and applies to all road assets in Bayside.

An additional targeted review of Council's RMP was undertaken to update sections of the Plan earlier than scheduled because of significant material and resource challenges within the construction industry.

A complete review of the Road Management Plan is scheduled for 2025.

#### ***Key issues***

The intent of the Road Management Plan is to establish a system for managing local roads, and to set standards to which those local roads are maintained. While roads are the primary focus of the Road Management Plan, the plan can also be used to document standards around road related infrastructure such as kerbs, footpaths, carparks, and bridges.

The draft Plan was made available for community engagement between 29 June and 1 August 2023.

#### Review changes

The following changes were proposed for the Road Management Plan under this review:

- Change the 'rectification action' for footpaths and kerb and channel so that maintenance contractors can use a wider range of treatments to repair the hazard.
- Widen footpaths to a minimum of 1.2m where possible to achieve general compliance with the *Disability Discrimination Act 1992*.
- Change the frequency of condition assessments on Council laneways from 4 years to 6 years.

No change to intervention levels were proposed under this review. The motion at the June 27, 2023, meeting included 'Council considers the full impacts of lowering the intervention levels as part of the next full review of the Road Management Plan in 2025'.

#### Community Consultation

As per the *Road Management Act 2004*, the Plan was made available for 28 days of community engagement between 29 June and 1 August 2023. This was managed using Council's 'Have Your Say' page and advertised via other forms of communications at the start and mid-way through the engagement period. A notice was also made in the Government Gazette on 3 July 2023.

Council received 95 submissions and 2 formal questions, which is significantly higher than in previous years. Due to the ambiguous name 'road management plan', some comments were related to local or strategic traffic, road safety, and parking issues and were outside the scope of the plan.

The general themes of these responses received during the engagement period were as follows:

- accessibility of parking and pathways
- overdevelopment and impacts to council assets
- local maintenance issues and maintenance contract management
- local area traffic management and parking issues
- policy and enforcement related to local laws
- bicycle paths, lanes and infrastructure
- laneway management

The engagement received a very high response rate when indicating levels of support for the primary changes proposed in the plan. While not mandatory fields, these questions were very prominent and almost all respondents checked one of the boxes:

	<b>Strongly Support</b>	<b>Opposed</b>	<b>Not Sure</b>
<b>Introducing new methods to repair defects in our local footpaths and kerb and channels.</b>	87%		
<b>Increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992</b>	79%		
<b>Extending the condition assessment frequency for laneways from once every four years to once every six years.</b>	23.3%	59%	17.7%

As summarised in the table above, there was a high degree of support for the first change proposed with over 87% of respondents 'strongly' or 'mostly' supporting.

The second change also received strong support, with over 79% of respondents indicating 'strong' or 'mostly' support. Many respondents also showed support for increasing accessibility more generally, however this was mostly out of the scope of the RMP changes.

There was opposition to the third change with over half of all respondents 'strongly' or 'mostly' opposing increasing laneway condition frequency. The reason for proposing the change was that laneways receive less traffic and generally deteriorate more slowly than the broader road network. This could have been better communicated during engagement. As a result of the feedback, this change will be removed.

Regarding the engagement activity itself, the following data was collected:

- 86% of respondents found it very or mostly easy to find and understand.
- 8.7% were not sure.
- 5.3% found the information somewhat difficult to understand.

Most respondents found information easy or mostly easy to find and understand. This was flagged as an issue in the 2021 review and some minor changes to language were made that may have made the document easier to interpret.

A link was provided so that maintenance issues could be reported directly to Council's Maintenance Services team. While this likely resulted in less comments, basic maintenance issues were more quickly reported to the relevant team for action.

Demographic information was requested from survey participants to gain a better understanding of how the proposed changes could impact certain sections of our community, particularly older residents, and residents with a lived experience of disability. All responses were optional.

Respondents were asked if they or a member of their household have a lived experience of disability: 22.6% of survey respondents indicated that they or a member of their household had a lived experience of disability, 67.7% of respondents did not have lived experience of disability and 9.7% preferred not to say.

Targeted engagement with the Disability Access and Inclusion Advisory Committee (DAIAC) was undertaken to seek further feedback. DAIAC committee members were invited to provide feedback on the draft plan via a separate survey form through Have Your Say. This targeted consultation was open between 1 August – 6 August 2023 with one contribution received via email. The feedback stated that they support increasing the width of footpaths to achieve compliance with the *Disability Discrimination Act 1992*, but if it is going to result in a loss of trees and/or blue stone kerb stones, then the directly affected residences and businesses should be consulted.

The community engagement results are collated and summarised in the attached 'Community Engagement Summary Report - Bayside Road Management Plan (attached)'.

### Summary

The Road Management Plan has been reviewed internally and made available for community engagement. If adopted, the Plan would remain in effect until either six months after the next local government election or the following 30 June, whichever is later.

### **Recommendation**

That Council adopts the Road Management Plan contained in Attachment 2 to this report.

### **Support Attachments**

1. Community Engagement Summary Report ↓
2. Bayside Road Management Plan 2023-25

## **Considerations and implications of recommendation**

### **Social**

The management of the local road network is an essential service provided by Council, to facilitate the movement of people and goods through Bayside and to and from other jurisdictions. All residents and business of Bayside, and services provided by Council are in some way reliant upon the road network.

### **Natural Environment**

The local road network is fully established (with the exception of potential future subdivision) and is not expected to have significant further impacts to the local natural environment.

### **Climate Emergency**

The road network does require raw and processed materials to construct and maintain and contribute to the heating of the local area. Where possible, and to the maximum amounts allowed by Austroads standards, Council uses recycled materials to build or repair roads to reduce the need for new materials.

The review of the Plan will not have any direct impact upon Bayside's Climate Emergency declaration.

### **Built Environment**

The local road network is fully established (with the exception of future infill subdivision) and is not expected to have significant further impacts to the local built environment.

### **Customer Service and Community Engagement**

The intervention levels and response times stated in the Road Management Plan have a direct impact upon Council's customer service, with respect to civil maintenance. .

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In undertaking this review, an Equity Impact pre-assessment has been completed. The pre-assessment concluded that this plan review does not meet the requirement for a comprehensive Equity Impact Assessment (EIA) at this time.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

The requirements of the Road Management Plan are specified under the *Road Management Act 2004* and *Road Management (General) Regulations 2016*. Councils which have a Road Management Plan are required to review it within 6 months of an election or 30 June of the following year, whichever is longer.

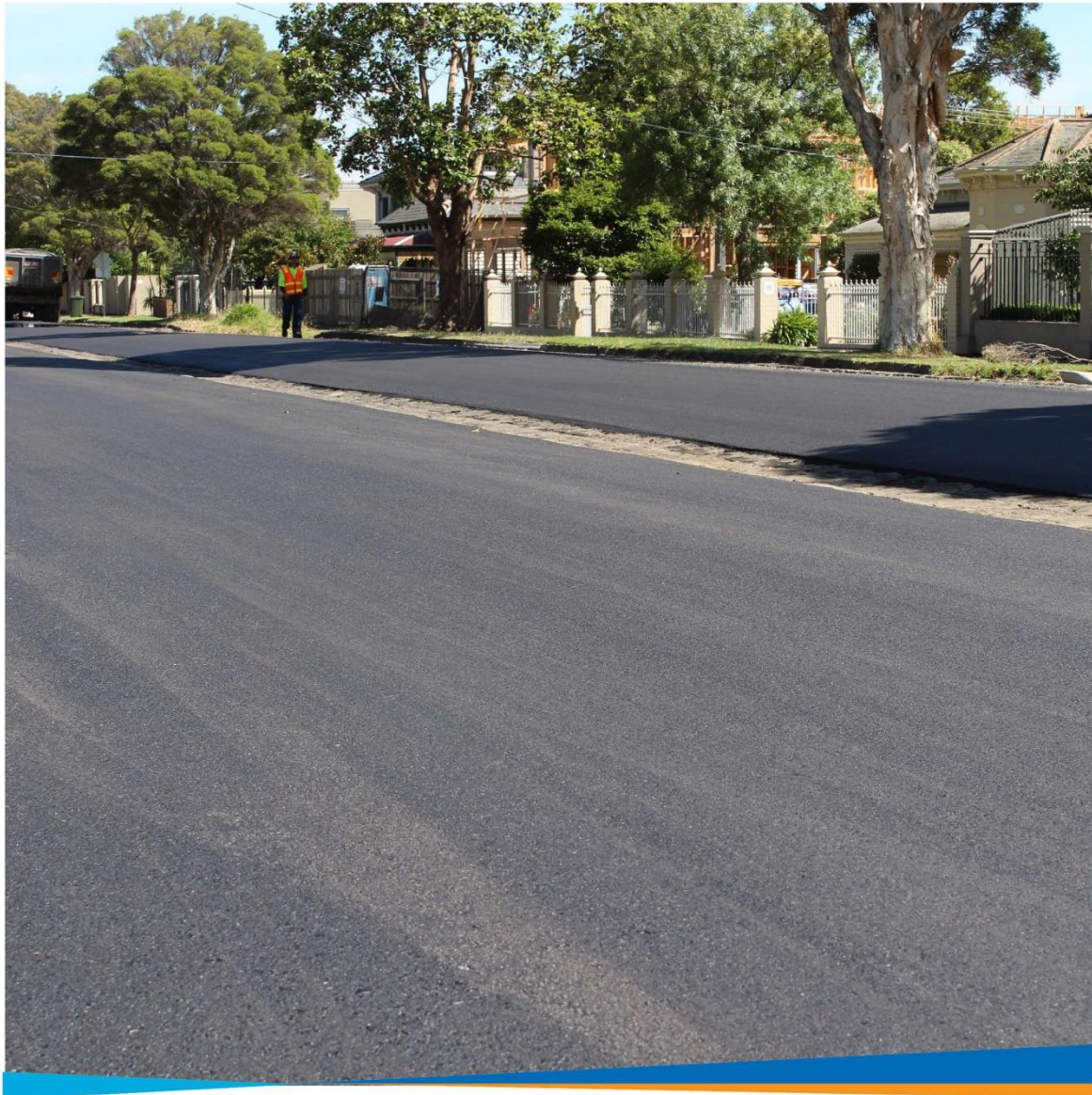
The Road Management Plan is a key document in the assessment of Public Liability claims.

**Finance**

The Plan sets specific indicators as to how frequently Council shall inspect roads, at what point Council shall intervene and repair a road, and how long they may take to complete works. Changes to these standards has a direct impact upon the expenditure and allocation of resources via Council's civil maintenance contract.

**Links to Council policy and strategy**

Not applicable to this report.



# Road Management Plan (targeted review)

Community engagement summary report  
August 2023





## 1 Contents

2	Background .....	2
3	Consultation process.....	3
3.1	Consultation purpose .....	3
3.2	Consultation methodology .....	3
4	Participant profile .....	4
5	Consultation findings.....	4
5.1	Support for actions .....	4
5.1.1	Level of support for introducing new methods to repair defects in our local footpaths and kerb and channels.....	5
5.1.2	Level of support for increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992 ...	5
5.1.3	Level of support for extending the condition assessment frequency for laneways from once every four years to once every six years .....	6
5.2	Comments about the plan .....	6
5.3	Other comments about the plan considered out of scope .....	8
5.4	Project Evaluation .....	11
5.4.1	Have Your Say project page – reach and participation.....	12

## 2 Background

This document provides a summary of stakeholder and community feedback on the Road Management Plan (targeted review).

Under Section 54 of the Road Management Act 2004, Council is required to prepare a Road Management Plan and periodically review that plan. The Plan sets standards as to how public roads are maintained including how defects are identified, how it shall be repaired, and how much time Council has to repair it once identified. The plan focuses primarily on roads but also includes kerbs, footpaths, laneways, bridges, and carparks.

The Road Management Plan is reviewed every four years and applies to all road assets in Bayside. A targeted review of Council's Road Management Plan (RMP) was undertaken to update sections of the Road Management Plan earlier than scheduled as a result of significant material and resource challenges within the construction industry.

A complete review of the Road Management Plan is scheduled for 2025.

Minor changes were proposed under the 2023 targeted review, including:

- Introducing range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels
- increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992
- extending the condition assessment frequency for laneways, from once every four years to once every six years.

Community engagement on the proposed changes was undertaken from 29 June – 1 August 2023 (inclusive) and received 95 unique survey contributions and one email contribution.

### Key findings

Ninety-five community members provided feedback on the proposed changes.

There was strong support recorded for introducing new methods to repair defects in our local footpaths and kerb and channels and increasing the width of footpaths.

- From the 91 respondents who provided feedback, 86.8% of respondents supported introducing range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels.
- From the 92 respondents who provided feedback, 79% of respondents supported increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992.

Respondents were mostly opposed to extending the condition assessment frequency for laneways from once every four years to once every six years. From the 90 respondents who provided feedback (59% opposed; 23.3% supported; and 17.7% were not sure).

### Next steps

Council will consider community feedback and proposed Road Management Plan for adoption at its 15 August 2023 meeting.

### 3 Consultation process

#### 3.1 Consultation purpose

Engagement was conducted to understand the level of community support for proposed changes to the Road Management Plan. The consultation was designed to provide stakeholders and the broader community with the opportunity to give feedback on the proposed plan amendments, as well as on the decision-making processes to ensure they were clear and equitable.

Community engagement was conducted in accordance with Council's Community and Stakeholder Engagement Policy 2021. An engagement plan overview was published and is available to view on Council's [Have Your Say engagement website](#).

#### 3.2 Consultation methodology

The tools and techniques selected for this project were informed by the project content, stakeholders and type of feedback sought.

##### Key methods for gathering feedback

- online engagement through [Have Your Say](#)
- contact email address and phone number of Council Officer provided for interested community members to ask for further information or provide feedback
- email invitation to Disability Access and Inclusion Advisory Committee members.

Details	Activity
<b>29 June 2023 – 1 August 2023</b>  687 visitors 95 unique contributions	<b>Have Your Say website</b> Project information and online survey hosted on the engagement platform Have Your Say  Online survey: 95 unique contributions Q&A forum: 2 questions asked
<b>29 June 2023 – 1 August 2023</b>  0 contributions	<b>Correspondence</b> Direct feedback provided through contacting the Project Officer for further information or to provide feedback over the phone or via email.
<b>1 August – 6 August 2023</b>  2 visitors 1 contribution	<b>Disability Access and Inclusion Advisory Committee</b> Email invitation to members of the Committee inviting feedback on the proposed changes to the Road Management Plan via survey, email, phone or in-person.  90% opened email, 20% visited Have Your Say page. One email was received from a member of the Committee who provided their feedback on the plan. No feedback was received through the survey form.

##### Key tools for communicating the project

- email to Have Your Say and project subscribers (3,142).
- Council communication channels, including website news story, social media and e-newsletter to over 11,500 subscribers.

## 4 Participant profile

Demographic information was requested from survey participants to gain a better understanding of how the proposed changes could impact certain sections of our community, particularly older residents, and residents with a lived experience of disability. All responses in the "About you" section were optional. To encourage participation in the engagement process there was no requirement to provide personal information or to register/sign-in to provide feedback.

All respondents who provided feedback were aged between 30 and 85+ years, with 37% female, 61% male and 2% preferring not to say.

All Bayside suburbs were represented, with most respondents from Sandringham (20%), Beaumaris (18%) or Brighton (17%). There were 4 respondents who listed their suburb as "Outside Bayside".

Respondents were also asked if they or a member of their household have a lived experience of disability: 22.6% of survey respondents indicated that they or a member of their household had a lived experience of disability, 67.7% of respondents did not have lived experience of disability and 9.7% preferred not to say.

## 5 Consultation findings

The following section summarises the key themes which arose in community feedback on The Road Management Plan targeted review. In the interest of stakeholder and community privacy, individual quotes have not been included within this public document. Where there was more than one mention of a topic or item, the number of mentions has been specified in brackets.

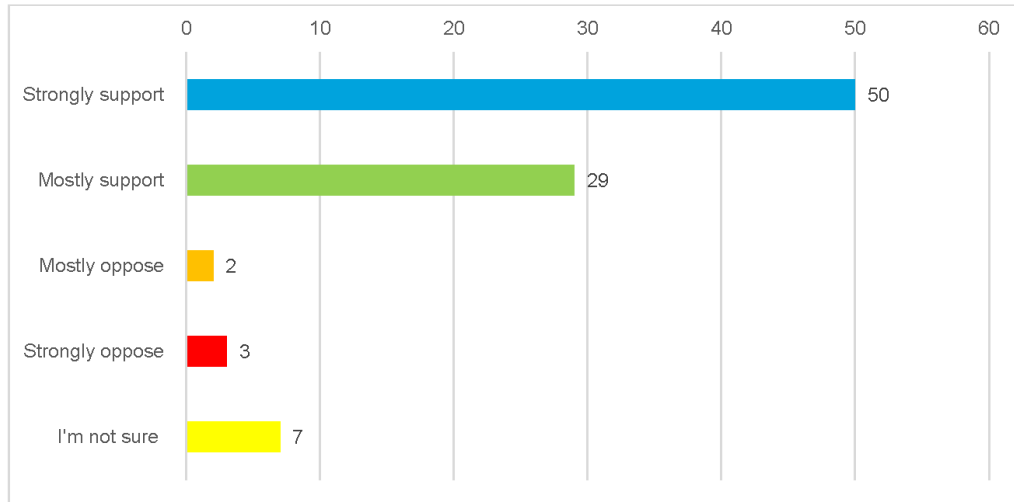
Participants were asked via an online survey to provide feedback on the Road Management Plan targeted review, including their level of support for the proposed changes.

### 5.1 Support for actions

All survey participants were asked the level to which they support a series of changes to the draft plan.

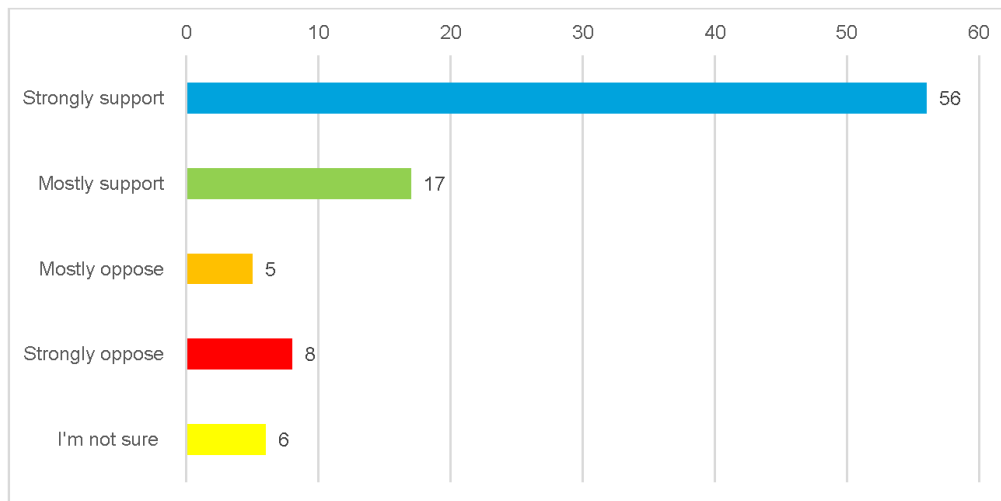
There was a high level of support (86.8% for the draft plan to introduce a range of treatment options, including grinding, repairing, or replacing faults, to fix defects in concrete footpaths and kerb and channels.

**5.1.1 Level of support for introducing new methods to repair defects in our local footpaths and kerb and channels**



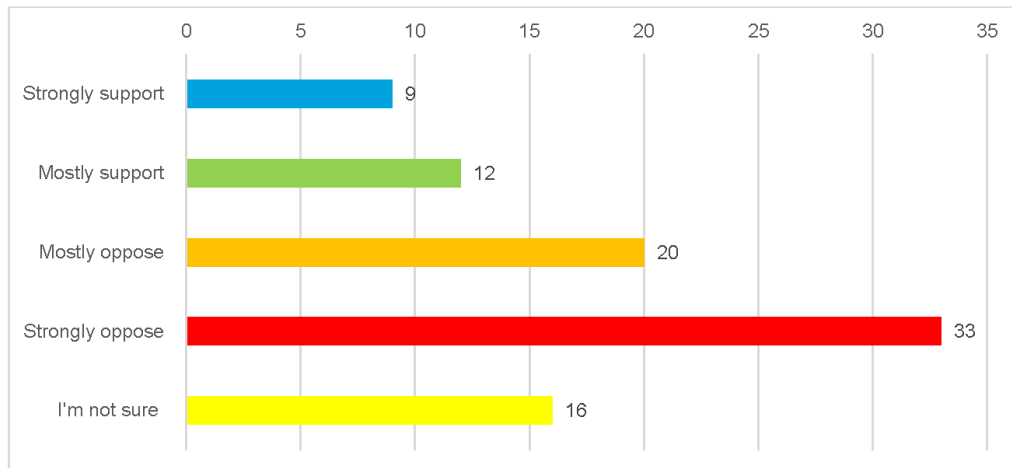
Additionally, a high level of support (79%) was shown for the plan to increase the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992.

**5.1.2 Level of support for increasing the width of footpaths (where possible) to achieve minimum compliance with the Disability Discrimination Act 1992**



Respondents were mostly opposed, (59% opposed; 23.3% supported; and 17.7% were not sure) as to whether the draft plan should extend the condition assessment frequency for laneways from once every four years to once every six years.

**5.1.3 Level of support for extending the condition assessment frequency for laneways from once every four years to once every six years**



**5.2 Comments about the plan**

Respondents were also asked to provide written feedback about the proposed changes to the Road Management Plan. Comments provided by the 63 submitters are summarised by theme in the table below:

**Table 1: Comments from respondents who expressed support or were neutral**

Topic	Community feedback
Road Management Plan	<p>Fully support widening the footpaths. (4 mentions)</p> <p>Supportive of using recycled materials in the maintenance and construction of footpaths, roads and channels</p> <p>Increasing the width of footpaths should be considered in Major Activity Centres</p> <p>All of what is proposed is reasonable, providing that there is a response to reports from the public.</p> <p>Increasing the width of footpaths is very important. There are many footpaths in Bayside that do not comply with the DDA, all should be upgraded.</p> <p>If increasing the width of footpaths will result in a loss of trees and/or blue stone kerb stones the directly affected residences and businesses should be advised of the proposed change/s before they occur and be given an opportunity to discuss them with council officers.</p>
Financial	Spend more on road maintenance.
General comment	<p>Investigate strategies or methods that can be used to reduce the risk of future damage.</p> <p>Road and footpath maintenance is a serious concern for us all.</p>

	<p>Fix the roads and footpaths properly.</p> <p>Follow through with the plans.</p>
Questions	<p>Why is rubber treatment placed only around trees? Can we consider this new material as the default for all paths please?</p> <p>Is there a preventive maintenance process to avoid defects in the first instance?</p> <p>Text error Appendix 1 – Asset intervention level and response times, Pathway section Displacement of Depressions. Should the text read: Pathway section Displacement or Depressions?</p>

**Table 2: Comments from respondents who were opposed or expressed concerns**

Topic	Community feedback
Road Management Plan	<p>There are so many footpaths in Bayside that need repair, the current system of inspection every 4 years appears to be totally ineffective.</p> <p>Prefer Condition Assessment Frequency to remain at 4 years or at least 5 years minimum.</p> <p>Once every 4 years is not enough</p> <p>Damaged sections of footpaths, kerb side and channels need to be replaced completely not patched or grinded.</p> <p>Greater assessment frequency should be more like 4 to 2 years meaning less liability for council.</p> <p>Once every 6 years is way too long. It should remain as is every 4 years.</p> <p>Don't support reducing inspection timeframes.</p> <p>Do not support 6-year inspection frequency.</p> <p>Laneways which have not been surfaced/re-surfaced properly, quickly fall into a state of disrepair with potholes being an issue.</p> <p>Do not persist with repair methods that are of limited efficacy.</p> <p>Concrete path-grinding rarely levels out misaligned adjoining slabs.</p> <p>Extended condition assessment frequency is only acceptable if contractors respond to reported issues promptly.</p>
Roads	<p>Our roads are full of break ups and serious potholes.</p>
Footpaths	<p>Wider footpaths should not be done at the loss of nature strips or vegetation.</p> <p>Footpaths need more repairs, as they are dangerous for an aging community.</p>

Financial	<p>Leave the plan as it is and spend less money.</p> <p>I would like these costs removed and our rate costs reduced to deal with the current cost of living issues.</p>
General comment	Fix things properly not like in the past.
Questions	<p>No consistency in construction materials used. Some streets have concrete footpaths while others have bitumen. Why is this so?</p> <p>You want to increase the condition assessment frequency by 50% with zero rationale from what I could see in the report. Why that number? Why not more frequent assessments?</p>

### 5.3 Other comments about the plan considered out of scope

Some survey respondents provided feedback relating to specific road maintenance issues or other comments regarded as out of scope for this targeted review of the Road management Plan. Comments are summarised by theme in the table below:

Topic	Community feedback
Road Management Plan	<p>The draft plan doesn't address coloured surface treatments on bike paths and on-road bike lanes to be compliant with DOT Standard Section 431</p> <p>The Road Management Plan mentions traffic signals but does not specify ownership of these assets. The plan needs to be more specific about ownership of council owned and non-council assets.</p> <p>Regarding section 2.6.1: Council should have a general strategy to upgrade unsealed car parks.</p> <p>Regarding Appendix 1: Only restoring displaced pathway sections exceeding 25mm is unacceptable and needs revision.</p> <p>No mention of bay trail bike and pedestrian paths and their inspection and maintenance. The trail should be mentioned in the management plan.</p> <p>There is not a single mention in the report of bicycle infrastructure and the particular needs of bike paths.</p> <p>The plan seems to avoid the issue of potential to cause injury. The only reference to injury relates to potential Public Liability Claim. Any injury should be unacceptable on roads, lanes, or pathways.</p> <p>Unhappy with laneway intervention levels.</p> <p>More space is needed to separate footpath trading and footpath access.</p>
Improvements for specific areas	<p>Improve street parking in South Road and Bay Road.</p> <p>Middle Brighton station street lighting needs improvement</p> <p>Increase the width of footpaths in Sandringham Village as part of pedestrianisation of Sandringham Major Activity Centre</p> <p>The carpark adjoining the Trevor Barker Oval in Sandringham is appalling.</p>



Tree roots in Church St, Hanby St and Roslyn St are an issue.

The roundabout on the corner of Oak and Griffiths Street needs to be repaired. Trucks keep driving over it.

Bay Rd Sandringham footpaths need urgent attention.

Looking forward to resurfacing First Street Black Rock

Please advocate with VicRoads for resurfacing of Hampton St which is in a deplorable condition. resurfacing should at least extend from Linacre Road to Ludstone St.

Consider daily cleaning of footpaths in the village and upgrading the black stained footpaths in Sandringham.

Hampton Street is full of damaging potholes and cracks.

The footpaths on Bluff Road going into the Black Rock shopping centre are too narrow.

Footpaths need widening along Balcombe Rd, Black Rock and Bluff Rd in the Village.

Increase the footpath on Small St on the approach to Hampton beach.

There is a shortage of bike parking facilities in New St and Bay St area.

Not enough bike parking outside the Supermarket on Cochrane St, there is no bike parking outside Gumtree on New St and the supermarket on Martin St.

Cars are parking in the bike lane in New St.

Fix the bricks in Black Rock which are uneven and a trip hazard and impossible for prams instead of placing the ugliest and most impractical pots along a walkway.

Footpath outside 51 Sims Street, Sandringham is lifted due to a street tree and is dangerous to pedestrians.

Widen the section of the beach shared pathway between Brighton Beach and Jim Willis Reserve.

Widen the section of the beach shared pathway that rises up from Ricketts Point Cafe (next to the Beaumaris Yacht Club) to Beach Road.

Builders have damaged the road in Asling St and Council repairs are constantly needed.

Flexible composite footpath repairs in Keys Street Beaumaris have quickly become a trip hazard.

Parking	<p>Improve street parking.</p> <p>Most of the residential streets that open onto Bluff Road always have cars clogging both sides of the street.</p> <p>Parking issues where dual developments have been built and there is not enough parking space.</p> <p>Fine people for illegal parking.</p>
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	<p>Need adequate space between disabled parking spaces and street furniture.</p> <p>Need adequate space between street trading and footpath access.</p> <p>Consider making disabled parking spaces wider.</p> <p>Consider narrowing nature strips and have indented areas created to allow on street car parking.</p>
Roads	<p>Busses and trucks keep going down residential streets and damage the kerbs and nature strips.</p> <p>Arthur St Sandringham was recently repaired, much appreciated and needed.</p> <p>There are too many signs along our roads.</p>
Footpaths	<p>Pedestrian pathways are increasingly negatively impacted by long messy builds.</p> <p>Construction sites should be inspected by Council and safer temporary pathways made available.</p> <p>The maintenance of footpaths in Beaumaris has deteriorated badly.</p> <p>Consider alternative materials to repair footpaths and channels, eg recycled plastics.</p> <p>More space is needed to separate footpath trading and footpath access.</p>
Kerb and channel	<p>Repair the curb-to-curb ruts made by the broadband contractors when they dug up all suburban streets and never repaired them properly.</p> <p>Lots of kerb gutter replacement work has been unnecessary and a waste of money.</p>
General comment	<p>Contractors and developers should foot the bill for any damage during construction. (3 mentions)</p> <p>Roads and footpaths should take priority over tree roots.</p> <p>Bay St &amp; Church St roundabout speed bump has been re done 3 times in 3 months.</p> <p>More action less plans</p>
Questions	<p>Nature strip tree is ruining my footpath and fence. What are my remedies?</p>
Other	<p>Regular maintenance of drains to ensure roadways and driveway entrances are draining correctly. (2 mentions)</p> <p>Street lighting needs improvement</p> <p>Reduce the speed limit to 50 in the Esplanade, Brighton</p> <p>Concerned about Council's partially integrated asset management system.</p> <p>Council won't remove neighbour's nature strip tree.</p> <p>I love the idea of planting our nature strips, verges, anywhere possible with flower beds or edible plants.</p>

It is a waste of money employing street sweeping trucks to clean the gutters.

Plastic bollards and divider strips at T intersections to stop drivers cutting corners are an expensive nuisance.

Large vehicles constantly break off bollards and drive up onto kerbs to avoid them and then break the stormwater drain covers.

#### 5.4 Project Evaluation

This report presents the findings from the analysis of the community feedback gathered during community engagement from 29 June to 1 August 2023.

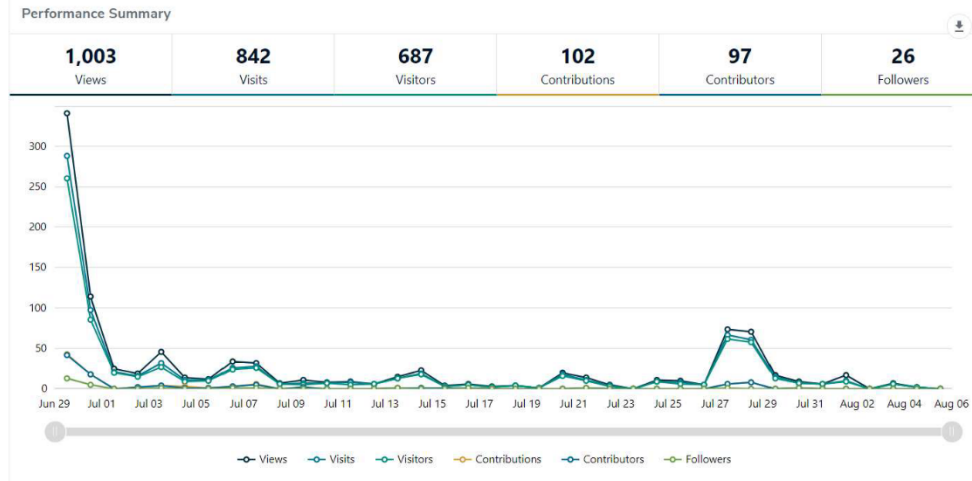
The engagement program received a total of 95 unique responses, completed via survey through Have Your Say.

Communications to encourage participation attracted 687 unique visitors to the project page and were sent to key stakeholders including previous subscribers for related engagements. The communications reached over 11,000 community members via email newsletters or notifications.

The community engagement project was not a random sample survey of the community, and the results reflect the views of those in the community sufficiently engaged with both Council and policy issues who chose to participate in the consultation.

Targeted engagement with the Disability Access and Inclusion Advisory Committee (DAIAC) was undertaken to seek further feedback from members of the community with a lived experience of disability. DAIAC committee members were invited to provide feedback on the draft plan via a separate survey form through Have Your Say. This targeted consultation was open between 1 August – 6 August 2023 with one contribution received via email.

5.4.1 Have Your Say project page – reach and participation



Engagement targets for the Have Your Say webpages were that:

- 20% of visits would last at least one active minute (exceeded, 31.3%)
- 10% of visits would have at least two actions performed, such as moving around the project page or clicking on links (exceeded, 14.9%)
- 5% of visits had at least one contribution made (exceeded, 10.9%)

**Satisfaction with engagement process**

Survey participants were generally satisfied with the consultation process and materials, with a majority of participants selecting they had the required information to participate, and it was very (48%) or mostly (38%) easy to find/understand. It is noted that some of participants found the information mostly or very hard (5.3%) to find/understand or were not sure (8.7%).

**Engagement plan**

The Engagement Plan Overview for this project was published and is available to view at: [yoursay.bayside.vic.gov.au/RMPtargetedreview/RMPtargetedreview-EPO](https://yoursay.bayside.vic.gov.au/RMPtargetedreview/RMPtargetedreview-EPO)



# Bayside City Council

Draft Road Management Plan 2023-2025

## Contents

Glossary.....	6
1 Introduction.....	8
1.1 Scope and purpose .....	8
1.2 Road Management Act 2004 .....	8
1.3 Availability of the plan .....	8
1.4 About Bayside City Council.....	9
1.5 Strategic context .....	10
1.6 Stakeholder engagement.....	10
1.7 Duty of care of road users .....	10
2 Council Road Assets .....	11
2.1 Inventory.....	11
2.2 Roads.....	11
2.2.1 Unsealed/Unconstructed Roads.....	12
2.3 Laneways .....	12
2.3.1 Unsealed/Unconstructed Laneways .....	13
2.4 Pathways.....	13
2.4.1 Unsealed/Unconstructed Pathways .....	14
2.5 Kerb and channel.....	14
2.5.1 Roads without kerb and channel .....	14
2.6 Car parks.....	14
2.6.1 Unsealed/Unconstructed car parks.....	14
2.7 Bridges.....	14
2.8 Signage .....	14
3 Non-Council road assets.....	15
3.1 Declared arterial roads.....	15
3.1.1 Car parking bays on arterial roads .....	15
3.2 Shared roads .....	15
3.3 Bridges and major culverts.....	16
3.4 Public transport .....	16
3.5 Utility infrastructure .....	16
3.6 Street furniture.....	16



3.7 Vehicle crossings ..... 16

3.8 Street lighting..... 16

4 Register of Public Roads..... 17

5 Levels of service..... 17

6 Funding ..... 17

6.1 Budget process ..... 18

7 Road management system..... 18

7.1 Responsibility ..... 18

7.2 Maintenance management system ..... 19

7.3 Service requests ..... 19

7.3.1 Response times ..... 19

7.3.2 Emergency response ..... 20

7.4 Asset management systems ..... 20

7.5 Condition rating ..... 20

7.6 Community survey ..... 20

7.7 Exceptional circumstances..... 21

8 References ..... 21

9 Appendices..... 21

Appendix 1 – Asset intervention level and response times ..... 22

Appendix 2 – Asset inspection frequency ..... 23

Appendix 3 – Road condition rating frequency..... 23



## Glossary

The following terms may have particular meaning in this Road Management Plan and may accompany or clarify those definitions in the *Road Management Act 2004*.

<b>Bridge</b>	A road or pedestrian bridge, including all structural components
<b>Condition Assessment</b>	An assessment carried out on an asset to determine its overall physical condition.
<b>Coordinating Road Authority</b>	Road authority which coordinates road management functions for a specific road, as defined in s36 of the RMA
<b>Council</b>	means Bayside City Council
<b>Day</b>	means 8:30am to 5:00pm Monday to Friday, excluding public holidays
<b>Defect</b>	A defect is a localised imperfection within an asset that could potentially lead to the premature failure of the asset if not repaired
<b>Intervention Level</b>	The level at which a defect requires remedial action as set out in the Road Management Plan
<b>Major Culvert</b>	Culvert or culverts with a total span of greater than 6m
<b>Pathway</b>	A pathway is a footpath, bike path, or shared path developed by a road authority and located in the road reserve
<b>Proactive Inspection</b>	A proactive inspection is an inspection carried out by Council's contractors at the frequency defined in Appendix 2 of this RMP
<b>Public Road</b>	A road that the Council decides is 'reasonably required for general public use' and is then registered on the Register of Public Roads.
<b>Reactive Inspection</b>	A reactive inspection is an inspection carried out in response to a report by a member of the public, Council officer, or other external notification.
<b>Remedial Action</b>	An action to reinstate a road or footpath to a below intervention level standard.
<b>Responsible Road Authority</b>	Road authority which has responsibility for some road management functions for a specific road, as defined in s37 of the RMA
<b>Road</b>	Any land declared a road under Section 11 of RMA or forming part of public highway or ancillary area.
<b>Road Reserve</b>	The land located between property boundaries, including all roads (as described above) and the adjacent roadside area.
<b>Roadside</b>	Any land that is within the boundaries of a road (other than the shoulders of the road) which is not a roadway or a pathway and





includes the land on which any vehicle crossing or pathway which connects from a roadway or pathway on a road to other land has been constructed.

**Service Request**

A service request is a defect or issue report by a member of the community for Council to reactively inspect

**Shared path**

A pathway that is primarily used by both pedestrians and riders of bicycles.

**Temporary response**

An interim measure to isolate a defect that exceeds intervention level whilst awaiting Remedial action.

**Vehicle Crossing**

Part of private driveway which is located within the road reserve on public land.



## 1 Introduction

### 1.1 Scope and purpose

The purpose of this Road Management Plan (RMP) as defined by Section 50 of the *Road Management Act 2004* is to:

- establish a management system for the road management functions of a road authority which is based on policy and operational objectives and available resources; and
- set the relevant standard in relation to the discharge of duties in the performance of those road management functions.

In simple terms, this means that certain aspects should be incorporated in any plan:

- clarification of those roads for which Bayside City Council, as a road authority, is responsible
- specification of appropriate levels of service to be delivered for those roads
- an outline of the management system for council's road management functions, based on policy and operational objectives as well as available resources
- schedules of maintenance standards and processes used by Council in the management of its public roads network.

Under regulation eight of the Road Management (General) Regulations 2016, each incoming municipal council must review its Road Management Plan (RMP) within six months of a general election or 30 June of the following year, whichever is later.

### 1.2 Road Management Act 2004

The *Road Management Act 2004* (RMA) is the principal road management legislation in Victoria. The purpose of the Act is to establish principles relating to the management of roads by authorities. The Act identifies Council as a 'road authority', and requires Council to establish appropriate road management practices which includes:

- establishing appropriate and affordable condition standards
- identifying and assess needs and set priorities; and
- allocating public money to meet those needs and priorities.

These standards and targets are to be included in a 'Road Management Plan' and the plan may be used as evidence of the reasonableness of the road authority's position.

### 1.3 Availability of the plan

In accordance with Reg 13(2) of the *Road Management (General) Regulations 2016*, the Bayside Road Management Plan 2021 can be accessed at [www.bayside.vic.gov.au/haveyoursay](http://www.bayside.vic.gov.au/haveyoursay) or may be provided by contacting Bayside City Council at [enquiries@bayside.vic.gov.au](mailto:enquiries@bayside.vic.gov.au) or by calling 9599 4444.



### 1.4 About Bayside City Council

Bayside City Council was created on 15 December 1994. It comprises the former Cities of Brighton and Sandringham and parts of the former Cities of Mordialloc and Moorabbin and covers an area of approximately 37km<sup>2</sup>. The coastline of Port Phillip Bay forms the western boundary of Bayside, while the Nepean Highway and the Melbourne to Frankston railway line form most of the eastern boundary.

Bayside is a primarily residential area, with several light commercial activity centres a small light industrial area. In 2021, the estimated resident population of Bayside was 107,566.



Figure 1. Bayside City Council Road network (local and minor roads not shown)



### 1.5 Strategic context

The Road Management Plan sits in the context of a range of strategic council documents.

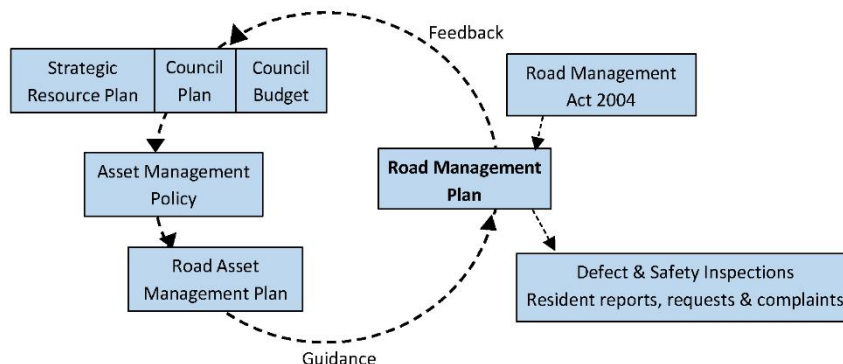


Figure 2. RMP in the context Strategic Council Documents

The Council adopts a Council Plan and Strategic Resource Plan for its four-year term, and a more detailed 10-year Long Term Financial Plan and Annual Budget each financial year. The Road Asset Management Plan informs the LTFP and forecasted budget required to manage the road network based upon asset quantity.

The Road Management Plan is interrelated with each of these documents. It provides information on Council’s Asset Management Policy Framework and the linkages to key corporate strategies, plans and system.

### 1.6 Stakeholder engagement

The review process involves aligning the plan with industry best practice and has been made available for review by a range of stakeholders. The following broad stakeholder groups have been identified:

- all residents and businesses adjacent to the road network
- motor vehicle users, cyclists, and pedestrians
- utility and non-Council service providers
- internal Council service-delivery teams.

This plan was made available for community consultation for prior to adoption to ensure that the needs and expectations of the Bayside community are taken into consideration.

### 1.7 Duty of care of road users

All road users have a duty of care as mentioned under Section 106 of the *Road Management Act 2004* and Section 17A of the *Road Safety Act 1986*. This duty of care covers various aspects, including the appropriate condition and certification of vehicle and driver, observation of signage and other instruction, and the safe operation of the vehicle with respect to traffic, visibility, weather, and other road conditions.



## 2 Council Road Assets

### 2.1 Inventory

Infrastructure managed by Bayside which supports execution of its road management functions includes the road, footpaths, kerb and channel, traffic management devices (roundabouts, speed humps etc), bridges, street furniture, street signage, and carparks.

The road assets and their quantities which managed by Bayside City Council are summarised in Table 1 below.

Asset Group	Asset Types	Qty	Unit
Road	Asphalt	356	km
Road	Unsealed/unconstructed	1	km
Laneway	Concrete	10	km
Laneway	Asphalt	3	km
Laneway	Bluestone	0.3	km
Laneway	Unsealed/unconstructed	6	km
Pathway	Concrete	566	km
Pathway	Asphalt	172	km
Kerb and Channel	Concrete	560	km
Kerb and Channel	Bluestone	113	km
Bridge	Road	3	No.
Bridge	Pedestrian	2	No.
Traffic Mgmt.	Roundabout, speed hump, splitter/median etc	434	No.
Traffic Signals	Intersection, flashing lights, pedestrian crossing	22	No.
Signage	Identification, directional, informational, regulatory	22,158	No.
Sign Supports	Poles etc	17,522	No.
Carparks	Off-street	118	No.

Table 1. Road asset summary

### 2.2 Roads

A hierarchy of road classifications has been adopted by Bayside to help define the typical levels of service that can be expected to apply to each category of road. The Hierarchy can be considered as a balance between a roads 'traffic' and 'access' functions. For example, the Nepean Highway services significant traffic volumes but provides very little direct property access, whereas a small residential cul-de-sac is exclusively used for property access.

Bayside is responsible for all non-arterial road pavements and surfaces, including line marking associated with road management functions (including bus stop bays).



The function of each road hierarchy category and its 'coordinating road authority' is described in Table 2 below.

Type	Length (km)	Coordinating Road Authority	Function
Arterial Road	54	Department of Transport/VicRoads	Major metropolitan highways
Sub-Arterial	33	Bayside City Council	Sub-arterial roads supplement the Arterial Road network, and link key arterial roads. Higher traffic volumes, but which have largely stabilised
Collector	45	Bayside City Council	Major access roads. Typically link sub-arterial roads with each other or key activity nodes
Local Road	276	Bayside City Council	Property access roads which provide direct access to abutting land but may also service light through-traffic. Most roads in Bayside are local roads.
Laneway	19	Bayside City Council	Property access roads, which are characterised being narrowness, low speeds, and are often used by pedestrians and vehicles simultaneously. Laneways are often one-way, or share a traffic lane for bi-directional traffic

**Table 2 Road Hierarchy function and summary**

**2.2.1 Unsealed/Unconstructed Roads**

Most roads in Bayside have historically been sealed by Council several decades ago, and roadworks carried out by Council today are generally only renewal. There remains a small number of gravel local roads, located south of Bay Road which total 1km in length.

Council considers traffic volumes to have stabilised in these roads and is aware that the informal state of these roads is preferred by a majority of residents abutting these streets, and by the general community. Therefore, Council has no plans to upgrade these roads to asphalt.

**2.3 Laneways**

Laneways are a lower-order hierarchy of road, characterised by narrow width, low speed limits, low traffic volumes, and serve a primarily 'access' function. Laneways have varying construction methodologies and are not maintained as actively as other roads. Not all laneways are open to vehicular traffic, and often do not have dedicated roadside footpaths.

As part of this Road Management Plan review process, Council has adopted several laneways which had no previously confirmed owner, but which are considered to be 'reasonably required for general public use'. A determination of whether a road is required for public use was conducted on a case-by-case basis including a consideration of the following:



- whether the laneway services more than three properties
- whether it forms a critical link between two local roads or other laneways
- whether it forms a critical link to a council managed facility, such as a reserve
- whether it has historically been used as a thoroughfare (i.e. public highway)
- whether it is on land owned by Council
- whether Council has historically managed or maintained the laneway.

In some cases, laneways not managed by Council may be managed by private landowners.

### 2.3.1 Unsealed/Unconstructed Laneways

There is approximately 19km of Council-maintained laneways in Bayside, 13km of which is sealed. The remaining 6km is natural surface such as grass, earth, or sand, and has in some places has been fortified with gravel.

Council has no plans to formalise these laneways, however upgrade shall be considered on a case-by-case basis where:

- traffic volumes are predicted to increase significantly as a result of new development (such as a new multi-storey apartment building)
  - This assessment is made by Council’s Traffic Management team (as per Bayside Planning Scheme clause 52.06-11) and shall generally require a developer to upgrade the laneway and contribute the asset to Council.
- traffic volumes have already increase to a point where maintenance of a gravel laneway is no longer cost effective
- there is significant community pressure from adjacent residents for an upgrade.

### 2.4 Pathways

Roadside pathways are located adjacent to roads managed by both Council and the Department of Transport, but generally managed by Council as the responsible road authority. Pathways in Bayside are generally constructed of concrete and asphalt, however higher standards of construction or different materials are often used in high profile areas.

Pathways through Council facilities or open spaces are not considered as part of this Plan, although are subject to similar treatments and maintenance regimes.

The hierarchy of pathways which support road management functions are as follows:

Category	Use
Major	Major pathways are generally located in high traffic areas adjoining Bayside’s shopping precincts, public and private high-use facilities, and shared paths.
Minor	Formalised pathways located in the road reserve in all areas not described above.
Track	Informal and non-constructed pathways located in the road reserve. Typically grass, earth, or sand, and not maintained to RMP standards

Table 3 Pathway Hierarchy



Council shall seek to widen pathways (where necessary) to meet minimum DDA compliance.

#### **2.4.1 Unsealed/Unconstructed Pathways**

Over the past several decades, Council has formalised most pathways in Bayside although many foot-trodden 'tracks' remain. Most footpath works carried out today are concern the capital renewal of existing asphalt and concrete pathways, and general maintenance of gravel paths.

New constructed pathways in the road reserve are subject to Council's 'Footpath Treatments within the Road Reserve' policy, with particular emphasis on new footpaths south of Bay Road.

#### **2.5 Kerb and channel**

Bayside's kerb and channel assets are a critical component of the drainage network, capturing and directing stormwater runoff from the road surface and property outlets into drainage pits.

The default construction material is concrete; however existing bluestone kerbs may be retained and reconstructed in areas where it has been historically dominant (as per Council's Road Reserve Bluestone Replacement Policy).

##### **2.5.1 Roads without kerb and channel**

There are a small number of sealed and unsealed roads, which do not have a formal kerb and channel. Based upon historical observations, these roads can drain via infiltration or runoff being directed into existing pits or swales. Council has no plans to construct new kerb and channel assets where no specific drainage need has been identified.

#### **2.6 Car parks**

Car parks are ancillary areas, and support road management functions although are not located within the road reserve. Car park surfaces are generally asphalt and maintained to the same maintenance standards as local roads.

##### **2.6.1 Unsealed/Unconstructed car parks**

While most Council carparks have been sealed in the past, there are several gravel carparks largely located in Council's parks and foreshore reserves. Council has no general strategy to upgrade these carparks, however upgrade is often considered as part of some Open Space master planning process where significant community consultation is involved.

#### **2.7 Bridges**

Council is responsible for three road bridges and two pedestrian bridges, not taking into consideration structures in reserves. They are all located over the Elster Canal in Brighton.

#### **2.8 Signage**

Bayside City Council is responsible for the provision of signage located in the road reserve which supports a traffic function.





### 3 Non-Council road assets

The principal objective of road management is to ensure that a safe and efficient network of roads is provided primarily for travel and transport. However, road reserves are commonly made available for other appropriate uses for which Council is not responsible. Roads and assets for which Council does not accept responsibility are described below.

#### 3.1 Declared arterial roads

Whilst this Road Management Plan is primarily concerned with the roads where Council is the responsible authority, it also makes reference to roads which are the responsibility of others. These include Declared Arterial Roads and State Highways where the Department of Transport (formerly VicRoads) is the coordinating road authority. These roads cater for major traffic movements across the municipality and as such are of crucial importance to the community.

Guidance on the physical limits of operational responsibility between VicRoads and municipal councils for different parts or elements of the road reserve of a Freeway or Arterial Road is provided in the *Code of Practice: Operational Responsibility for Public Roads 2017*.

While DoT is the coordinating road authority for these roads, Bayside frequently takes the place of the responsible road authority where roadsides are concerned. In addition to the management of all footpaths adjacent to DoT roads, Bayside also has a formal Operational Works Maintenance Agreement with DoT where Council is reimbursed for the transfer of some maintenance responsibilities.

The Declared Arterial Roads within or abutting Bayside are listed in the Appendices of the Bayside Register of Public Roads.

##### 3.1.1 Car parking bays on arterial roads

The Department of Transport is responsible for any part of the arterial roadway that could be used by through traffic. However, under the Code of Practice, Council is responsible for maintaining indented parking bays of lengths less than 200m between kerb outstands.<sup>1</sup>

#### 3.2 Shared roads

Shared roads are those that define boundaries with the City of Port Philip, City of Glen Eira and Kingston City Council. In most cases the adjoining municipalities are responsible for managing their half of the road and cooperating when major roadworks are required.

Roads which cross municipal boundaries are as follows:

- Head Street, foreshore to St Kilda Street, (City of Port Philip)
- Thomas Street, North Road to Nepean Highway, (City of Glen Eira); and
- Charman Road, foreshore to railway line, (Kingston City Council).

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<sup>1</sup> Road Management Act Code of Practice: Operational Responsibility for Public Roads (2017), p22.



### 3.3 Bridges and major culverts

There are 20 roads, culverts, and footbridges in Bayside that are the responsibility of other authorities. These authorities include Melbourne Water, DoT, and VicTrack/MTM. Responsibility for these structures is dictated by the *Road Management Act 2004* and Safety Interface Agreement.

### 3.4 Public transport

Infrastructure which supports public transport in Bayside is provided by the Department of Transport (including VicTrack and PTV), and their contractors. This includes all infrastructure associated with trains, trams, and buses as determined by agreement or standard with the Department.

Infrastructure includes railway tracks, tram tracks, bus shelters, signals and signage. A formal Safety Interface Agreement has been signed between Bayside, VicTrack, and DoT/VicRoads as to management of assets related to rail infrastructure at its interface points.

### 3.5 Utility infrastructure

Utility infrastructure within a road reserve commonly includes water supply infrastructure, sewer infrastructure, telecommunications, public lighting, electrical distribution, and gas infrastructure. The care and maintenance of these utility assets is the responsibility of the relevant utility authority whose rights and obligation are contained in specific legislation relating to each utility.

### 3.6 Street furniture

Infrastructure owned by non-Council entities in the road reserve include:

- Signage and signals managed by the Department of Transport
- Private direction and advertising signs

### 3.7 Vehicle crossings

Property owners are responsible for the construction, ongoing maintenance, and eventual replacement of any vehicle crossing servicing their property. The responsibility extends from the boundary line of the property to the edge of the road pavement, excluding the footpath section of the vehicle crossing.

Vehicle crossings must comply with Council's Vehicle Crossing Policy and standard drawings.

### 3.8 Street lighting

Street lighting plays a primary role in road safety and amenity. Although Council funds the street lighting on its roads and shares the cost on the declared main roads, the public lighting assets are owned, inspected, and maintained by United Energy.

Council is responsible for the maintenance of non-standard lighting in some specific cases.



## 4 Register of Public Roads

Pursuant to Section 19 of the *Road Management Act 2004*, Council must maintain a register of roads for which it is the coordinating road authority. Details on the roads listed in the register are also stored in Council's Asset Management System including its hierarchy, description, and the date it was added to the register.

Roads not included in the Register are generally the responsibility of the Department of Transport or are maintained by private landowners. Arrangements for transfer of road management functions between Council and another road authority are detailed in the Register of Public Roads.

A copy of this register can be accessed via the Council website.

## 5 Levels of service

The Level of Service is a measurable standard of service which Council has chosen to provide. Generally, a greater Level of Service will come at a higher cost.

The reasonableness of the adopted Service Levels is informed by:

- community satisfaction
- financial resources available
- technical levels of service based upon engineering advice
- competing demands upon Council resources.

As part of its *Local Government Act 2020* commitments, Bayside City Council is intending to conduct a deliberative engagement process with the community to provide greater feedback as to appropriate service levels which better meet community expectations.

Appendix 1 of this Road Management Plan identifies the maintenance standards, intervention levels, and response times for the management of Council's Road assets.

## 6 Funding

The functions required to be exercised by Council, as a road authority, are limited by the financial and other resources that are reasonably available to Council. Funding for roads comes primarily from rates revenue and must compete against a wide range of Council services. Service Levels are critical to ensure that Council does not over-service roads and that it is capable of meeting its ongoing resource requirements.

Apart from rates, road expenditure is also regularly allocated through State and Federal grants processes. Other road funding options not currently used by Bayside City Council include Special Rates and Charges Schemes and Developer Contribution Schemes.



## 6.1 Budget process

Council's annual capital and operating budgets are both developed as part of the annual budget process and based upon its 10-year Financial Plan. The 10-year Financial Plan is updated annually to reflect capital investment and asset deterioration.

Maintenance of Council's Road assets is undertaken by external maintenance contractors. Provision for monthly payments (primarily a lump sum with a small amount payable under Schedule of Rates arrangements for any minor discretionary works outside lump sum maintenance works) is made in the annual budget. Included in the annual operational budget is an allowance for growth to reflect additional assets being added to the contracts through subdivision and capital projects, and an allowance for rise and fall of costs for key materials and labour.

Annual defect inspections and periodic condition assessments are performed regularly to ensure that road assets are being adequately maintained and to avoid. Defect inspection and condition assessment frequencies are as specified in Appendix 2 and 3.

## 7 Road management system

Bayside has established a road management system to enable it to perform its road management functions. This system is managed by the Assets and Investigation team and overseen by the Maintenance Services team.

### 7.1 Responsibility

The primary organisational responsibilities for the management of road assets lie within the Environment, Recreation & Infrastructure Division of Council, including:

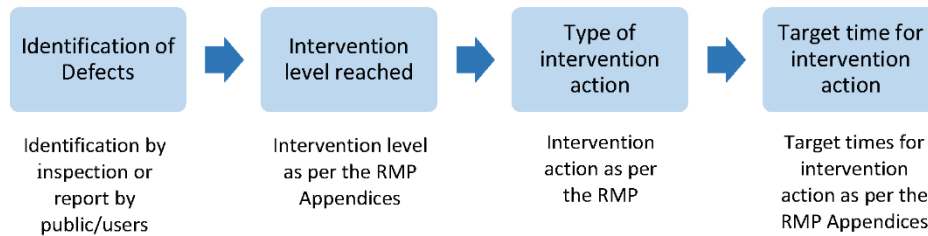
- management of periodic inspections and proactive maintenance programs
- management of service requests and reactive maintenance programs
- management of capital works delivery of road related assets
- management of maintenance contractors
- maintenance of the central Asset Register, Pavement Management System, and spatial asset datasets
- asset planning, predictive modelling, financial renewal planning etc.

Council's maintenance contractor is Citywide, who handle most aspects of civil maintenance with Council's Maintenance Services team providing contract management and oversight. Duties carried out by Citywide include maintenance of road assets (including drains, roads, pathways, and kerbs), inspection of road assets, street sweeping and cleaning, customer service, and end-to-end management of service requests.



## 7.2 Maintenance management system

Council has developed an integrated management approach for inspection, maintenance and repair of road infrastructure as shown diagrammatically below.



**Figure 4. Integrated maintenance management**

Most defects or issues are identified during inspections by Citywide and organised into proactive maintenance programs. Inspections are carried out periodically so new defects are identified as quickly as possible, and inspectors are familiar with maintenance standards to determine whether intervention is required. The inspection frequency is as stated in Appendix 2.

Issues which have developed between inspections may be reported by members of the community as 'service requests' and organised into reactive works programs. Reactive jobs must be confirmed by Council officers or maintenance contractors and rectified within the response times specified in this Road Management Plan.

## 7.3 Service requests

A service request occurs when a defect or issue is reported by a member of the community, and not as a result of a programmed inspection. There are several ways in which requests for reactive service requests are made to Council:

- directly reporting to Council staff at the Corporate Centre at 76 Royal Avenue, Sandringham
- phone call to Council call centre at 9599 4444.
- mail addressed to Bayside City Council, 76 Royal Avenue, SANDRINGHAM 3191
- using Council's 'Report an Issue' webpage or by email to [enquiries@bayside.vic.gov.au](mailto:enquiries@bayside.vic.gov.au)
- third-party online reporting tools (i.e., apps)

All initial customer requests are stored in Council's Customer Request Management System (CRMS). Using the CRMS, reactive customer requests may be audited to ensure that requests have been closed in time and ensure compliance with Council's Road Management Plan.

### 7.3.1 Response times

The protocols for response to service requests, specifically response times are clearly set out for the maintenance contractor. They are provided in Appendix 1.



The Contract details five intervention levels as follows:

- Level 1: Emergency response (including call outs)
- Level 2: Urgent response, Public Liability inspection, and Potential Hazard Response
- Level 3: Public Liability Incident
- Level 4: Traffic control device requests, written response to correspondence or complaint, road opening reinstatement.
- Level 5: All other requests

The response times stated in this Plan are measured from the date at which a service request is made to Council (via the means listed above) and are measured in working days.

### 7.3.2 Emergency response

The Civil and Open Space Maintenance Service Contractor maintains staff able to respond to emergency situations, regarding road and drainage infrastructure, 24 hours a day, 52 weeks per year. The Contractor must immediately on notification provide the staff, plant, signage and other materials to contain an identified emergency, undertake emergency repairs and minimise further risk. After the event the contractor records the details of the emergency on Council's Customer Request and Management System.

An emergency response may include provision for installation of warning signs and barriers, traffic control, and a temporary reinstatement. After the site has been made safe, equipment may remain on site until such time as a permanent reinstatement may be carried out.

### 7.4 Asset management systems

Council has a partially integrated asset management system where all data in relation to road infrastructure is recorded. This information includes identifiers for all road infrastructure, all defects identified during proactive inspections, details of rectification works as well as asset condition captured during condition rating.

Citywide have also developed their own maintenance management system, which is intended to be integrated with Council's own customer management and asset management systems.

### 7.5 Condition rating

While a maintenance inspection is carried out to identify localised defects or distresses, a road condition assessment is used to determine each asset's current overall condition. The data collected for road surface, pathways and kerb and channel is collected and stored in Council's Asset Management System and Pavement Management System and is used to estimate expected remaining useful life, prepare forward works programs, and develop financial reports. Road asset condition rating frequencies are stated in Appendix 3.

### 7.6 Community survey

The annual community surveys undertaken by the Victorian Government indicate that the community is generally satisfied with road asset maintenance, above the Metropolitan



average. This indicates that the maintenance standards, intervention levels, and response times adopted by Council are considered appropriate by the community.

### 7.7 Exceptional circumstances

Council shall make every effort to comply with its road management functions, as identified through the *Road Management Act 2004* and in this Road Management Plan.

However, there may be exceptional circumstances or situations in which the limited resources of Council are insufficient to meet its obligations, such as a natural disaster. In the case of such a scenario, the CEO of Bayside City Council may determine that the intervention levels or response times included in the RMP may be suspended under Section 83 of the *Wrongs Act 1958*.

## 8 References

References that may assist in the interpretation of this Plan include:

- Bayside Register of Public Roads
- Bayside Council Plan
- Bayside Asset Management Policy
- Bayside Asset Management Strategy
- Bayside Road Asset Management Plan
- *Road Management Act 2004*
- *Road Management (General) Regulations 2016*
- VicTrack Rail maintenance guidelines (2011)

## 9 Appendices

Appendix 1 – Asset Defect Intervention Level & Response Times

Appendix 2 – Asset Inspection Frequency

Appendix 3 – Road Asset Condition Assessment Frequency

Appendix 1 – Asset intervention level and response times

Intervention Level	Rectification action	Response time (working days)	
		Urgent / Initial response*	Standard
<b>Roads</b> – Constructed roads identified in the Bayside Register of Public Roads			
<b>Potholes</b> exceeding 300mm diameter and 25 mm in depth.	Patch pothole to restore smooth riding surface.	7	45
<b>Ruts and depressions</b> of road surface exceeding 50mm below the surrounding surface level.	Apply levelling course to restore smooth riding surface	7	30
<b>Edge break</b> exceeding 25mm in depth and extending 150mm laterally over more than 1000mm in length.	Repair to line and level surrounding road surface.	7	30
<b>Emergency response:</b> removal of material from traffic accidents or other debris, oil spills etc. which is a danger to pedestrian or vehicular traffic	Remove material or cover spills with suitable material.	1	N/A
<b>Laneways</b> – Constructed laneways identified in the Bayside Register of Public Roads			
<b>Potholes, Ruts, Depressions as well as other defects:</b> Abrupt distortions of road surface exceeding 100mm below the surrounding surface level.	Patching of localised laneway surface distortions to restore a satisfactory ride condition surface in that laneway section for slow moving vehicles.	7	45
<b>Pathways</b> – Along roads for which Bayside or DoT is the coordinating road authority (including shared / bike paths)			
<b>Potholes in footpath</b> surface exceeding 25mm in depth.	Patch area to restore the line and level of the pathway surface.	7	60
<b>Pathway section Displacement or Depressions:</b> Displaced pathway sections exceeding 25mm.	Restore alignment and level of pathway by grinding, repairing or replacing the defective sections	7	60
<b>Kerb &amp; Channel</b> – Along municipal roads			
<b>Horizontal or vertical displacement exceeding 50mm</b>	Restore the alignment and level of the kerb or channel by grinding, repairing or replacing the defective sections	7	45
<b>Displacement</b> which causes water to pond in the kerb for at least 3 days		7	45
<b>Street Signs</b>			
<b>Signs</b> - Damaged, illegible, or otherwise non-functional regulatory or warning signage	Make safe. Scheduled replacement of signage and or pole.	2	45
<b>Service authority assets</b>			
<b>Service authority assets</b> or works: For Service Authority Works Assets or works which result in defects above the intervention level on a road or pathway.	The responsible Service Authority to be notified	2	60
<b>Drains</b>			
<b>Blocked Drains:</b> Causing water to pond on trafficable sections of the road.	Clear blockage	1	90
<b>Drainage Pit:</b> Missing or severely damaged pit lid or surround	Replace lid or barricade area	1	45

\* Urgent response primary focus shall be to make the area safe, after which the standard response time (less urgent response time elapsed) shall apply.



Appendix 2 – Asset inspection frequency

Item	Asset Type	Inspection Frequency
1	Shopping Centre Areas – Pathways, car parks and pedestrian walkways within the designated Shopping Centre Area	Once every 26 weeks
2	Pathways – Abutting high use facilities	Once every 26 weeks
3	Pathways – Shared path along Beach Road and the Esplanade	Once every 26 weeks
4	Roadside pathways other than those identified in item 2 and 3	Once every 52 weeks
5	Municipal Roads All municipal road surfaces and kerb and channel	Once every 52 weeks
6	Laneways	Once every 156 weeks
7	Road related signs, bollards, traffic signs and other street furniture	Once every 52 weeks
8	Bridges – level 1 and level 2 inspections on the entire bridge asset	Once every 52 weeks

Appendix 3 – Road condition rating frequency

Item	Asset Type	Inspection Frequency
1	Road Surface	Once every 4 years
2	Pathway	Once every 4 years
3	Kerb and Channel	Once every 4 years
4	Laneways	Once every 4 years



## 10.4 RESULTS FROM THE INDEPENDENT REVIEW OF THE BAYSIDE NESTBOX AND LOG HOLLOW PROGRAM

Environment, Recreation and Infrastructure - Open Space and Recreation  
File No: PSF/23/165 – Doc No: DOC/23/216456

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### Executive summary

#### ***Purpose and background***

This report is in response to a follow up from Notice of Motion 309 – Nature-Rich Bayside, originally approved by Council at the 20 April 2021 Council Meeting.

NOM 309 resolved that Council would work with Bayside’s ‘Friends of’ Groups and other community groups to construct and install nest boxes tailored to the specific needs of vulnerable wildlife.

A report was presented to Council at its meeting on 28 June 2022 which resolved:

*‘That Council:*

...

3. a) *preferences nest boxes and log hollows over chainsaw hollows and restricts any future chainsaw hollow work to dead trees and or dead branches only and works with community groups to ensure nest boxes and log hollows are well maintained, well secured and positioned, and not removed*
- b) *obtains a second opinion from an independent company in relation to the nest-box and log hollow program. Key parts of the review will include:*
  - o *learnings from all successful nest boxes and log hollows*
  - o *learnings from nest boxes and log hollows with limited occupancy*
  - o *review Recommendations from the ‘Summary of Audit of the Bayside City Council Habitat Tree Program Data – 2022’.*

Officers have subsequently reached out to Friends of Native Wildlife and the Yalukit Willam Nature Association to obtain data on the nest boxes and log hollows each group had installed and any information they had captured on how successful or otherwise the boxes have been.

Arcadis Australia were also engaged in September 2022 to conduct an independent audit of nest boxes installed within Bayside (where they could be located), and to provide advice and recommendations regarding the items detailed above.

This report presents the findings of the Arcadis report.

#### History of nest box installation in Bayside to date

There is currently a wide range of various types and ages of nest boxes installed throughout Bayside on Council land. The majority of these have been installed by individuals or members of ‘Friends of’ Groups on a fairly ad-hoc basis over the past 20 to 30 years.

More recently, a number of nest boxes and log hollows have been installed at Elsternwick Park South and Yalukit Willam Nature Reserve (YWNR).

Friends of Native Wildlife (FONW) promote and sell nest boxes at the Bayside Community Nursery for installation in residential gardens and also install various nest boxes within other parks and reserves in Bayside. There are 48 micro-bat nest boxes in Bayside parks that have been installed by FONW and these are monitored on an annual basis by members of FONW.

None of the nest boxes mentioned above are monitored and/or maintained by Council and the majority have been installed in Council managed open space without any formal approval.

There is currently no formal approval process for volunteers to either construct and/or install nest boxes or log hollows in trees on Council managed land.

There are a range of issues associated with installation of nest boxes by volunteer groups.

There are OH&S issues and restrictions associated with volunteers climbing at height to inspect/install nest boxes, and there are also potentially negative impacts to Council trees in which they are located if nest boxes are not installed and/or attached correctly with consideration to tree health and longevity.

Nest boxes that are not maintained and/or regularly monitored may become loose and a potential danger to the public should they fall, or more likely, become nesting sites for unwanted feral or pest species, such as the Indian Myna or European Honeybees.

#### Habitat Trees in Bayside

In recent years, Council's Arborists have been working with an independent arboricultural ecological specialist to install species-specific nest boxes and create habitat hollows (either via re-purposing suitable log hollows retained from tree removals and/or creating chainsaw hollows).

These have been installed in Council managed trees to improve habitat opportunities for native birds and mammals and are regularly surveyed to determine what species are utilising them, and to also report on maintenance issues or other actions required.

In 2021–22 (and prior to this independent review), surveys of 81 Council managed trees for habitat identified the following range of different hollow types:

- 46 natural hollows
- 13 chainsaw-carved hollows (commissioned by Bayside)
- 1 log hollow (re-purposed by Bayside)
- 13 nest boxes (presumed to have been installed by individuals associated with 'Friends of' volunteer groups).

Out of these, the majority of nest boxes required repair and replacement, and 12 of the 13 chainsaw-carved hollows either required maintenance and/or enlargement of the entrance holes to cater for native fauna.

In late 2021/early 2022, 49 of the 81 hollows were occupied by fauna or had signs of fauna having been present. Feral honeybees were found in five hollows but there was no evidence of Indian Myna occupation.

All of these trees are recorded as Habitat Trees in Council's open space tree database and managed and maintained accordingly.

## Key issues

### Site visits with community group representatives

Arcadis ecologists inspected a range of nest boxes, log hollows and chainsaw-carved tree hollows across multiple sites in Bayside including – but not limited to: Yalukit Willam Nature Reserve, Long Hollow Heathland Sanctuary, Beaumaris Reserve, the Beaumaris foreshore, Hurlingham Park, Tjilatjirrin Reserve, Cheltenham Recreation Reserve, Tulip Street Reserve, St Andrews Court (Black Rock) and Merindah Park.

For the purposes of the Arcadis report, all nest boxes, log hollows and chainsaw-carved hollows have been collectively named ‘cavities’.

Cavities were checked for occupancy by animals or any signs of use (nests, feathers, eggs, etc). Any issues with designs or installation were also noted during the assessment. Any maintenance issues requiring immediate attention were passed onto Council’s Open Space Service provider for action.

As part of the review, Arcadis met with Council officers and representatives from FONW for a half day site visit to view and assess a large sample of their nest boxes at various parks and reserves across Bayside. During this time, FONW nest boxes were checked with a ground-operated pole camera to observe and document nest box inhabitants. Various attachment methodologies and target species construction techniques were discussed in depth with FONW representatives on the day.

Nest boxes within the YWNR were surveyed without on-ground input from the Association. Council officers were present onsite with Arcadis to survey a sample of the known locations of nest boxes at YWNR. Prior to finalising the final report, Arcadis followed up with YWNA representatives via email to confirm their nest box data and methodology to inform the independent review. The feedback received was incorporated into the final report.

### Results from the independent review

The following is a list of key findings from the Arcadis review – data collected from site visits from October – December 2022:

- Arcadis ecologists inspected a representative sample of 48 cavities throughout Bayside (out of a total 73 cavities). Of these, 37% were installed at heights greater than five metres which would make monitoring with a pole mounted inspection camera difficult, and use of ladders extremely dangerous.
- 31% of inspected cavities were occupied by fauna including Australian Wood Duck (*Chenonetta jubata*), Rainbow Lorikeet (*Trichoglossus moluccanus*), Brush-tailed Possum (*Trichosurus vulpecula*), Common Ringtail Possum (*Pseudocheirus peregrinus*), and Laughing Kookaburra (*Dacelo novaeguineae*).
- Friends of Native Wildlife report that their nest boxes are regularly used by common microbats including Gould’s Wattle Bat (*Chalinolobus gouldii*) and Lesser Long-eared Bat (*Nyctophilus geoffroyi*).
- Two hollows were found to contain two pest species - the European Honeybee (*Apis mellifera*) and Indian Myna (*Acridotheres tristis*).
- 27% of cavities required immediate attention due to unstable mounting, cracks forming or broken lids.

*(Note: These were a mix of designs installed by various ‘Friends of’ groups or other individuals and advice from Arcadis indicated that this was not really a reflection of*

*poor design, rather than all artificial cavities require some maintenance, and this percentage indicated the ones due for repairs and/or replacement).*

- Designs of cavities were found to be appropriate but in some cases the entrance holes were too small or in obscure locations preventing monitoring using ground-based cameras.
- Species encountered in the cavities are not being recorded in public databases such as the Victorian Biodiversity Atlas.
- There are opportunities for Council to provide greater support to community groups including guidance on installation methods and management of data.
- Chainsaw-carved tree hollows provide much better thermal protection for birds and mammals that use these hollows during late spring and summer.
- A successful artificial cavity program should include a variety of designs and types of hollows that will be suitable in the varying conditions and tailored to meet the needs of specific species.

#### Recommendations from the independent review

Following the audit, review of results and further discussions with Council officers, the following actions have been recommended for the future progression of the artificial cavity program in Bayside:

Recommended Actions	
1	Bayside City Council continue to grow the program with the development of an Artificial Cavity Action Plan. This plan will identify key target fauna species, installation procedures, safety requirements and a monitoring schedule.
2	All species records from the hollows be recorded in the Victorian Biodiversity Atlas. Council should consider providing groups with training on how to collect and record data suitable for submission to the Atlas.
3	Council to coordinate annual hollow checks in collaboration with community groups. Statistics can be used to compare results of different areas and changes in species demographics across the shire. The results can be uploaded to the Atlas and added to an annual report which can be made available to the public to showcase the project.
4	Council to investigate if the artificial cavities can be used to evaluate the success of the Bayside Park Improvement and Habitat Linkage Plan. A strategic approach could be to install hollows in key areas where works are planned to determine if there are changes in species composition and abundance following enhancement.
5	Council to provide groups with recommendations for nest box designs including the use of suitable materials, minimum thickness of timber, colour of paint and internal ladders in all nest boxes. This information is to be developed as part of an Artificial Cavity Action Plan.
6	Council to continue installing chainsaw-carved tree hollows in both dead and living trees under the guidance of a qualified arborist.
7	Council to continue to keep records of annual maintenance requirements of each hollow and make repairs as needed.
8	Cavities should be installed between 3 and 5m to ensure ease of monitoring and maintenance. Existing cavities installed at very high locations should be reinstalled at a lower manageable height.

9	Monitoring should be undertaken at least once per year in spring. This time is appropriate for all target species within Bayside City Council.
10	Council to purchase a pole mounted inspection camera which can be lent out to community groups to aid in monitoring and reduce the need for ladders.

A full copy of the *Bayside Nest Box Review Report* by Arcadis can be found at Attachment 1.

### Conclusion

In relation to the 28 June 2022 Council Meeting Agenda Item 10.3, part 3 that Council:

- a) *preferences nest boxes and log hollows over chainsaw hollows and restricts any future chainsaw hollow work to dead trees and or dead branches only and works with community groups to ensure nest boxes and log hollows are well maintained, well secured and positioned, and not removed.*

The findings of the independent review demonstrated that chainsaw-carved tree hollows provide much better thermal protection for birds and mammals that use these hollows during late spring and summer. This is an important consideration for the future use of chainsaw-carved hollows as it is likely that these structures will mitigate the predicted impacts of temperature increase on local fauna species due to climate change. As such, the report recommends that Council continue installing chainsaw-carved tree hollows in both dead and living trees under the guidance of a qualified arborist as part of continuing and expanding its ongoing Habitat Tree program.

It is further recommended that an Artificial Cavity Action Plan be developed to inform nest box construction and that this plan will be developed in conjunction with Arcadis, Council officers and representatives from relevant community groups (particularly FONW and YWNA).

The Artificial Cavity Action Plan should include a checklist of requirements for future nest box designs to ensure the use of suitable materials, minimum thickness of timber, colour of paint and construction of internal ladders are installed in all nest boxes as a minimum.

Arcadis suggests that each new cavity be selected based on a set of criteria which takes the following into consideration – target species, most likely season of use, monitoring access and safety.

Arcadis also reviewed the *Recommendations from the 'Summary of Audit of the Bayside City Council Habitat Tree Program Data – 2022'* as per the Council resolution (10.3 Item 3b).

There were eight recommendations in the 2022 Summary Audit report, however, five of these were considered as technical improvements to the data collection which did not require input from Arcadis.

Arcadis provided the following advice on the three remaining recommendations from the 2022 Summary Audit report:

1. *Prioritise the use of chainsaw-carved hollows and/or log-hollows as an alternative to plywood nest boxes; this will provide higher-quality thermal environments, which will protect indigenous fauna from the effects of climate change.*

A number of scientific papers were reviewed as part of this assessment. Each of these supported the use of chainsaw-carved tree hollows as evidence from multiple researchers indicate that these hollows do provide greater protection from extreme heat during summer. However, their use may not always be appropriate due to site specific safety concerns or limited ability to create a cavity large enough to accommodate large species (e.g., Brush-tail Possum).

Arcadis recommends that that chainsaw-carved hollows and log hollows should be prioritised over nest boxes when suitable and/or appropriate.

2. *Select target species for the installation of new chainsaw-carved hollows and/or log hollows.*

Arcadis believes identification of target species is vital for the success of any artificial cavity program as this allows for strategic placement of hollows and the best chance to achieve attracting that species.

For example, the entrance hole of a cavity will influence the species that can use the hollow. Constructing hollows with large entrances will result in dominance by larger species such as Brush-tailed Possum and Wood Duck.

Arcadis recommends that Council should work with community members from FONW and YWNA to identify target species and include this in the proposed Artificial Cavity Action Plan.

3. *Undertake an annual inspection of habitat trees to assess the level of risk and occupation by fauna. This should next be undertaken in early Spring 2023*

Arcadis recommends that annual inspections should continue to be undertaken in Spring each year to record occupancy rates and to assist with identifying and rectifying any maintenance issues that arise. This is consistent with the recommendation for monitoring of nest boxes and ensures that all monitoring is undertaken at the same time (Spring) which is appropriate for all target species within Bayside.

The presence of a breeding Kookaburra in a chainsaw-carved hollow near Merindah Park shows that artificial cavities could be valuable for ensuring long-term survival of some iconic species. Preliminary research on Kookaburras has shown that this species has declined in suburban Melbourne and observations of breeding behaviour in a chainsaw-carved hollow is a positive sign.

The extensive microbat nest box programs driven by the Bayside community groups are an important contribution to the conservation of microbats in the region. Microbats have essential ecosystem roles in the local environment including consumption of large volumes of invertebrates and pollination of plants. They also form part of the diet of predatory birds such as Boobook Owls and Tawny Frogmouths.

The Arcadis review noted that while every artificial cavity program will have a varying set of characteristics which can impact the use by native fauna (and there is no 'normal' rate of occupancy of nest boxes/artificial cavities), the 31% of occupied cavities assessed during fieldwork demonstrates that these structures are playing an important role in providing refuge for native birds and mammals within Bayside.

#### Next steps

It is recommended that Council undertake development of an Artificial Cavity Action Plan in conjunction with the relevant 'Friends of' groups and interested members of YWNA as part of its 2024–25 program.

Additionally Council will commence annual monitoring of all identified nest boxes and log hollows in Bayside in Spring 2023. This will include setting up a standard process, minimum requirements for nest box and log hollow construction and installation, appropriate equipment, database management and uploading of fauna records to the Victorian Biodiversity Atlas with the aim to support longer term volunteer led annual monitoring. Representatives from both FONW and YWNA will be invited to be involved in further developing this program.



### **Recommendation**

That Council:

1. notes the findings from the Arcadis Bayside Nest Box Review Report
2. refers the development of an Artificial Cavity Action Plan (ACAP), incorporating a mixture of chainsaw hollows, log hollows and nest boxes as part of the 2024–25 Budget process
3. supports volunteer groups to develop the skills required to develop and undertake the annual nest box monitoring program
4. commences an annual monitoring program for nest boxes, chainsaw hollows and log hollows from September 2023.

### **Support Attachments**

1. Attachment 1 - Bayside Nest Box Review Report ↓

## **Considerations and implications of proposition**

### **Social**

Protecting and enhancing indigenous biodiversity, and the importance of the natural environment was a key theme from the community during consultation for its 2050 vision for Bayside. The foreshore and natural areas are highly valued by residents and visitors and have been protected and cared for by local environmental volunteers for many decades.

Local Friends groups have been actively installing nest boxes throughout Bayside to assist in the provision of habitat for native fauna in the absence of natural hollows.

### **Natural Environment**

Australia has more than 300 animal species ranging from mammals, birds, reptiles to amphibians that rely on tree hollows for shelter and breeding purposes. Natural tree hollows that form in large trees are the result of decay or limb damage and in some instance, the size of the hollows required by some species can take several hundred years to form. With the reduction of old growth forest and many large trees being removed due to development in urban areas, the reduction of hollow bearing trees is considered a serious threat to many native fauna species.

In the absence of natural tree hollows, properly constructed and installed nest boxes and repurposed log hollows are considered to be vital alternatives to provide replacement habitat for hollow dependent species.

### **Climate Emergency**

Climate change has the potential to impact every element of life in Bayside. The impacts include increased maximum and minimum temperatures, more intense rainfall events/inundation, rising sea levels, more hot days and heat waves, less rainfall in winter and spring and harsher and longer fire seasons.

To maintain and improve essential biodiversity, actions must aim to provide for a diverse range of climate resilient habitats to support native fauna to adapt to changing climates. While the provision of nest boxes and repurposed log hollows in the absence of suitable natural tree hollows can benefit native fauna, care must be taken with the design and installation of nest boxes to ensure that the construction material and location will protect the inhabitants from extremes in weather.

Thicker materials protect better against extreme heat and the placement of nest box structure should ensure protection from direct sun (i.e., be installed on the south-eastern side of the tree or structure) and be shaded by tree canopy.

### **Built Environment**

There are no known implications for the built environment associated with the projects detailed in this report.

### **Customer Service and Community Engagement**

As part of the independent review, Arcadis met with representatives from Friends of Native Wildlife for a half day tour to view and assess a large sample of their nest boxes at various parks and reserves across Bayside.

A sample of nest boxes were checked with a ground operated pole camera to observe and document nest box inhabitants and various attachment methodologies and target species construction techniques were discussed.

Representatives from YWNA were contacted multiple times by Council officers to request they meet onsite with Arcadis to discuss the nest boxes and log hollows installed at YWNR; however no replies were received. Arcadis consultants did manage to have one conversation with a YWNA representative to clarify

It is anticipated that that representatives from both FONW and YWNA will be invited to continue to be involved in developing the Artificial Cavity Action Plan with Council officers and Arcadis.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of this program, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this program does not meet the requirement for a comprehensive Equity Impact Assessment (EIA) at this time and it has been approved by the EIA Lead not to progress with the assessment.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

All native birds, mammals, reptiles and frogs are protected in Victoria under the *Wildlife Act 1975*.

As a management authority for Crown Land and other public spaces, Council has a duty of care to ensure protected native wildlife is free from harm, and to reduce or minimise known risks to these species where possible and practicable within Council managed land and open space.

Any installation of artificial nest boxes, log hollow or chainsaw carved hollows should comply with relevant research recommendations to ensure the best outcomes are achieved for native wildlife.

### **Finance**

The cost of future monitoring (on an annual basis) has been costed at approximately \$18,000 p/a, including database management and uploading fauna records to the Victorian Biodiversity Atlas. The development of an Artificial Cavity Action Plan is expected to cost between \$10,000 and \$15,000 depending on finalisation of scope with the consultant.

Council has allocated funds within the 2023–24 budget which will contribute to capacity building and support for environmental groups to utilise the Victorian Biodiversity Atlas.

### **Links to Council policy and strategy**

The provision of nest boxes and log hollows to assist with the preservation of habitat for native fauna is consistent with Goal 1: Our Planet in the Council Plan 2021–25:

*As custodians, we will lead, act and advocate on the critical issues of environmental sustainability and Climate Emergency, and on our shared responsibility to care for and protect Earth's vitality, diversity, beauty and the community of life.*

The provision of nest boxes and log hollows is also consistent with the principles of the *Bayside Biodiversity Action Plan (BAP) 2018–27*.

Attachment 1



# A review of nest boxes, log hollows and chainsaw-carved hollows in Bayside City Council

Prepared on behalf of Bayside City Council

April 2023



A review of artificial hollows

## Version Control

Revision No.	Date Issued	Approver
0	19/1/23	E. Lanham
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A review of artificial hollows

## Contents

1	Executive summary .....	1
2	Objectives of the review.....	3
3	Literature review .....	3
4	Methods .....	5
5	Results .....	5
6	Discussion and recommendations .....	15
7	References.....	22
8	Appendix 1.....	24

## 1 Executive summary

Bayside City Council has been working collaboratively with a range of local community groups to install nest boxes, log hollows and chainsaw carved hollows (collectively termed cavities) for local wildlife. These cavities were installed either as small stand-alone projects (microbat monitoring by Friends of Native Wildlife) or opportunistically when large trees have been removed. Some of the cavities are monitored by Bayside City Council on an annual basis, others are managed by community groups.

Arcadis was commissioned by Council to undertake an independent evaluation of the existing cavities. Arcadis met with various stakeholders including the Council staff, community groups including Friends of Native Wildlife and Council contracted arborist (Ironbark Environmental Arboriculture) to understand the current program and the potential challenges.

Arcadis ecologists undertook checks of cavities across multiple reserves and roads in Bayside City Council to compile data to be used to evaluate the program and for making recommendations. Council's contracted arborists also provided raw data with information about the occupancy of nest boxes and chainsaw carved hollows.

### Key findings:

- Thirty one percent of inspected cavities were occupied by fauna including Australian Wood Duck (*Chenonetta jubata*), Rainbow Lorikeet (*Trichoglossus moluccanus*), Brush-tailed Possum (*Trichosurus vulpecula*), Common Ringtail Possum (*Pseudocheirus peregrinus*), and Laughing Kookaburra (*Dacelo novaeguineae*)
- Friends of Native Wildlife report that their nest boxes are regularly used by common microbats including Gould's Wattle Bat (*Chalinolobus gouldii*) and Lesser Long-eared Bat (*Nyctophilus geoffroyi*)
- Two hollows were found to contain two pest species - the European Honeybee (*Apis mellifera*) and Common Myna (*Acridotheres tristis*)
- Arcadis ecologists inspected 48 cavities (out of a total 73 cavities). Of these cavities inspected, 37% (n=8) were installed at heights greater than 5m which would make monitoring with a pole mounted inspection camera difficult, and use of ladders extremely dangerous
- Our ecologists found 27 % (n=20) of cavities required immediate attention due to unstable mounting, cracks forming or broken lids.
- Species encountered in the cavities are not being recorded in public databases such as the Victorian Biodiversity Atlas
- Designs of cavities were found to be appropriate but in some cases the entrance holes were too small or in obscure locations preventing monitoring using ground-based cameras
- There are opportunities for Council to provide greater support to community groups including guidance on installation methods and management of data. An opportunity exists to enhance collaboration through consultation with community groups prior to any artificial cavity programs
- Chainsaw-carved tree hollows provide much better thermal protection for birds and mammals that use these hollows during late spring and summer. A successful artificial cavity program should include a



variety of designs and types of hollows that will be suitable in the varying conditions and tailored to meet the needs of specific species.

#### Recommendations

No.	Action
1	Bayside City Council continue to grow the program with the development of an artificial cavity Action Plan. This plan will identify key target fauna species, installation procedures, safety requirements and a monitoring schedule.
2	All species records from the hollows be recorded in the Victorian Biodiversity Atlas. Council should consider providing groups with training on how to collect and record data suitable for submission to the Atlas.
3	Council to coordinate annual hollow checks in collaboration with community groups. Statistics can be used to compare results of different areas and changes in species demographics across the shire. The results can be uploaded to the Atlas and added to an annual report which can be made available to the public to showcase the project.
4	Council to investigate if the artificial cavities can be used to evaluate the success of the Bayside Park Improvement and Habitat Linkage Plan. A strategic approach could be to install hollows in key areas where works are planned to determine if there are changes in species composition and abundance following enhancement.
5	Council to provide groups with recommendations for nest box designs including the use of suitable materials, minimum thickness of timber, colour of paint and internal ladders in all nest boxes. This information is to be developed as part of an artificial cavity Action Plan.
6	Council to continue installing chainsaw-carved tree hollows in both dead and living trees under the guidance of a qualified arborist.
7	Council to continue to keep records of annual maintenance requirements of each hollow and make repairs as needed.
8	Cavities should be installed between 3 and 5m to ensure ease of monitoring and maintenance. Existing cavities installed at very high locations should be reinstalled at a lower manageable height.
9	Monitoring should be undertaken at least once per year in spring. This time is appropriate for all target species within Bayside City Council.
10	Council to purchase a pole mounted inspection camera which can be lent out to community groups to aid in monitoring and reduce the need for ladders.

## 2 Objectives of the review

The objectives of the review were to address concerns raised in a resolution by Councillors (Council Agenda from 28 June, Item 10.13). In particular, the review sought to answer the following questions:

- *obtains a second opinion from an independent company in relation to the nest-box and log hollow program. Key parts of the review will include:*
  - *learnings from all successful nest boxes and log hollows*
  - *learnings from nest boxes and log hollows with limited occupancy*
  - *review Recommendations from the Summary of Audit of the Bayside City Council Habitat Tree Program Data – 2022*
- *preferences nest boxes and log hollows over chainsaw hollows and restricts any future chainsaw hollow work to dead trees and or dead branches only and works with community groups to ensure nest boxes and log hollows are well maintained, well secured and positioned, and not removed*

## 3 Literature review

In Australia, there are more than 300 hollow dependent species that rely on tree hollows for refuge and breeding (Gibbons et al. 2002). This includes a range of mammals, birds, reptiles and amphibian species.

Natural tree hollow form through decay from damage or loss of limbs (Gibbons et al., 2000; Adkins, 2006). Deep hollows required by large parrots and mammals can take several hundred years to develop (Koch et al., 2008; Le Roux et al., 2016; Gibbons et al., 2000). The reduction in hollow-bearing trees from tree loss is considered a serious threat to many fauna species (Gibbons et al., 2002; Lindenmayer et al., 2014).

Land managers such as local governments need to take steps to conserve existing tree hollows and provide temporary solutions in lieu of natural hollow formation. Typically, artificial cavities have consisted of nest boxes. Recent research has identified some problems with nest boxes including a lack of thermal protection and limited lifespan. This criticism has resulted in the development of alternatives and improvements to previous designs, including chainsaw carved tree hollows (Terry et al. 2021, Griffiths et al. 2018, Rueegger 2017) and the testing of different materials for nest box construction.

Nest boxes remain an important tool due to their relative low cost and ease of construction. Goldingay et al. (2018) showed that mode of attachment to trees and the materials used in construction were important variables for successful long-term nest box programs. Other studies have shown that placement (Goldingay et al. 2018) and paint (Griffiths et al. 2017, Ellis and Rhind 2021) are also important characteristics.

Nest boxes are important for providing habitat for hollow dependent species. In addition, they are also an excellent survey tool for detecting cryptic fauna (Beyer and Goldingay 2004). In Bayside City Council, there are 41 hollow dependent species (Table 1) which nest boxes, log hollows and chainsaw-carved tree hollows could benefit.

It should be noted that artificial cavities are not a replacement for large hollow bearing trees (Lindenmayer et al. 2014, Roux et al. 2016). A nest box has a limited lifespan and requires maintenance over its lifespan. Large trees provide valuable ecosystem functions. In addition to natural tree hollows, large trees provide protection from predators, nectar and insects. Protection of large old trees should be the highest priority.

Table 1. Hollow dependent fauna of Bayside City Council. Asterix (\*) denotes threatened species. Data extracted from the Victorian Biodiversity Atlas (2022) and iNaturalist (2022)

Common name	Scientific name	No. of records	Year last recorded
Australian King-Parrot	<i>Alisterus scapularis</i>	3	22/02/2018
Australian Owlet-nightjar	<i>Aegotheles cristatus</i>	1	8/07/2020
Australian Wood Duck	<i>Chenonetta jubata</i>	257	3/08/2021
Barn Owl	<i>Tyto alba</i>	3	1/11/2004
Black Rat	<i>Rattus rattus</i>	9	28/11/2016
*Blue-winged Parrot	<i>Neophema chrysostoma</i>	1	5/05/2021
Brown Rat	<i>Rattus norvegicus</i>	15	28/10/1998
Budgerigar	<i>Melopsittacus undulatus</i>	3	1/04/1999
Cockatiel	<i>Nymphicus hollandicus</i>	6	1/03/2005
Common Brush-tailed Possum	<i>Trichosurus vulpecula</i>	25	6/03/2018
Common Myna	<i>Acridotheres tristis</i>	458	21/08/2021
Crimson Rosella	<i>Platycercus elegans</i>	58	8/08/2021
Eastern Ring-tailed Possum	<i>Pseudocheirus peregrinus</i>	82	6/03/2018
Eastern Rosella	<i>Platycercus eximius</i>	427	8/08/2021
European Honey Bee	<i>Apis (Apis) mellifera</i>	2	15/08/2018
Galah	<i>Eolophus roseicapilla</i>	269	8/08/2021
*Gang-gang Cockatoo	<i>Callocephalon fimbriatum</i>	8	17/08/2019
Gould's Wattled Bat	<i>Chalinolobus gouldii</i>	2	1/01/1978
Grey Shrike-thrush	<i>Colluricincla harmonica</i>	35	22/07/2001
Laughing Kookaburra	<i>Dacelo novaeguineae</i>	55	6/03/2021
Lesser Long-eared Bat	<i>Nyctophilus geoffroyi</i>	2	19/02/1967
Little Corella	<i>Cacatua sanguinea</i>	68	9/07/2021
Little Lorikeet	<i>Parvipsitta pusilla</i>	24	13/02/2020
Long-billed Corella	<i>Cacatua tenuirostris</i>	23	15/05/2020
Marbled Gecko	<i>Christinus marmoratus</i>	1	3/07/1981
Musk Lorikeet	<i>Glossopsitta concinna</i>	342	8/08/2021
Peron's Tree Frog	<i>Litoria peronii</i>	1	11/01/2018
Purple-crowned Lorikeet	<i>Parvipsitta porphyrocephala</i>	7	12/12/2017
Rainbow Lorikeet	<i>Trichoglossus moluccanus</i>	683	21/08/2021
Rainbow x Scaly-breasted Lorikeet (hybrid)	<i>Trichoglossus haematodus x chlorolepidotus</i>	15	20/04/2019
Red-rumped Parrot	<i>Psephotus haematotus</i>	27	10/04/2021
Sacred Kingfisher	<i>Todiramphus sanctus</i>	20	1/12/2004
Scaly-breasted Lorikeet	<i>Trichoglossus chlorolepidotus</i>	26	6/03/2021
Southern Boobook	<i>Ninox boobook</i>	12	14/12/2007
Spotted Pardalote	<i>Pardalotus punctatus</i>	212	8/08/2021
Sulphur-crested Cockatoo	<i>Cacatua galerita</i>	79	19/06/2021
Superb Parrot	<i>Polytelis swainsonii</i>	1	1/01/1975
*Swift Parrot	<i>Lathamus discolor</i>	22	6/06/2021
White-striped Free-tailed Bat	<i>Austronomus australis</i>	4	20/04/1988
*Yellow-bellied Sheath-tail Bat	<i>Saccolaimus flaviventris</i>	2	24/04/2002
Yellow-tailed Black-Cockatoo	<i>Calyptorhynchus funereus</i>	17	16/06/2021

## 4 Methods

Arcadis and Bayside City Council took a collaborative approach in the preparation of this document. This involved email, online and in-person meetings between key personnel from Bayside City Council and Arcadis, as well as with representatives from community groups.

Key personnel included in the consultation process were:

- Amy Weir (Biodiversity and Conservation Planning Officer – Bayside City Council)
- Mary Markowski (Open Space Arborist – Bayside City Council)
- Damian Carr (Parks Management Officer – Bayside City Council)
- Gio Fitzpatrick (Yalukit Willam Nature Association)
- Elizabeth Walsh (Friends of Native Wildlife)
- Grant Harris (Managing Director – Ironbark Environmental Arboriculture)

Arcadis inspected 48 nest boxes, log hollows and chainsaw carved tree hollows across multiple sites including Yalukit Willam Nature Reserve, Long-hollow Heathland reserve, Tjilatjirrin Reserve, Cheltenham Recreation Reserve, Tulip Street Reserve, St Andrews Court (Black Rock) and Merindah Park. The results for a further 25 nest boxes and chainsaw hollows were provided by Ironbark Environmental Arboriculture Audit of the Bayside City Council Habitat Tree Program Data.

All cavities were checked for occupancy by animals or any signs of use (nests, feathers, eggs, etc). Any issues with designs or installation were also noted down as part of the assessment.

It should be noted that Arcadis attempted to report on the results of all artificial cavities across Bayside City Council. However, it is possible that there are additional artificial cavities which were not able to be located and checked as part of this review.

## 5 Results

Areas where artificial cavities have been installed are shown in Figure 1. Nest boxes have been installed in both live and dead trees (stags) within the Bayside City Council area. A suite of nest box designs have been used targeting microbats, arboreal mammals, owls, and other hollow-nesting bird species. Nest box materials vary, with some boxes using recycled materials such as timber fencing panels, and others using painted timber. Boxes have been installed primarily using wire or rope on tree limbs. Height of installed nest boxes were found to range from 3 metres to well above 8 metres.

All chainsaw-carved hollows have been installed in salvaged dead tree stumps retained during tree removal activities. This is an excellent strategy to make use of existing structures and create hollows for species from a tree which would otherwise be chipped. Examples of artificial cavities (nest boxes, chainsaw-carved tree hollows and log hollows) are shown in Plate 1.

Chainsaw carved hollows have been installed in large stags within Bayside. These carved hollows have separate entrance holes and face plates have been created with plywood. Chainsaw hollow openings range from 5cm to 10cm and installed between 6 and 12m.

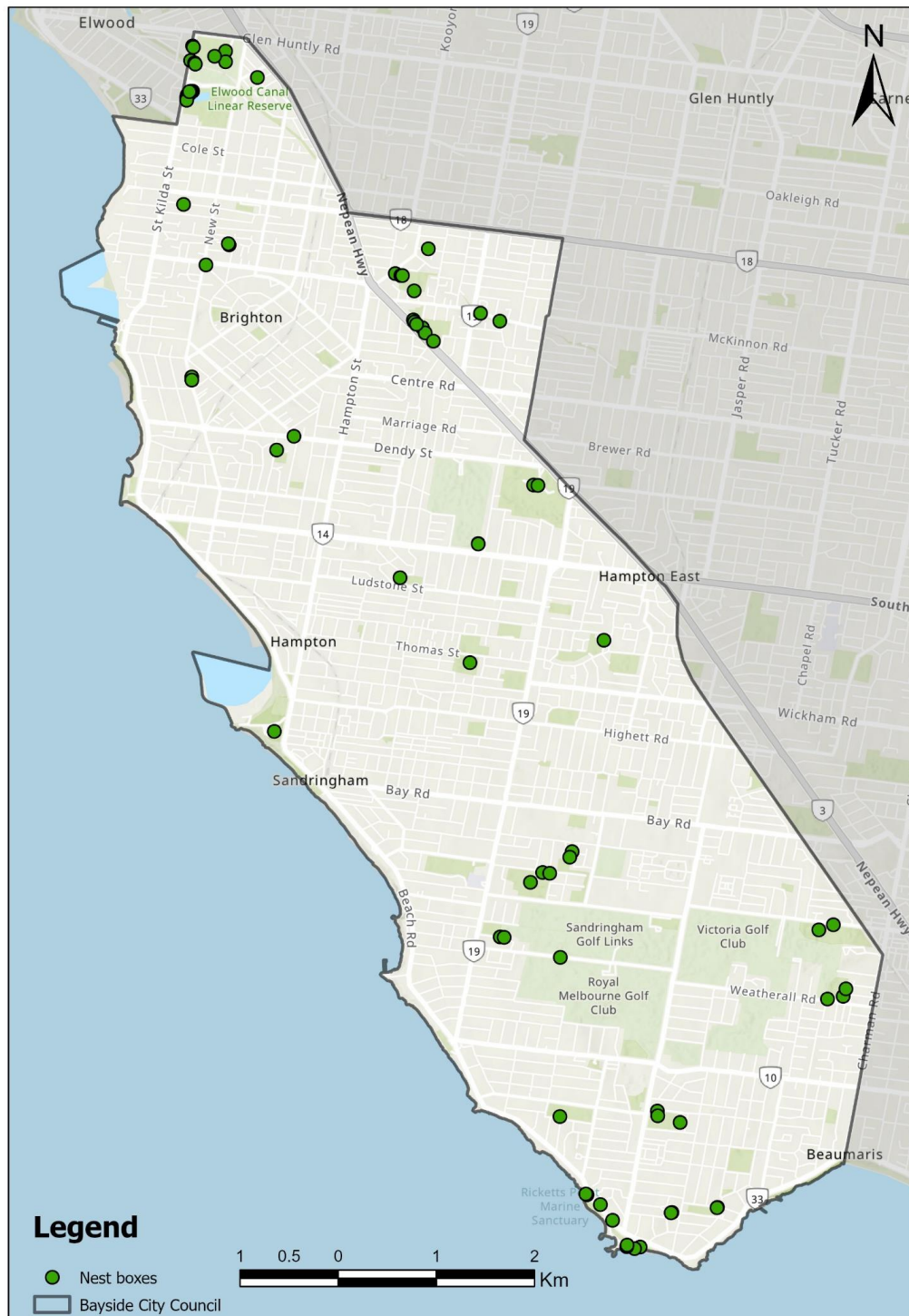


Figure 1. Map showing some of the nest box installations across the Bayside City Council local government area that Arcadis covered in this review. Please note that there is potentially more nest boxes installed throughout the municipality which were not located as part of this review.

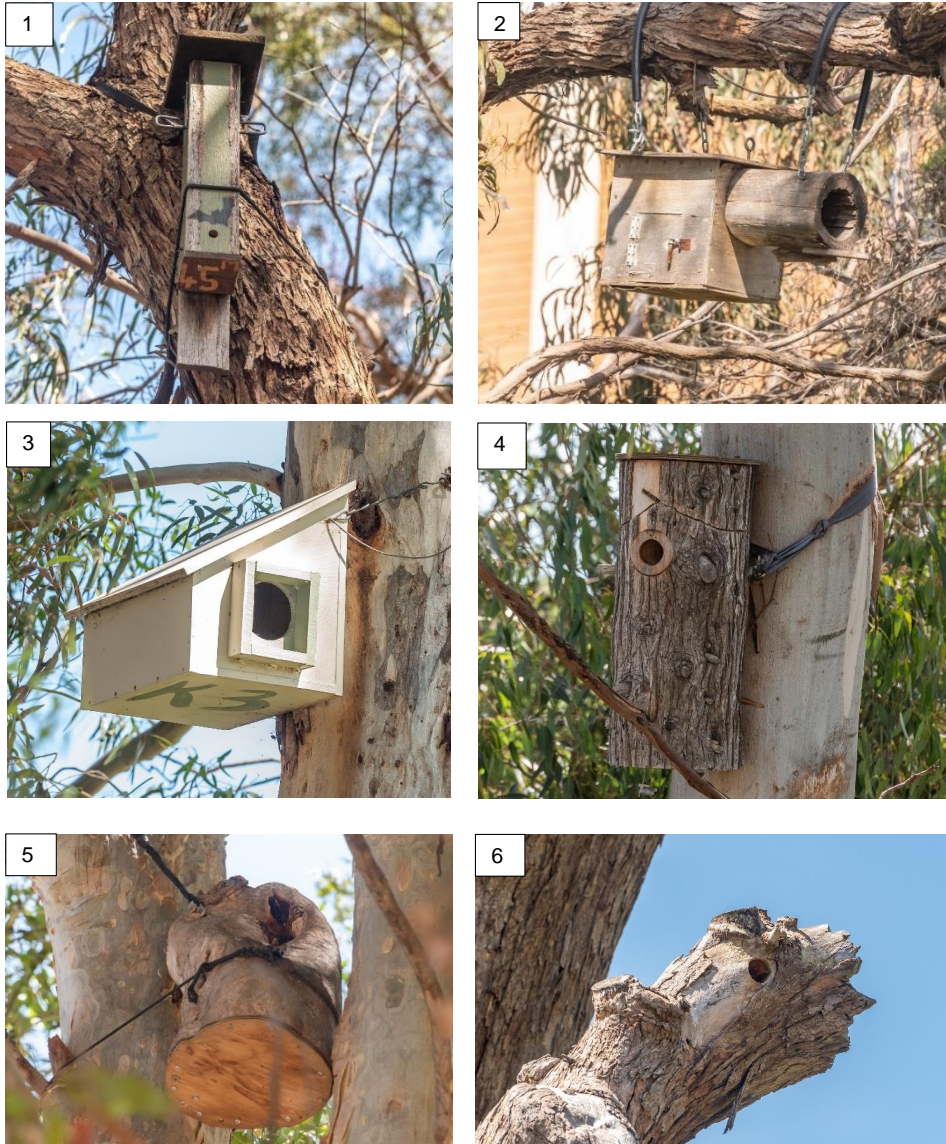


Plate 1 Examples of artificial cavities observed during occupancy checks. Friends of Native Wildlife (1 and 2) nest boxes for microbats and possums. Elsterwick Park Association Duck nest box (3) and log hollow (4). Log hollow and chainsaw-carved tree hollow (5 and 6) installed by Council's contracted arborist.

### Occupancy

Traditional timber nest boxes were the most common artificial cavity installed with 60% (Figure 2), while two nest boxes constructed of PVC were located at Yalukit William Nature Reserve.

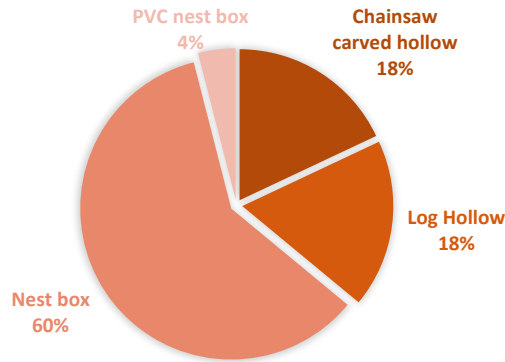


Figure 2. Pie chart showing the percentage of different cavities designs installed across Bayside City Council (n=73).

Arcadis undertook an analysis of occupancy by fauna within all 73 artificial cavities and found a rate of 31%. Cavities were most widely used by native fauna with pest occupancy at only 8.6%. The two introduced species encountered were European Honeybee and Common Myna (Figure 3). The native species encountered were frequent users of artificial cavities. The most frequent users of the cavities were Common Ring-tail Possum (*Pseudocheirus peregrinus*) and Australian Wood Duck (*Chenonetta jubata*). A Laughing Kookaburra was recorded incubating two eggs inside a chainsaw carved hollow near Tulip Street. A pole mounted inspection camera was used to check the animals inside of hollows (Plate 2).

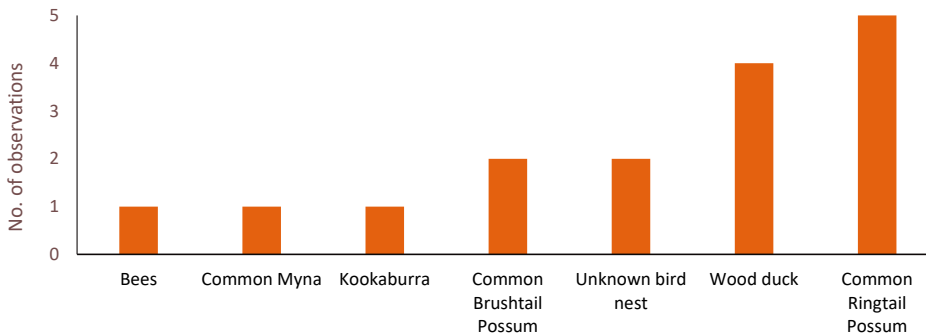


Figure 3. Species recorded inside of the cavities with a pole mounted inspection camera.



Plate 2. 1) A Laughing Kookaburra exits a chainsaw-carved tree hollow in a dead tree on Tulip Street. The pole mounted camera revealed two eggs being incubated. 2) Common Ringtail Possums were also frequently found inside of the cavities. In this instance, a small family were discovered. 3) Rainbow Lorikeet eggs and feathers inside of a chainsaw hollow.





Plate 3. A nest box ground operated pole cameras was used to check inside the cavities. This technique reduces interference to wildlife and removes the risk of ladders.

The artificial cavities were all found to support a range of species and there was little evidence that one hollow design was better suited to a particular taxon (Figure 4). The entrance holes were more of a limiting factor. The entrance holes of the chainsaw hollows meant that they were less suitable for possums. The larger openings in nest boxes supported larger species including Australian Wood Duck (Plate 4) and Common Ringtail Possum.

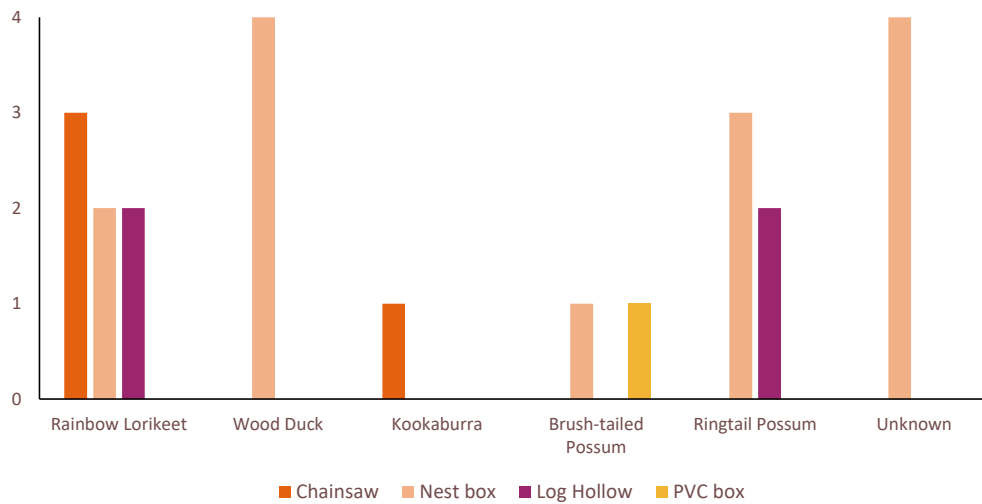


Figure 4. Species and occupancy of different artificial cavity designs. Unknown represents cavities where nesting material was observed but the actual inhabitants were unclear. Please note that this data is not statistically standardised and the higher numbers of use in nest boxes reflects the larger number of this design compared with others.



Plate 4. Australian Wood Duck incubating eggs inside a nest box at Elsternwick Park. Nest boxes with larger entrances provided Wood Ducks with nesting opportunities.

### Maintenance issues

Monitoring of the cavities revealed some issues that require further investigation including maintenance needed, entrance hole too small (or in obscure location) preventing the use of ground operated pole mount camera and excessive height making monitoring very difficult and potentially dangerous (Figure 4). Traditional plywood nest boxes required the most maintenance (Figure 6) reflecting the high numbers installed and the reduced lifespan of ply. Plate 5 shows the common maintenance issues encountered during the site inspection.

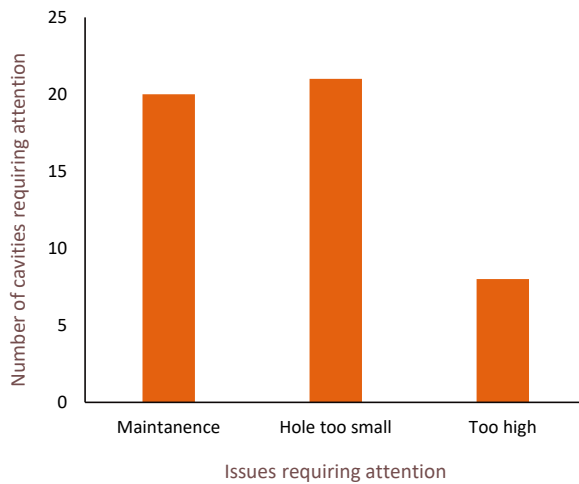


Figure 5. Overall number of cavities with issues that require attention.

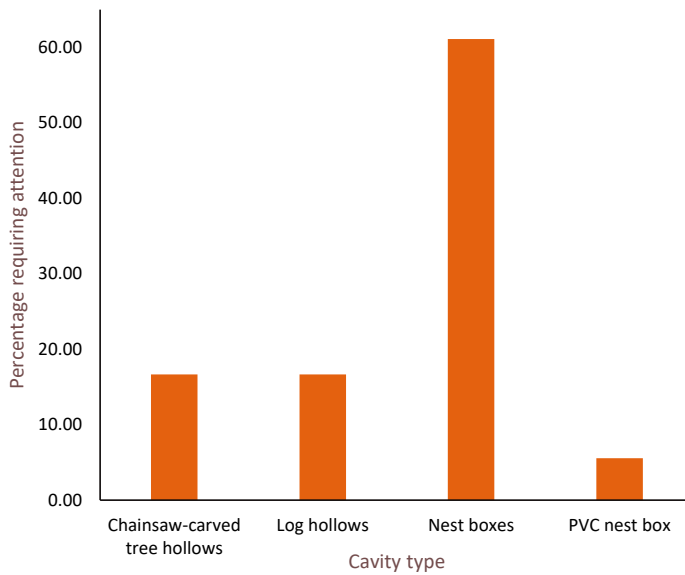


Figure 6. Cavity design versus percent requiring maintenance

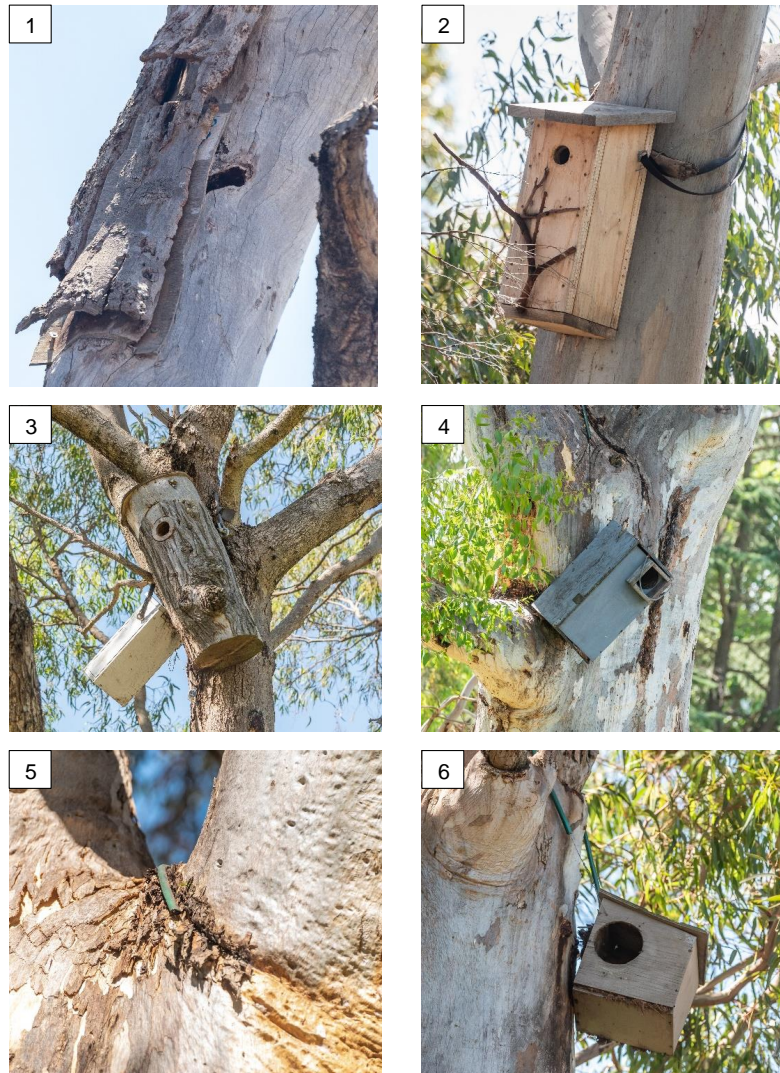


Plate 5. Typical maintenance issues with artificial cavities: 1) Chainsaw-carved tree hollow faceplate peeling leaving cavity exposed. 2, 3 and 4) nest boxes and log hollows incorrectly installed with loose wire and cord increasing the risk of falling. The large green box (4) has had its wire snap and is about to fall. 5) This image shows the start of ring barking which can occur when a wire is left unchecked for many years. In this instance the rusty wire has snapped. 6) This box is very loose and could pose a risk to fauna during extreme wind - a Brush-tailed Possum was inside.

Installing cavities at heights greater than 5 metres can introduce issues when monitoring and maintenance is required. Chainsaw hollows installed professionally by tree climbers and elevated work platforms are unlikely to be reached with a ladder. Overall, we found that chainsaw-carved tree hollows were most likely to be located at heights unreachable by ladders and could not be reached with our pole camera (Figure 5). This adds additional time and/or cost to monitoring and maintenance.

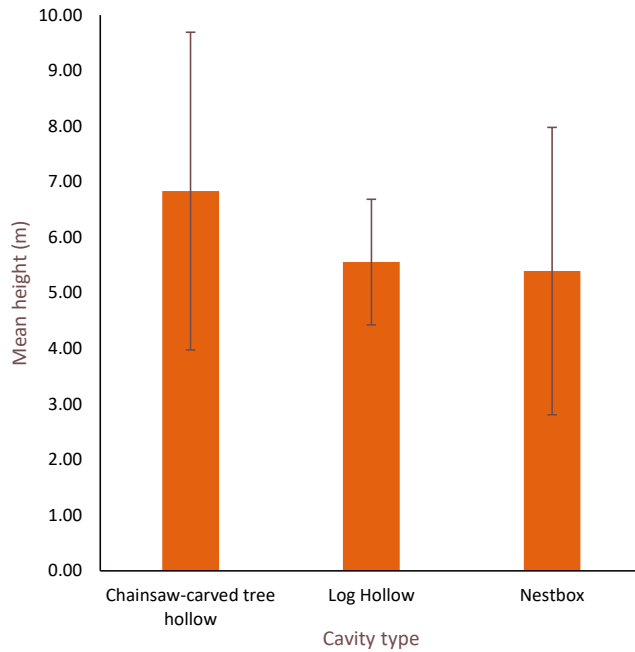


Figure 7. The mean heights of different cavity designs and standard deviations. All cavities had a combined mean height of 5.26m (SD=2.4, n=48).

**Feedback from Community**

- The Friends of Native Wildlife concentrate on microbat nest boxes. Despite not having any bats observed during our visit, the group has reported frequent visitations of microbats which include Gould’s Wattle Bat and Lesser-long Eared Bat
- This group monitors nest boxes in the region but also has a focus on providing local residents with nest boxes for microbat conservation
- The Friends of Native Wildlife prefer the use of wire to attach nest boxes to avoid impacts to tree health where possible
- The Yalukit Willam Nature Association have been conducting experiments with temperature data loggers to help improve their designs
- Monitoring has revealed numerous target species including Red-rumped Parrots and Eastern Rosellas
- An opportunity exists to improve collaboration through increased consultation with community groups prior to any planned artificial cavity works
- Both groups were open to more recording of data including an annual check whereby the data is uploaded to the Victorian Biodiversity Atlas

## 6 Discussion and recommendations

### Rate of occupancy

There is no 'normal' rate of occupancy of nest boxes (or other artificial cavities). This is because every program has a different set of characteristics that could affect the up-take of fauna. Research on nest boxes has been conducted in highly disturbed forests where hollow dependent fauna including sugar gliders and phascogales compete for all hollows but the current project occurs in an urban setting with lower competition for hollows. An urban park is likely to see lower occupancy rates due to landscape characteristics rather than poor artificial cavity designs.

One study by <sup>2</sup>Roux et al. (2016) found that occupancy rates in an urban built-up setting were 55%, mostly by common and invasive species. Another consideration is that many cavities installed within the Bayside City Council are targeting microbats which are very cryptic and much harder to find. A long-term nest box study by Bender (2011) showed that occupancy by microbats in some cases took several years before bats started to use the artificial cavities.

The 31% of cavities occupied observed during the field assessment of this report demonstrates the importance of providing refuges for birds and mammals within the Bayside City Council. In particular, the breeding of a Laughing Kookaburra near Merindah Park showed that artificial cavities could be important for ensuring long-term survival of some iconic species. Preliminary research on Kookaburras has shown that this species has declined in suburban Melbourne (Herman 2017) and observations of breeding behaviour in a chainsaw-carved hollow is a positive sign.

The extensive microbat nest box programs driven by community groups are an important contribution to the conservation of microbats in the region. Microbats have essential ecosystem roles in the local environment including consumption of large volumes of invertebrates and pollination of plants. They also form part of the diet of predatory birds such as Boobook Owls and Tawny Frogmouths.

#### **Recommendation 1.**

Bayside City Council continue to grow the program with the development of an artificial cavity Action Plan. This plan will identify key target fauna species, installation procedures, safety requirements and a monitoring schedule.

### Victorian Biodiversity Atlas

A review of nest box programs in Victoria showed that only 6% of nest boxes have species occupancy data uploaded to public databases (Macak 2020). Recording and sharing artificial cavity occupancy data is essential and would add substantial value to the monitoring.

The Victorian Biodiversity Atlas (2022) provides a dataset that feeds into a range of biodiversity tools used in everyday decision making such as local planning and conservation of threatened species. It also provides data for assessing changes in species distributions and how this has changed over time. This makes it a core input to government processes and programs that impact native plants and animals. Reliable data in the Atlas has benefits for environmental planning and potentially improving conservation outcomes for local Bayside species.

Searches of the Victorian Government peer reviewed Biodiversity Atlas show that records for many hollow dependent species have not been recorded in Bayside in many decades. For example, the last Gould's Wattle Bat was recorded in 1978 and Lessor Long-eared Bat in 1967. Discussions with Elisabeth Walsh (Friends of Native Wildlife) indicate that these species have been detected recently within nest boxes.

There is an opportunity to utilise the nest boxes to collect valuable biodiversity data. This information would be critical for measuring future impacts such as climate change. It could also be used to evaluate the success of actions detailed within the Bayside City Council Park Improvement and Habitat Linkage Plan.

**Recommendation 2.**

All species records from the hollows be recorded in the Victorian Biodiversity Atlas. Council should consider providing groups with training on how to collect and record data suitable for submission to the Atlas.

**Recommendation 3.**

Council to coordinate annual hollow checks in collaboration with community groups. Statistics can be used to compare results of different areas and changes in species demographics across the shire. The results can be uploaded to the Atlas and added to an annual report which can be made available to the public to showcase the project.

**Links to other policy**

Bayside City Council has a suite of reserves and parklands that play a vital role in supporting the persistence of local native fauna populations. The Park Improvement and Habitat Linkage Plan has been developed by the council with the goal to deliver two actions from the Bayside Biodiversity Action Plan 2018-2027, including:

- Identify opportunities for the establishment of habitat corridors and/or islands to link important conservation areas
- Undertake supplementary plantings and habitat augmentation works to improve wildlife corridors on public land

The use of artificial cavities supports the objectives of the Biodiversity Action Plan and Park Improvement and Habitat Linkage Plan through increasing the amount of available habitat for hollow-dependent fauna.

There is an opportunity to use nest boxes, log hollows and chainsaw-carved tree hollows for evaluating habitat improvement by monitoring fauna abundance or diversity in areas where works have been undertaken.

**Recommendation 4.**

Council to investigate if the artificial cavities can be used to evaluate the success of the Bayside Park Improvement and Habitat Linkage Plan. A strategic approach could be to install hollows in key areas where works are planned to determine if there are changes in species composition and abundance following enhancement.

**Design****Nest boxes**

Essential to nest box designs is thick, water-resistant timber that will protect the inhabitants from extremes in weather. Thicker materials will buffer temperatures and ensure greater protection. Research by Griffiths et al. (2017) found that chainsaw-carved tree hollows and log hollows have similar thermal properties in high summer temperatures to natural tree hollows. Construction of nest boxes using very thin materials should be avoided.

During our nest box inspections, a Wood Duck was observed incubating a clutch of eggs in a nest box at Merindah Park. The nest box was located on a partially removed pine tree which had no canopy cover. The box was in direct sun and the nest box would have likely been very hot. Subsequent checks following high spring

temperatures (>25C) found that this nest was abandoned. It is possible that the temperatures inside the nest box resulted in the abandonment of the nest.

Where possible, the land manager should be providing wildlife with refuges that maximise protection from the weather. Animals that have no choice may select inferior hollows out of desperation which could result in impact to the animal's welfare. A study by Terry et al. (2021) found that small mammals showed a preference for chainsaw-carved hollows over nest boxes constructed of the same interval dimensions. The greater protection from temperature is likely to be key characteristic in this preference of cavity.

#### **Log hollows**

The log hollows observed appeared to be well designed with thick insulating sides and deep grooves for grip (Plate 6). The installation of log hollows using arborist cord should be monitored carefully as chewing by parrots could pose a threat to these cavities. A potential alternative solution would be to attach the log hollows using similar Habisure wire as used with nest boxes.



Plate 6. The grooves and grip in the log hollows ensured animals could safely climb out. Grip on the sides of artificial cavities is important for fledging birds as they climb out for the first time. Picture from Yalukit Willam Nature Reserve.

#### **Chainsaw-carved tree hollows**

The chainsaw carved-tree hollows appeared to be in good condition but in some cases, warping of the faceplate was observed. This occurs when a green piece of timber is used for the faceplate. An alternative method is to use a kiln dried piece of hardwood and pre-make a faceplate (see Terry et al. 2021).

As chainsaw-carved tree hollows (and bored hollows – eg. Hollow Hog) provide superior thermal protection when compared to nest boxes and log hollows (Griffiths et al. 2017), they can be installed on dead or excessively trimmed trees. However, the lack of canopy cover may be a deterrent for some timid bird and bat species which may be at higher risk of predation when exiting tree hollows.

Installation of chainsaw-carved tree hollows in living trees has the benefit of providing canopy cover. In addition, callous regrowth can also grow over the edges of the cavity preventing water ingress. It should be noted that there are still many gaps in the knowledge of chainsaw-carved tree hollows. Terry et al. (2021) showed the rapid callous regrowth over the faceplates was a significant problem with only some species of eucalypts. Longterm impacts to tree health are not well understood (Terry et al. 2021). At present, the benefits of thermal protection outweigh these negatives which can be addressed through maintenance.



To date, no research has shown tree deaths as a result of chainsaw-carved tree hollows. Terry et al. (2021) and Rueegger (2017) suggested that carved hollows should not extend further than one third of the thickness into the main stem. This conservative approach ensures two thirds of the stem remains intact and minimises harm to the tree. A precautionary measure should be used for chainsaw-carved tree hollows to only install small hollows thus reducing the amount of living tissue being removed. If installation is to be undertaken on a live stem, the focus should be on creating smaller hollows for small species such as Red-Rumped Parrot (*Psephotus haematonotus*) and microbats. An experienced arborist should be consulted when designing any chainsaw-carved hollows.

#### **Other designs**

Nest boxes constructed of PVC were observed during the assessment. PVC can become very hot to touch in direct sun light. Nest boxes constructed of timber have a proven track record (Beyer and Goldingay 2006) but can become hot in summer due to poor insulation properties. Discussions with Gio Fitzpatrick indicate that these unusual designs were created to provide thermally optimal hollows for heat. The design includes insulation which has been shown to reduce temperatures making them suitable for nesting birds.

#### **Recommendation 5.**

Council to provide groups with recommendations for nest box designs including the use of suitable materials, minimum thickness of timber, colour of paint and internal ladders in all nest boxes. This information is to be developed as part of an artificial cavity Action Plan.

#### **Recommendation 6.**

Council to continue installing chainsaw-carved tree hollows in both dead and living trees under the guidance of a qualified arborist.

## **Maintenance**

The site visit revealed that numerous nest boxes, log hollows and chainsaw-carved tree hollows required maintenance. This is considered a core activity for management of artificial cavities and requires a regular program (Lindenmayer et al. 2017, Beyer and Goldingay 2006). An annual audit to check the occupancy rates should also note down any repairs required. Several maintenance issues related to poor installation choice including nest boxes that appeared to be loose on the tree and were leaning to one side. In other cases, lids were missing from cavities and in one instance, a log hollow was resting on the ground after falling.

#### **Recommendation 7.**

Council to continue to keep records of annual maintenance requirements of each hollow and make repairs as needed. A single nest box database is recommended to reduce chance of errors.

## **Installation**

Incorrectly installed nest boxes pose a risk to both wildlife and people. During the site visit, nest boxes used a combination of techniques which included:

#### *Habisure method (recommended)*

This installation method was designed by Alan Franks from Hollow Log Homes (Franks and Franks 2006). This involves using a wire that has a folding spring built into the shape of the wire. As the tree grows, the wire spring expands, extending the lifespan of the box and reducing impacts to the tree from potential ringbarking. A piece

of hose should be used on the opposite side of the box and the wire threaded through to prevent the wire digging into the tree. The Habisure method is considered a safe approach for tree health.

Occasionally the Habisure wire can become stiff and not expand as the tree grows resulting in ringbarking. In addition, installation with too much slack in the wire can result in the nest boxes and log hollows leaning over. All nest boxes and log hollows installed using this method should be monitored annual and adjustments made.

#### *Arborist rope*

This method of attachment was recorded at all sites. There is very little information in the peer reviewed literature on attachment of nest boxes and no information on the use of arborist ropes. According to Council's contracted arborist Grant Harris from Ironbark Environmental Arboriculture, these ropes last for many decades and come with UV protection. They are frequently used to suspend branches by arborists. Damage from cockatoos chewing these cords represents a potential risk. Ongoing monitoring is recommended to monitor this mode of attachment.

#### *Wire method*

The use of wire without a spring was observed on several occasions while checking nest boxes. Using this method could result in ringbarking of trees and wires snapping. This method is not recommended.

#### *Fixed method*

The use of a fixed method with screws or nails is not recommended. This is because as the tree grows, the box has no ability to move and will split at the back. A Duck nest box located on a partially removed pine tree at Merindah Park (Plate 7) was installed using this method and metal strips looked like they were becoming loose. Even dead trees can expand which can impact on fixed nest boxes.



Plate 7. Wood Duck looks out of nest box. Note the fixed method of attachment to this pine tree and the metal strips which could become dislodged over time.

### *Nail hang method*

This installation method has not been observed in Bayside. Goldingay et al. (2018) attributed this style of attachment of nest boxes to trees as a key component in delivery of a successful 20 year long project in the Bendigo region. In this method, nest boxes are hung on an angled nail (Plate 8), threaded through a small hole on the back of the box. As the tree grows, the box is shifted along the nail, extending the lifespan of the nest box.

It is possible that this method could have a minor impact on the tree due to the nail, however, given the longevity of both the nest boxes and tree in the study by Goldingay et. al, (2018), it is considered that any impacts would be minor. This method is also used widely by other organisations including Macedon Ranges Shire Council and Connecting Country.



Plate 8. Example of the nail hang method. The nest box is hung on a 150mm galvanised nail. As the tree grows, the box is able to be pushed along the nail extending the lifespan to the nest box. Tree health is not compromised by the nail. The red line indicates the angle and location of nail behind the nest box.

### **Summer protection**

Nest boxes should be installed on the south-eastern side of the tree to maximise shade during the hottest part of the day. A study by Goldingay (2015) found that boxes installed on this aspect were on average 1C degree cooler. Nest boxes should also be painted with a white coloured paint. Griffiths et al. (2017) and Ellis and Rhind (2021) found that nest boxes painted with white based paints were much better at reflecting heat and keeping resident wildlife cooler.

### **Height**

There is a common misconception that animals require hollows to be located high in a tree canopy (Beyer and Goldingay 2006). If there is a need for a hollow, animals will usually accept what is available (Goldingay pers comms December 2022). Franks and Franks (2006) state that the majority of fauna in gardens will readily use cavities no higher than 3 m. Additionally, Grant (1997) states that nest boxes [and other hollows] should be installed 'as high as possible for the protection of their occupants but low enough for safe and regular maintenance.' Installing hollows in very high (>5m) locations can make reaching them difficult and add to costs when monitoring and maintenance is required. Installing hollows at heights between 3 and 5 m would ensure minimal disturbance from people, foxes and cats but still allow easy, safe access via a ladder when required.

Many of the nest boxes, log hollows and chainsaw-carved tree hollows across Bayside were installed at a height above what could be easily reached for monitoring and maintenance. On occasions, our 6 m pole mounted inspection camera could not reach the hollows. Two large owl nest boxes and several chainsaw-carved tree hollows were installed at heights greater than 8m. Reaching these hollows would require the use of tree climbers and potentially an elevated work platform which would add significantly to costs. Cavities located at excessive heights by community groups also pose a serious fall risk from ladders, and make monitoring and maintenance challenging.

**Recommendation 8.**

Cavities should be installed between 3 and 5m to ensure ease of monitoring and maintenance. Existing cavities installed at very high locations should be reinstalled at a lower manageable height.

**Monitoring**

Monitoring is a critical component of any artificial cavity program. Occupancy rates of different fauna should be collected and notes should be taken on maintenance requirements to inform a calendar of works to restore any damaged cavities. Monitoring should be undertaken at least once annually. To make monitoring easier, all cavities should have a physical number either written on the cavities or marked on the tree. This ensures that the correct tree has been found. It can be particularly helpful if nest boxes need to be removed or relocated.

It is recommended that a single database in the form of a spreadsheet for cavities be used to avoid potential issues with replication of data or errors.

We recommend monitoring with the use of a ground operated inspection camera. This approach requires cavities with clear access to entrance holes. They also should be lower than 5 metres. The pole camera reduces the need for ladders and will have less impact on any resident animals when compared with climbing a tree.

Monitoring should be undertaken at a time that is relevant to target species being monitored. Some species will only use cavities during spring when breeding occurs. Others such as possums, will use them year-round. Spring surveys would be most suitable for Bayside City Council cavities to detect breeding activity by parrots and kookaburras. Data should be collected either in digital form via an App or manually via a form (see Appendix 1).

An opportunity exists to undertake a Council wide 'Nest box blitz'. This public event could be run as a collaboration between Council and the community groups. Bayside City Council could share the data from the monitoring in a report to be made available to the broader community. The results could also be showcased in the Bayside City Council Newsletter.

**Recommendation 9.**

Monitoring should be undertaken at least once per year in spring. This time is appropriate for all target species within Bayside City Council.

**Recommendation 10.**

Council to purchase a pole mounted inspection camera which can be lent out to community groups to aid in monitoring and reduce the need for ladders.

## Summary of Audit of the Bayside City Council Habitat Tree Program Data – 2022

Arcadis were asked to provide independent feedback on the recommendations provided in the 'Summary of Audit of the Bayside City Council Habitat Tree Program Data 2022'. There were eight recommendations in this report. Of this number, five were considered as technical improvements to the data collection which do not require Arcadis input. The remaining recommendations include:

Prioritise the use of chainsaw-carved hollows and/or log-hollows as an alternative to plywood nest boxes; this will provide higher-quality thermal environments, which will protect indigenous fauna from the effects of climate change.

As has previously been discussed in this report, the science supports the use of chainsaw carved tree hollows as they do provide greater protection from extreme heat during summer (Griffiths et al. 2017). However, their use may not always be appropriate due to safety concerns or limited ability to create a cavity large enough to accommodate large species (eg. Brush-tail Possum).

Arcadis suggests that each new cavity be selected based on a set of criteria which takes into consideration target species, most likely season of use, monitoring access and safety. We agree that chainsaw-carved hollows and log hollows should be prioritised when suitable.

Select target species for the installation of new chainsaw-carved hollows and/or log-hollows

Arcadis believes target species are very important as they allow for strategic placement of hollows. The entrance hole of a cavity will influence the species that can use a hollow (Goldingay et al. 2020). Constructing hollows with large entrances will result in dominance by larger species such as Brush-tailed Possum and Wood Duck. Bayside City Council should work with Community partners to identify target species and include this in the proposed Action Plan (see Recommendation 1 of this review).

Undertake an annual inspection of habitat trees to assess the level of risk and occupation by fauna. This should next be undertaken in early Spring 2023

Annual inspections should continue to be undertaken to record occupancy rates and to assist with maintenance. See 'Monitoring' on page 8 for further information.

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**8 Appendix 1.**

Artificial cavity recording template

Date	
Location	
Participants	

Cavity ID.	Species	No.	Maintenance required?	Notes
Eg. 1	Common Ringtail Possum	2	Yes, lid damaged	Mother with young

Bayside City Council Nest boxes and Chainsaw Hollows Review 24





## 10.5 INVESTIGATION INTO ALTERNATIVES TO GLYPHOSATE PRODUCTS FOR WEED AND INVASIVE PLANT CONTROL IN BAYSIDE

Environment, Recreation and Infrastructure - Open Space and Recreation  
File No: PSF/23/165 – Doc No: DOC/23/216461

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### Executive summary

#### **Purpose and background**

This report provides a summary of the investigations into alternatives to glyphosate to treat weeds and invasive plant species in Bayside.

A report was presented to the 26 April 2022 Council Meeting in response to Notice of Motion 314 – *Butterfly-friendly Bayside* that discussed the feasibility of alternative products to glyphosate.

Following this meeting, the subsequent actions were resolved (inter alia):

*That Council:*

1. *continues to use steam to treat weeds in or near playgrounds, kindergartens and childcare centres*
2. *expands the use of steam to treat weeds at Council Community Centres and Community Vegetable Gardens*
- ...
6. *resolves an ambition to progressively phase out the use of hazardous chemicals in Bayside and requests officers to consider any opportunities via existing projects in 2022–23 and via future annual budget processes to undertake work that:*
  - *develops a comprehensive integrated weed and pest management plan that prioritises more natural methods of managing weeds, pests and revegetation*
  - *progressively completes annual risk assessments that are reported to Council on chemicals used with a focus on impacts to health, safety and ecology*
  - *prioritises the following chemicals for seeking alternatives – Imidacloprid, Picloram, Aminopyralid, Clopyralid, Triclopyr and Fluazifop-p-Butyl*
  - *maintains a focus on residential amenity and effective weed control through this process.*

As noted in Item 1 and 2 above, Council is continuing the use of steam to treat weeds in or near playgrounds, kindergartens and childcare centres, and has expanded the use of steam to treat weeds at Council community centres and community gardens.

This report responds to the implications of Item 6.

#### **Key issues**

##### Alternative products to Glyphosate – external research

As reported to the 26 April 2022 Council Meeting, Bayside has been involved with the research on glyphosate being conducted by Deakin University since 2021.

Researchers from Deakin University investigated the environmental impacts of various chemicals including Glufosinate, Picloram, Imazapyr, Prodiamine, Nonanoic Acid, Acetic Acid,

Clove Oil, Sodium Chloride, Glyphosate, and Pine Oil, along with the effectiveness of alternative steam treatments.

The Deakin research covered a multifaceted criterion of cost, availability, ease of use, any known off-target toxic effects, and known hazards for use, and assessed storage and negative environmental impacts.

The Deakin research concluded the following:

*'...based on the results of field trials, and taking into consideration cost, safety information and off-target impacts, glyphosate is considered to be the most effective weed management strategy of the different approaches scrutinised by this study.'*

A copy of the full Deakin University report can be found at Attachment 1.

The Municipal Association of Victoria's (MAV) current position on glyphosate is guided by the Australian Pesticides and Veterinary Medicines Authority (APVMA) review and advice, following its evaluation of the 2015 International Agency for Research on Cancer (IARC) assessment.

The APVMA evaluated the IARC report and other contemporary scientific assessments as part of the established chemical reconsideration nomination process specified by APVMA legislation and concluded that:

*'Glyphosate does not pose a carcinogenic risk to humans and that there are no grounds to place it under formal reconsideration.'*

WorkSafe Victoria state that APVMA approved products containing Glyphosate can continue to be used safely pending that all directions provided in the Safety Data Sheet and labels are followed accordingly.

According to multiple world health and research institutions, the correct application of glyphosate represents no greater risk to applicators or the public than the use of mobile phone or the consumption of red meat, so long as the product is used in accordance with the directions in the Safety Data Sheet and labels.

#### Review on the use of Glyphosate to date – other metropolitan Councils

Council officers have reached out to various other Melbourne metropolitan Councils as part of investigations into the feasibility of alternative products to glyphosate to understand their approach to their use of glyphosate and gained feedback from ten other metropolitan Councils. Despite initial bans by some Councils on the use of glyphosate, all ten Council have reaffirmed their use of glyphosate.

Councils that had previously banned the use of glyphosate had reversed these decisions and resumed the use of glyphosate – albeit in a reduced capacity, where applicable – following a variety of issues caused by ceasing the use of glyphosate. These issues ranged from a significant increase of operational costs to use alternative products, ineffectiveness of alternative products, and an increase of complaints from residents regarding a visible increase in weed species and a perceived decrease in open space amenity.

#### Considerations for Bayside

Council currently use a range of herbicides, pesticides, and other poisons to maintain open space in Bayside, including Glyphosate.

There are a number of alternative products that have been trialled elsewhere (and previously in Bayside) for weed control and the majority of these have been outlined in the Deakin University report.

All alternative products can produce varying results. Most trials are unique due to the environmental conditions at each trial site, as plant growth and weed species vary in natural systems due to many seasonal and environmental factors. Some trials also use a variety of methods which can produce different results. Effectiveness is generally increased if a combination of the methods listed above is undertaken but this then may be more time and cost intensive.

In general, investigations have found that alternative products require much higher concentrations to be effective and there is little scientific data available to support the successful use of alternative products.

Factors that need to be considered when looking at alternative products include (but are not limited to):

- significant restructure of current contract agreements
- significant increase in cost
- significant increase in resources (staff/time)
- suitability and proven effectiveness of alternatives
- purchase of new plant required for application of alternatives (i.e.: trailers and suitable vehicles to apply steaming techniques at rates and volumes required)
- accessibility and terrain considerations (water/steam trailers are difficult to get into many vegetated foreshore and conservation sites)
- other environmental considerations of alternatives (fuel/vehicle use for steam trailers, water use for steaming).

This paper has limitations on providing further information, as to provide a further comprehensive review on the of all the various herbicides, pesticides and poisons currently used in Council's open space to provide recommendations for suitable and effective alternatives is a multi-year, high-cost project.

As outlined earlier in Item 1, the Deakin University study to look at alternatives for just one herbicide (Glyphosate) took a dedicated specialist team more over 12 months to review and complete, and included comprehensive research and review of scientific papers, multiple site-specific tests, extensive data collation and analysis, and the purchase and/or hire of specific equipment.

To review the list of chemicals identified in Item 6, and to seek to trial alternative products for each of these six products would be a substantial undertaking. As mentioned above, this would require a research team of specialists and take some time to complete. There is presently no budget allocated for this work.

Should Council wish to cease the use and/or application of glyphosate completely, this will have significant cost implications for the current Civil Infrastructure and Open Space service delivery contract. This issue has similarly been experienced by other Councils, resulting in these Councils resuming the use of glyphosate following initial bans.

Council's current weed management aligns with the findings of the Deakin University report that concludes:

*'Based on the results of field trials, and taking into consideration cost, safety information and off-target impacts, glyphosate is considered to be the most effective weed management strategy of the different approaches scrutinised by this study.'*

A proposed way forward is that Council continues to use of glyphosate for weed control in low-risk locations, and to continue to use hand weeding and steam weed control in playgrounds, childcare centres, preschools and maternal child health centres and other high-risk sites.

This is consistent with the use of glyphosate by other Victorian Councils, in particular those Councils that have previously banned and then reinstated the use of glyphosate after encountering the issues as outlined above.

Council is continuing to expand the use of steam weed control and is constantly reviewing opportunities to reduce the use of glyphosate use where practicable and in line with best practise weed management techniques

#### Risk Assessment

It should also be noted that prior to any application of any chemical use in open space, an onsite risk assessment is conducted by the operator as a standard operating procedure. This ensures that best-practise standards are adhered to each time in relation to health, safety and ecology.

Additionally, Council's Audit and Risk Committee reviews both strategic and operational risks with minutes being presented to Council for consideration. OHS Contractor Management is a high risk area that is also the subject of internal audit.

Should Council receive information or guidance from statutory bodies such as Worksafe, the MAV or APVMA about the use or application of particular chemicals, the approach to the use of these chemicals can be updated to reflect these changes.

#### Next steps

It is proposed to retain the current practice whereby Council uses chemicals for spot spraying and targeted application, with hand or steam methods used in a number of sensitive sites.

Officers are continuing to stay up to date with the relevant legislation and industry best-practice. Council practices will always remain aligned to those defined by the relevant industry regulators (such as MAV, APVMA, WorkSafe) who are experts in this field and also independent in nature.

Further information will be provided on our website and to staff applying chemicals in Open Space to ensure accurate information is provided on Council's usage of chemicals and how Bayside limits this to when it is strictly necessary.

### **Recommendation**

That Council:

1. notes the outcomes and recommendations of external research on glyphosate and the issues associated with alternative products in relation to treating weeds and invasive plant species within Bayside
2. retains its current practice to use chemicals in managing weeds in open space and to use hand or steam weeding near playgrounds, kindergartens and childcare centres, community centres and community gardens
3. refers consideration of an Integrated Weed and Pest Management Plan to the 2024–25 budget process
4. reviews its position should guidance around the safety or appropriateness of particular chemicals in open space be revised by the relevant industry regulators.

### **Support Attachments**

1. Attachment 1 - Final Project Report Glyphosate Alternatives - Deakin University study ↓
2. Attachment 2 - Glyphosate use by other Councils ↓

## **Considerations and implications of proposition**

### **Social**

The use of chemicals to control pest species and maintain open space can be a divisive topic in the community. However, information from various world health and research institutions demonstrates that licensed products can be used safely in open space if they are used in accordance with the directions contained within individual product Safety Data Sheet and labels. Council requires all contractors to operate in accordance with stringent OH&S requirements in this regard.

There are also clear expectations from the Bayside community that open space is maintained and kept to a certain standard. Residents consistently rate their use and enjoyment of parks and foreshore areas as a high priority and/or reason for living in Bayside.

Council's current maintenance regime and use of products has ensured this standard is upheld. Moving to the use of alternative methods with less proven outcomes may impact this standard and subsequently lead to dissatisfaction from residents and visitors to open space in Bayside.

### **Natural Environment**

Weeds are one of the most serious threats to Australian biodiversity.

Weeds threaten the environment, primary production industries, and community recreational spaces. They can damage natural landscapes, agricultural lands, waterways and coastal areas by displacing native species, contributing to land degradation and reducing farm and forest productivity. Australia spends considerable time and money managing weeds to protect vulnerable ecosystems and primary production.

In Bayside, weeds or introduced species of vegetation are one of the biggest threats to the integrity of remnant indigenous vegetation. Left untreated, weeds can quickly smother and take over indigenous vegetation leading to a reduction in biodiversity, and in some instances, extinction of local species. As most native terrestrial animals are dependent on indigenous plants for food, shelter and habitat, unmanaged weed invasion can profoundly alter both ecosystems and ecological processes.

The *Bayside Native Vegetation Works Program Stage 1* (2008) and *Stage 2* (2011) identified that weeds are the biggest threat to the integrity of each of Council's 14 conservation reserves.

Glyphosate is one of a number of control methods has been successfully used in Bayside to treat weed species and protect indigenous vegetation.

The Deakin University research found that glyphosate was observed to significantly reduce weed coverage for up to 12 weeks with no evidence of negative impacts on soil profile, arthropod or microbial populations. This research has been published and publicly available.

### **Climate Emergency**

Many native and indigenous species are already starting to feel the impacts of climate change. Species already under stress from changing conditions such as increasing temperatures are likely to become more susceptible to either displacement or complete destruction cause by weeds.

In many cases, research has indicated that the impacts of invasive species benefiting from climate change are likely to exceed the direct impacts of climate change.

## Built Environment

There are no known implications on the built environment associated with the proposition in this paper.

## Customer Service and Community Engagement

As a sector leading organisation, Bayside is committed to providing the best outcomes for its residents and the Bayside community has high expectations of the services delivered by Council. This includes ensuring maintenance practices are consistent with best practice accordingly to current research, legislation and product availability.

While Bayside has been involved in the extensive Deakin University and MAV research regarding glyphosate alternatives, the broader community may not be aware of this.

When appropriate, it is recommended that the outcomes of this research be made available via 'Let's Talk Bayside' or other social media channels to provide an update to the community.

## Equity Impact

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

## Human Rights

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

All chemical use (pesticide, herbicide or other poisons) used in the maintenance of open space in Bayside is stored, used and applied in accordance with industry requirements as set out in the *Agricultural and Veterinary Chemicals (Control of Use) Act 1992* and the *Agricultural and Veterinary Chemicals (Control of Use) Regulations 2007* – administered by the Department of Energy, Environment and Climate Action (DEECA).

In addition, Council's Open Space Contractor, Citywide Service Solutions operates in accordance with the *Occupational Health and Safety Act 2004* and the *Occupational Health and Safety Regulations 2017* – administered by WorkSafe Victoria, when using registered chemicals.

## Finance

The cost for Council to change to alternative forms of control for pest species (plants and animals) has not been formally estimated.

However, should Council wish to cease using the current forms of pesticides, herbicides and other poisons, there will be significant contractual and operational implications for the Open Space contract.

Other Councils have estimated the costs of banning glyphosate (for example) to be in the order of \$600,000 to \$1,000,000 per annum.

Council anticipates that should it phase out glyphosate and other chemicals in managing its open space network, the cost in maintaining the current service standard is expected to exceed \$1.5 million.

### **Links to Council policy and strategy**

The response to this Notice of Motion is consistent with *Goal 1: Our Planet in the Council Plan 2021–25*, specifically *Strategic Objective 1.2*:

*'Protect and enhance our natural and coastal environments, biodiversity and unique ecosystems.'*

The objectives contained within the response to this Notice of Motion are also consistent with the principles of the *Bayside Biodiversity Action Plan 2018–27* in particular:

*Action 42: Target chemical use to direct application methods where possible.*

**Options considered****Option 1 – Maintain current practices in relation to weed management**

Summary	Council continues its current practices in relation to weed management, including alternative treatments in sensitive locations.
Benefits	<p>A cost-effective solution that is common practice across Victoria and provides the required service levels under the existing service delivery contract and budgets.</p> <p>When used correctly and with appropriate safety precautions undertaken, the risk to public health is deemed by legislating authorities as appropriate.</p> <p>Safety precautions are undertaken to advise users of public open space when chemicals are being sprayed.</p> <p>Sensitive locations including community gardens are prioritised for alternative treatments, such as steam.</p>
Issues	If glyphosate is not used correctly, it can have a negative impact on local environments and human health.

**Option 2 – continue to phase out glyphosate and other chemicals to control weeds in public open space**

Summary	Council phases out the use of chemicals to manage weed populations in public open space.
Benefits	Council takes a leading approach to phasing out products that contain glyphosate when managing public open space.
Issues	<p>Evidence from other Councils has shown that phasing out glyphosate has led to a significant increase in complaints about the appearance and presentation of public open space.</p> <p>This has significant cost and resourcing implications to maintain the current level of service which is not budgeted.</p> <p>The alternatives to glyphosate are also more costly and less effective in managing weeds.</p> <p>Council is unlikely to be able to draw upon a volunteer workforce large enough to sustain weed management across the foreshore and bushland reserves.</p> <p>A significant amount of research and analysis will be required to support Council's position and identify effective alternatives suitable for widespread use in public open space.</p>





**Weed management options for Victorian councils - Alternatives to glyphosate**

Final Report

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Final Project Report

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Municipal Association of Victoria on behalf of Victorian Councils

RM38031 MAV Bräu L Weed management strategy at Victorian Councils - alternatives to glyphosate

**Preliminary synopsis**

Application of glyphosate-based herbicides has been a common method for weed control in most settings, including agriculture, parklands, urban environments and at households. Glyphosate has become the subject of much interest due to advances in understanding of its potential off-target toxicity, particularly in humans where it potentially may lead to carcinogenesis. This project sought to identify and assess the efficacy of potential alternative non-glyphosate-based weed management strategies. The dot points below summarise the outcomes from this study:

- Glyphosate was observed to significantly reduce weed coverage for up to 12 weeks with no evidence of negative impacts on soil profile, arthropod or microbial populations.
- Glufosinate significantly reduced weed coverage for up to 12 weeks with no evidence of negative impacts on soil profile, arthropod or microbial populations. The efficacy of glufosinate compared to glyphosate varied, and it was not as effective as glyphosate across all seasons. Compared with glufosinate, the percentage weed coverage was significantly lower for the following glyphosate treatments: 4 weeks post treatment for spring at Vermont South, 12 weeks post treatment for summer at Vermont South, 4 weeks post autumn treatment at Aspendale, and 12 weeks post autumn treatment at both sites. Compared to glyphosate, glufosinate is approx. twice as costly (AU\$0.21/L for glufosinate compared to AU\$0.10/L for glyphosate) and seasonal application rates may need to be higher and/or more frequent.
- Imazapyr has shown to be an effective broad-spectrum herbicide that kills established weeds and has preemergence effects. Imazapyr significantly reduced weed coverage 12 weeks and beyond from the first application at both sites. There were no notable alterations to the soil microbiome or arthropod communities associated with imazapyr treatment. There are potential issues with off-target effects due to its ability to readily diffuse through soil, residual

activity, and cost (AU\$2.02/L). Imazapyr use would require large buffer zones from waterways, plant life that is to be retained and wait times of over 3 months before planting.

- Steam was found to be an effective short term to long term weed reduction strategy based on cumulative effects observed. However, the steam treatment caused alterations in soil microbe populations, reducing overall microbial diversity. Based on this, steam would be recommended as a chemical-free alternative for small-scale targeted applications where the environment is altered in such a way that soil microbial ecosystem services are of minor significance, such as concrete walkways, kerb and channel guttering, asphalt driveways and car parks. Accessibility also needs to be taken into account for steaming due to the size of the steam units (width up to 2.52 m, weight of up to 2.6 tonnes). There are also high capital costs and potentially high on going operational costs associated with the steam units.
- Clove oil, pine oil, nonanoic acid, acetic acid + hydrochloric acid, prodiamine and MCPA + dicamba treatments had varying short term effects on percentage weed coverage and showed no capacity to significantly reduce weed coverage 12 weeks post application or beyond. Based on the results of this study, there were no notable alterations to soil profile, microbial communities or arthropod communities associated with these products.

### 1.0 Introduction

Introduced invasive plant species (weeds) are controlled to maintain and preserve native flora and fauna in urbanised areas and revegetated habitat zones, prevent damage to infrastructure and to maintain aesthetically pleasing streetscapes and parklands. There are many forms of weed control with the current most-used strategy being the application of glyphosate-based herbicides (Global Industry Analysts 2011).

Glyphosate-based herbicides have become the most common choice for weed control based on cost, ease of application, target specificity and high efficacy in killing a broad range of weeds. Glyphosate was originally perceived as having low toxicity towards animals, however, recently it has been suggested that glyphosate may lead to carcinogenesis in humans (Buhl et al 2010). In 2016, the International Agency for Research on Cancer (IARC) published a report that classified glyphosate as a Group 2A agent (probable carcinogens), classifying glyphosate as being probably carcinogenic to humans.

Classification of agents as Group 2A (probable carcinogen) agents is applied when there is limited evidence of carcinogenicity in humans as well as sufficient evidence of carcinogenicity in experimental animals. Agents (substances and exposure circumstances that pose a risk) may also be classified as Group 2A if there is inadequate evidence of carcinogenicity in humans along with sufficient evidence of carcinogenicity in experimental animals and strong evidence that the carcinogenesis is mediated by a mechanism that also operates in humans. Agents may also be classified as Group 2A based solely on limited evidence of carcinogenicity in humans. A complete list of Group 2A (probable carcinogens) is available through the American Cancer Society (<https://www.cancer.org/cancer/cancer-causes/general-info/known-and-probable-human-carcinogens.html>). The American Cancer Society does not determine if something is carcinogenic or classify agents based on their carcinogenicity. The

American Cancer Society presents the classifications determined by the IARC and the US National Toxicology Program (NTP).

The Australian Pesticides and Veterinary Medicines Authority (APVMA) initially conducted a comprehensive review of a glyphosate in 1997, which set Australia's health-based guidance values at a level that remains protective; with concluding outcomes being "that all registered glyphosate products are safe provided they are used as per the label instructions". In 2016, following the outcomes of the IARC assessment for glyphosate use, the APVMA reviewed the IARC assessment report and other relevant scientific information and concluded that there is currently no scientific reason to reconsider the registration of glyphosate. This means at present the APVMA advises that "Glyphosate is registered for use in Australia, and APVMA approved products containing glyphosate can continue to be used safely according to label directions".

The use of glyphosate has become an increasingly sensitive topic since 2018 when frequent users of the glyphosate based "Round up" in America pursued legal compensation from the company Bayer after they were diagnosed with non-Hodgkin's lymphoma. Increased media focus and subsequent community focus on council use of glyphosate for the management of weeds has prompted the need to engage an independent review of the options available in the market.

#### **1.1.0 History and background of glyphosate and its common practice use**

Since its release in 1974, glyphosate (N-(phosphonomethyl)glycine) has become the world's most common commercial synthetic phosphonate herbicide (Annamalai, 2020). Glyphosate was initially developed to reduce the reliance on other herbicides that would cause crop damage, had lower efficacy, allowed development of resistance, and posed health risks to humans (Antoniou et al 2016). Glyphosate is the active ingredient in as many as 500 weed killers and herbicide products (Australian Farmers 2018). Glyphosate is highly valued as a herbicide due to its rapid soil binding, biodegradation,

non-volatility, stability in favourable conditions including sunlight, complete solubility in water, easy application on crops, and is less toxic than a range of other broad spectrum herbicides (Borggaard and Gimsing 2008; Valavanidis 2018).

#### **1.2.0 Glyphosate mode of action and toxicity**

Glyphosate is applied on plant foliage where it is absorbed through cuticles, then taken up through the symplast via phosphate carrier channels (proteins) within the cell membrane (Chalifour et al 2014). Glyphosate moves through phloem, in a pathway similar to other photoassimilates, which are produced in photosynthetically active tissues, and then it migrates towards growth and storage tissues including roots, tubers, rhizomes, young leaves and meristematic zones (Christoffoleti et al 2004). Glyphosate accumulates in plant organs with high rates of metabolism and growth, including root nodules, root tips and shoot apices (Cakmak et al 2009). Glyphosate and aminomethylphosphonic acid (AMPA) are readily taken up from soil by plants through root tissues due to their chemical similarities.

After application to foliage, glyphosate breaks down into by-products including AMPA. Due to the chemical similarity with glyphosate, AMPA is able to compete with glycine for biological sites and pathways. This affects chlorophyll biosynthesis and photosynthetic process resulting in plant death (Chalifour et al 2014).

In humans, previous studies have suggested that dermal absorption of glyphosate is poor, where a maximum of 2.2% to 2.6  $\mu\text{g}/\text{cm}^2$  of glyphosate is absorbed across the skin, with peak absorption occurring 8 hours after administration (Buhl et al 2010). It has also been shown that glyphosate is non-volatile, with absorption from inhalation exposure deemed as not significant and not posing a threat (Buhl et al 2010). Glyphosate exposure is monitored by measuring the AMPA concentration in urine and faeces (Buhl et al 2010). It is perceived that there is little absorption of glyphosate during digestion (Buhl et al 2010). The impact of glyphosate metabolism on human health was found to be minimal

when high ratios of AMPA were detected in human patients' blood serum 8 h (22.6 µg/mL glyphosate to 0.18 µg/mL AMPA) and 16 h (4.4 µg/mL glyphosate to 0.03 µg/mL AMPA) post ingestion (Buhl et al 2010).

### 1.3.0 Effects of glyphosate on the soil microbiome

The soil microbiome is comprised primarily of bacterial and fungal communities (Reid and Wong 2005). Microorganisms play a vital role maintaining soil health; where they can support plant growth through nutrient cycling and many other processes, including soil structure, pH and water retention (Jansson and Hofmockel 2018). The microbiome of soils is vital as it regulates the molecular form of carbon form that is to be released. For example, carbon can be released as either CO<sub>2</sub> or CH<sub>4</sub>, or, retained in the soil (Jansson and Hofmockel 2018). A study conducted by Fomsgaard et al 2008, demonstrated that agricultural soil amended with phosphorus fertilisers are high in unbound glyphosate. This is due to soil sorption sites being occupied by competing phosphate ions causing glyphosate to remain in the soil solution, leaving it vulnerable to the uptake by plant roots and associated rhizosphere microbial community alike.

A long-term study has identified that prolonged exposure of soil microorganism to glyphosate has led to fungal community dominated by undesirable plant pathogenic *Fusarium* spp. (Krzysko-Lupicka and Sudol 2008). A study conducted by Means (2004) showed a significant increase in the number of *Fusarium* spp. colony numbers within two weeks post glyphosate usage. The recommended rates of glyphosate usages include application once within a 24 h period, when weather is not windy or raining. Once glyphosate is applied to susceptible plants it can result in heavy colonisation of roots by soilborne fungi, mainly the *Fusarium* variety (Johal and Rhane 1984). Infection of plants by these pathogens contributes towards their death and could adversely affect subsequent plantings and the overall soil microbiome.

#### 1.4.0 Alternative herbicide options for glyphosate

Organic herbicides have increased in availability and popularity, offering a potentially environmentally friendly and less toxic alternative. However, organic alternatives are not without issues, and like all herbicides precautions and risks need to be assessed prior to use. While there are many variations and alternatives to glyphosate, selecting those that maintain target specificity and reduce health risks to surrounding vegetation and humans needs to be fully considered.

For this study, an extensive list of alternative options to glyphosate was compiled and a shortlist of alternatives to glyphosate were selected for further trialling, which represented chemical, plant oil based organics, organic acid and physical management options. The chemical alternatives selected for testing were imazapyr, glufosinate, MCPA + dicamba and proflaminate. The organic plant oil based alternatives selected for testing were pine oil and clove oil. The organic acid based alternatives selected for testing were nonanoic acid and acetic acid + hydrochloric acid. The clove oil product also contained 40.4 g/L of acetic acid, in addition to the 40.4 g/L of plant-based clove oil. Steaming of weeds was selected as a non-chemical, physical weed eradication strategy for assessment against glyphosate. This is due to steaming increasingly being seen as an attractive option, given it knocks back weeds instantly and with higher success compared to manually hand-picking weeds.

#### 1.5.0 Aims and objectives

Based on the drivers, the overall project goal is to:

1. Provide comparable data on the safety aspects (including increased or decreased risk), effectiveness, financial implications and potential long-term soil impacts of a range of methods available to manage weeds against the current product used which contains glyphosate.
2. Assess baseline parameters for referencing of microbial abundance and diversity in soils, establish “normal” physio-chemical conditions, and determine insect species abundance and



diversity and background flora to assess the impact of glyphosate and alternate weed management strategies on these.

## **2.0 Methods and Materials**

### **2.1.0 Assessment of available weed products**

In order to determine the trial alternatives a comprehensive assessment of currently available weed control products was conducted. A survey was undertaken of all currently used chemical herbicide alternatives to glyphosate looking at mode of action, solubility in water, poison schedule, resistance, effect on metabolism (plant and other organisms if known), flammability, availability for purchasing, contact effect, harmful residue, active constituent, specificity spectrum, residual/non-residual, exposure risk, common form and storage requirements. This working table (Appendix 1) was then used to further produce a shortlist of alternatives to glyphosate. This process was repeated with tables for organic herbicide alternatives separating each of the organic alternatives into categories of organic with chemical component (Appendix 2) and organic alternatives (Appendix 3). The assessment was also applied to manual strategies (Appendix 4) used to extract weeds, such as hand pulling weeds or steaming. From these lists, suitable and compatible herbicide treatment alternatives were chosen for trial against glyphosate.

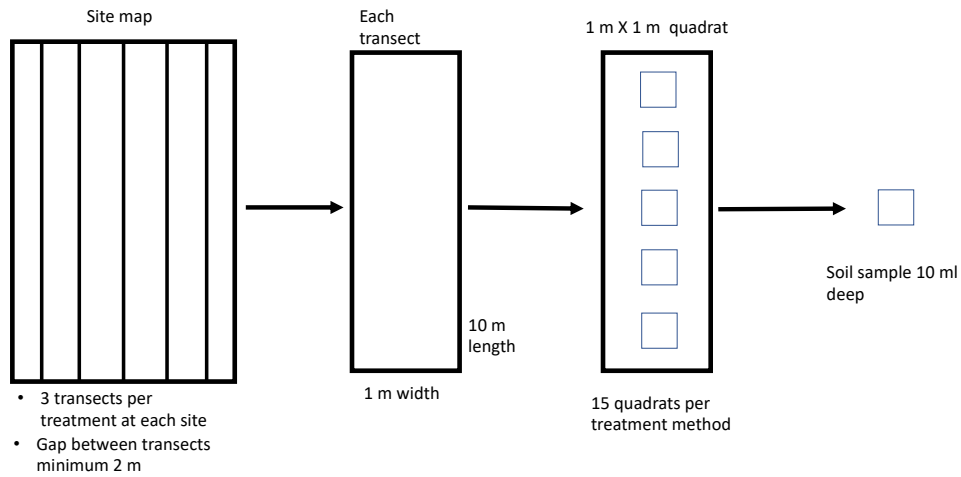
### **2.2.0 Herbicide solution preparations and application strategy**

Concentrated forms of glyphosate, pine oil, glufosinate, MCPA + dicamba, acetic acid + hydrochloric acid, proflaminate and imazapyr were diluted in water to recommended working concentrations (Table 1) as specified by manufacturers. For clove oil and nonanoic acid, preprepared working solutions were purchased (Table 1). For each weed management strategy and the untreated control, five replicate 1 m<sup>2</sup> quadrats were measured along separate transect lines and 200 mL of herbicide sprayed evenly across all plants within the quadrats. For steaming of weeds, a commercial weed steamer unit was used as per the manufacturer's directions. The temperature was set to 140 - 180 °C for 10 - 20 s per

0.015 m<sup>2</sup>, to cover the entire 1 m<sup>2</sup> area of each quadrat. The weed management strategies were all applied four times over a 12-month period, with applications performed within the first month of each season (winter, spring, summer and autumn, respectively).

### **2.3.0 Treatment sites and design of treatment blocks for testing weed management strategies**

Two sites were chosen to test the effects of the different weed control strategies. Site 1 was at Vermont South, Victoria, Australia (GPS coordinates: -37.860234, 145.198830), which had a heavy clay soil type. Site 2 was at Aspendale, Victoria, Australia (GPS coordinates: -38.012448, 145.090683), which had a sandy soil type. At each site, three blocks of 10 m x 20 m were selected. Within each block 11 transects were measured out and treatments performed within five separate 1 m<sup>2</sup> quadrats placed along the transects with 0.6 m spaces between each quadrat, giving five replicates along each transect for each of the three replicate blocks (Fig. 1). For each 1 m<sup>2</sup> quadrat, one soil sample (50 mL) was taken immediately before and 4 weeks after treatment with the different weed management strategies. At the time of collection soil samples were chilled on ice. Upon returning to the laboratory 10 mL of soil was taken out for doing counts of bacterial number and colony types and the remaining 40 mL stored frozen at -80 °C for subsequent DNA extractions.



**Figure 1.** Overview of experimental design and trail sites for assessing the effects of the different weed management strategies. For each weed management strategy and the untreated control, five replicate 1 m<sup>2</sup> quadrats were measured along separate transect lines (2 trial sites, 3 replicate treatment blocks per site, 11 transects per block, each transect 10 m in length).

**Table 1.** Concentration of active ingredients and dilution factors for making working concentrations in 1 L volumes. For each product, a 1 L working solution was prepared and 200 mL of the working solution applied to each 1 m<sup>2</sup> quadrat. Levels of active ingredients specified may vary between products offered by different manufacturers or form of herbicide (granule, pre-diluted solution or concentrate).

	Glyphosate	Pine oil	Glufosinate	MCPA+ dicamba	Acetic acid + Hydrochloric acid	Prodiamine	Imazapyr	Nonanoic acid	Clove oil
<b>Stock concentration</b>	360 g/L	680 g/L	200 g/L	340 g/L MCPA + 80 g/L dicamba	900 g/L Acetic acid + 10 g/L hydrochloric acid	480 g/L	700 g/kg	36.8 g/L	40.4 g/L Clove oil + 40.4 g/L acetic acid
<b>Dilution</b>	10 ml/L	200 ml/L	5 mL/L	27 mL/L	90 mL/L	40 mL/L	13 g/L	N/A	N/A
<b>Final active concentration</b>	36 g/L	136 g/L	2 g/L	9.18 g/L MCPA + 2.16 g/L dicamba	81 g/L Acetic acid + 0.9 g/L hydrochloric acid	19.2 g/L	9.1 g/L	36.8 g/L	40.4 g/L Clove oil + 40.4 g/L acetic acid

#### **2.4.0 Total bacterial colony counts per gram of soil after herbicide treatment**

For assessing colony forming units (CFU) of bacteria and diversity (based on different types of morphology observed), 4 weeks post treatment one gram of soil was weighted out from the 50 mL collected as described above (section 2.3). One gram of soil was weighed out and suspended in 10 mL of 1 x phosphate buffered saline (PBS) solution, in sterile 15 mL plastic tubes. The samples were mixed vigorously by vortexing for 3 min. Using aseptic technique, 100 µL of the soil suspension was transferred to a sterile microcentrifuge tube containing 900 µL of PBS. These samples were serially diluted a further eight times to reach a dilution factor of  $10^{-9}$ . A volume of 100 µL from each sample of diluted soil was spread across the surface of solidified half-strength nutrient agar (50% NA) medium made up by diluting 37.5 g of nutrient agar medium (Thermo Fisher Scientific, Cat. No. CM0309) plus the addition of 7.5 g of agar into 1 L of water and the medium sterilised at 121 °C for 20 min. Under aseptic conditions, warm liquid medium was poured into 90 cm sterile petri dishes and the medium set and stored at 4 °C. After spread plating the diluted samples, they were set aside to dry at room temperature for 1 h, then incubated for 72 h at 22 °C. After the incubation period the number of colonies and number of different types of colonies (based on physiological and morphological traits) were counted. Samples (100 µL) of the serially diluted preparations were also spread plated on PDA medium, set aside to dry at room temperature for 1 h, then incubated for 72 h at 22 °C and the different types of fungi (based on morphology and physiology) assessed.

#### **2.5.0 Extraction of total genomic DNA from soil samples and NGS sequencing**

Extraction of total genomic DNA from soil samples for assessing bacterial and fungal diversity by subsequent sequencing was achieved using DNeasy PowerSoil Pro Kits (Qiagen, Cat. No. 47014) and following the kit protocol.

Sequencing of bacterial 16S rRNA and Fungal ITS regions, using next generation sequencing (NGS), was conducted by the Australian Genome Research Facility (AGRF). Results of sequencing data were

prepared by AGRF using the Greengenes database to determine species of bacteria based on 16S rRNA sequences and the UNITE database for species of fungi based on ITS sequences.

#### **2.6.0 Assessment of invertebrates in quadrats treated with different weed management strategies**

Using the full quadrat method (Cox et al 2017), 1 m<sup>2</sup> quadrats were divided into quarters (0.25 × 0.25 m) and all invertebrate species within this area were counted and identified based on morphology. Abundance values were multiplied by four to estimate the total abundance per quadrat. Pitfall traps were also used to capture arthropods. Following methods described by Work et al 2002, 4.5 cm diameter plastic cylinders, 15 cm in length, filled with ethylene glycol ~ 4 cm from the bottom, were placed centrally in three quadrats of each transect for each treatment (n = 15). After 7 days, the traps were collected, and the arthropods counted and classified to taxonomic order level based on morphology. Relative abundance for arthropods was calculated based on the average number observed from the two different assessment strategies and % relative abundance graphed (Zaller et al 2014).

#### **2.7.0 Soil physical and chemical properties**

Samples used for cumulative effect of weed management strategies were collected as follows: 10 core samples 5 cm in diameter and 10 cm in depth were collected from random quadrats for each of the 3 replicate transects. The 30 core samples for each treatment group were pooled and 300 grams weighed out into a plastic ziplock bag. Analyses of soil physical and chemical properties were performed by SWEP Analytical Laboratories (Keysborough, Australia) using methods devised by Mikhail (1980), Rayment and Lyons (2011), Peech et al (1962), and Ross and Wang (1993).

#### **2.8.0 Data analysis and statistical methods**

Assessment of percentage weed coverage was based on counting the total number of plants covering the area within each 1 m<sup>2</sup> quadrat of each transect and then the average coverage for each quadrat

of each transect calculated to give three independent counts for each trial site. Microsoft excel was used to prepare all data. Formatted data (using Excel) was imported into the statistical program SPSS for all statistical analysis. Probability plots were produced for all data to test for normal distribution. Analysis of variance (ANOVA) tests and Tukey's Post Hoc analyses were used to determine significant difference of means across the controls and multiple treatments for percentage plant coverage and microbial quantification and diversity data sets.

### **3.0 Results**

#### **3.1.0 Identification of non- glyphosate-based weed management alternatives**

Over 50 different alternatives have been identified as possible alternative weed management strategies to glyphosate. From the approximately 50 alternative options, a shortlist of 9 alternatives were identified based on the following: cost, availability, known off-target toxicity, schedule poison classification, storage and handling requirements, flammability, solubility in water, ease of use, application requirements, residual time, specificity, exposure risks and efficacy on weeds typically found in parklands. The alternatives selected for testing against glyphosate were glufosinate, imazapyr, nonanoic acid, acetic acid + hydrochloric acid, clove oil, MPCA + dicamba, pine oil, prodiamine and steam (Appendices 1-3).

#### **3.2.0 identification of dominant weed species at the two selected trial sites**

Two sites were selected for testing the efficacy of the different weed management strategies. Site 1 was based in Vermont South, which had dense weed coverage and a heavy clay soil profile. The dominant weed plant species at Vermont South included: *Solanum nigrum* (Black Nightshade), *Brassica rapa L.*, *Eleusine indica* (Crowsfoot), *Paspalum dilatatum* (Paspalum), *Cyress rotundus* (Nut Grass), *Digitaria sanguinalis* (Summer Grass), *Poa anua* (Winter Grass), *Romulea rosea* (Guilford Grass), *Trifolium rapens* (White Clover), *Medicago polymorpha* (Burr Medic), *Vicia sativa* (Common Vetch), *Sonchus olerachus* (Milk Thistle), *Gnaphalium sharcium* (Cudweed), *Taraxacum officinale*

(Dandelion), *Conzya spp.* (Fleabane), *Plantago lanceolata* (Lambstongue), *Rumex Crispus* (Curled Dock), *Rumex obtusifolius* (Broad-leaf Dock), *Rumex conglomeratus* (Clustered Dock), *Oxalis pes-caprae* (Sour Grass) and *Nothoscordum inodorum* (Onion Weed). Site 2 was based in Aspendale and had a sandy loam soil type with a weed profile that include: *Solanum nigrum* (Black nightshade), *Brassica rapa L.* (Wild Cabbage), *Taraxacum officinale* (Dandelion), *Oxalis strica* (Sour Grass), *Nassella trichotoma* (Serrated Tussock), *Nassella trichomata* (Chilean Needle Grass), *Arctotheca calendular* (Cape Dandelion), *Pennisetum clandestrium* (Kikuyu), *Lycium ferocissimum* (African Boxthorn), *Ulex europaeus L.* (Gorse), *Echium plantagineum* (Paterson's curse) and *Cynodon dactylon* (Bermuda Grass).

### 3.3.0 Effect of weed management strategies on weed coverage 4- and 12-weeks post application

Seasonally, at each trial site (Vermont South and Aspendale), the effect each of the 10 weed management strategies had on total percentage plant (weed) coverage for each quadrat was assessed 4 weeks and 12 weeks post treatment (Fig. 2-5A-D).

#### 3.3.1 Winter treatments

For winter treatments at Vermont South, 4 weeks after application of glyphosate, glufosinate and MCPA+ dicamba weed coverage was significantly ( $p < 0.05$ ) reduced by ~65% (Fig. 2A). Prodiamine treatment significantly reduced ( $p < 0.05$ ) weed coverage by ~30% and steam significantly reduced ( $p < 0.05$ ) reduced the coverage by over 95%. All other treatments had no significant effect on reducing weed coverage compared to untreated controls (Fig. 2A).

At Aspendale 4 weeks after application, glyphosate, pine oil, glufosinate and clove oil treatments reduced weed coverage significantly ( $p < 0.05$ ) by >90% (Fig. 2C). Treatment with acetic acid + hydrochloric acid reduced coverage significantly ( $p < 0.05$ ) by ~70% and steam reduced coverage



significantly ( $p < 0.05$ ) by over 90%. All other treatments had no significant effect on reducing weed coverage compared to untreated controls (Fig. 2C).

For winter treatments, after 12 weeks of regeneration (post treatment) at both sites, glyphosate and glufosinate significantly reduced ( $p < 0.05$ ) weed coverage by between 40-60% (Fig. 2B and D). At both sites after 12 weeks imazapyr significantly reduced ( $p < 0.05$ ) weed coverage by over 70% (Fig. 2B and D). After 12 weeks at both sites pine oil, clove oil, nonanoic acid, acetic acid + hydrochloric acid, proflaminate, MCPA + dicamba and steam treatments did not significantly alter weed coverage compared to untreated controls (Fig. 2B and D).

### 3.3.2 Spring treatments

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in spring (Fig. 3A – D). At Vermont South four weeks post treatment glyphosate, glufosinate, imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 70% compared to the untreated control (Fig. 3A).

At Aspendale four weeks post treatment glyphosate, pine oil, glufosinate, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 20% to over 95% compared to the untreated control (Fig. 3C).

Twelve weeks post treatment, for spring treatments at both sites, glyphosate, glufosinate and steam significantly reduced ( $p < 0.05$ ) weed coverage by between 20-60% (Fig. 3B and D). At both site 12 weeks post treatment imazapyr significantly reduced ( $p < 0.05$ ) weed coverage by over 90% (Fig. 3B and D). Minimal changes in weed coverage per  $m^2$  was measured at either site 12 weeks post treatment for pine oil, clove oil, nonanoic acid, acetic acid + hydrochloric acid, proflaminate and MCPA + dicamba steam at both sites (Fig. 3B and D).

### 3.3.3 Summer treatments

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in summer (Fig. 4A – D). Four weeks post treatment at Vermont South glyphosate, glufosinate, imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 80% compared to the untreated control (Fig. 4A).

At Aspendale four weeks post treatment glyphosate, pine oil, glufosinate, nonanoic acid, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 20% to over 95% compared to the untreated control (Fig. 4C).

After twelve weeks post summer treatments at both sites, glyphosate, glufosinate and steam significantly reduced ( $p < 0.05$ ) weed coverage by between 20-60% (Fig. 4B and D).

### 3.3.4 Autumn treatments

The percentage weed coverage for quadrats treated with the different weed management strategies was assessed 4- and 12-weeks post application in autumn (Fig. 5A – D). At Vermont South four weeks post treatment glyphosate, glufosinate and imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 80% compared to the untreated control (Fig. 5A).

Four weeks post treatment at Aspendale glyphosate, pine oil, glufosinate, nonanoic acid, acetic acid + hydrochloric acid, clove oil, imazapyr and steam treatments significantly ( $p < 0.05$ ) reduced weed coverage per  $m^2$  by over 20% to over 95% compared to the untreated control (Fig. 5C).

After twelve weeks post autumn treatments at both sites, glyphosate, glufosinate and steam significantly reduced ( $p < 0.05$ ) weed coverage by between 20-60% (Fig. 5B and D).

Fig. 2A. Effect of different weed management strategies at Vermont South 4 weeks post treatment - Winter

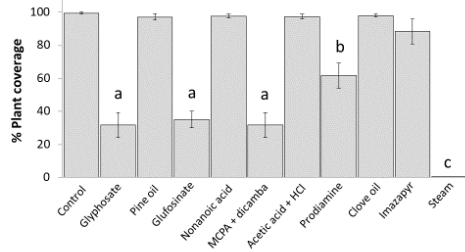


Fig. 2B. Effect of different weed management strategies at Vermont South 12 weeks post treatment - Winter

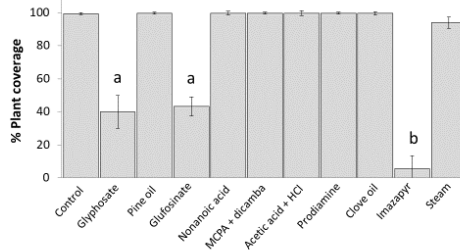


Fig. 2C. Effect of different weed management strategies at Aspendale 4 weeks post treatment - Winter

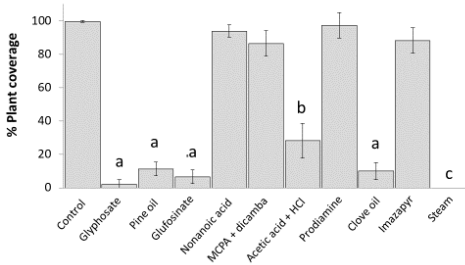
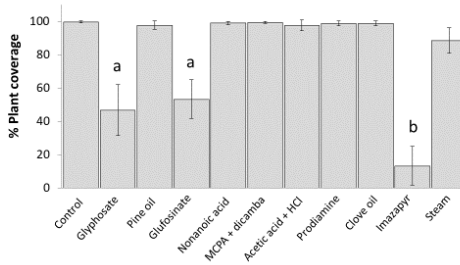


Fig. 2D. Effect of different weed management strategies at Aspendale 12 weeks post treatment - Winter



**Figures 2A, 2B, 2C, 2D – Winter treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

For **Fig. 2A**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, glufosinate and MCPA + dicamba treatments compared to untreated control group at Vermont South. “b” denotes significant difference ( $P < 0.05$ ) between proflamime treatment compared with all other treatment groups including the untreated “control” group at Vermont South. “c” denotes significant difference ( $P < 0.05$ ) between steam treatment compared with all other treatment groups including the untreated control group at Vermont South.

For **Fig. 2B** and **3D**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate and glufosinate treatments compared to untreated “control” group at both sites. “b” denotes significant difference ( $p < 0.05$ ) between imazapyr treatment compared with all other treatment groups including control group at both sites.

For **Fig. 2C**, “a” denotes significant difference ( $P < 0.05$ ) between glyphosate, pine oil, glufosinate and clove oil treatments compared with all other treatment groups including the untreated control group at Aspendale. “b” denotes significant difference ( $P < 0.05$ ) between acetic acid + hydrochloric acid treatment compared with all other treatment groups including the untreated control group at Aspendale. “c” denotes significant difference ( $P < 0.05$ ) between steam treatment compared with all other treatment groups including the untreated control group at Aspendale.

Fig. 3A. Effect of different weed management strategies at Vermont South 4 weeks post treatment - Spring

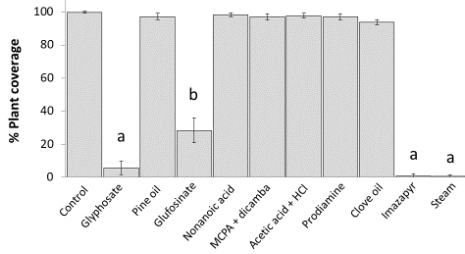


Fig. 3B. Effect of different weed management strategies at Vermont South 12 weeks post treatment - Spring

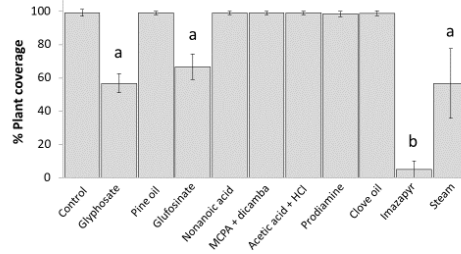


Fig. 3C. Effect of different weed management strategies at Aspendale 4 weeks post treatment - Spring

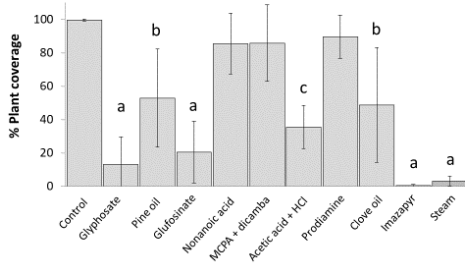
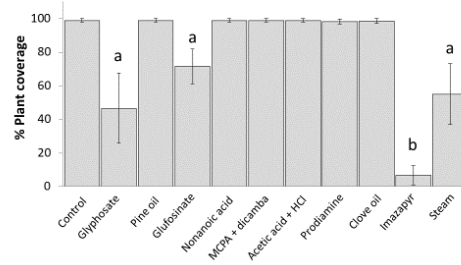


Fig. 3D. Effect of different weed management strategies at Aspendale 12 weeks post treatment - Spring



**Figures 3A, 3B, 3C, 3D – Spring treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

In Fig. 3A, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, imazapyr and steam treatments compared to untreated control group at Vermont South. “b” denotes significant difference ( $P < 0.05$ ) between glufosinate compared with all other treatment groups including the untreated control group at Vermont South.

For Fig. 3B and D, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, glufosinate and steam treatments compared to untreated control group at both sites. “b” denotes significant difference ( $p < 0.05$ ) between imazapyr treatment compared with all other treatment groups including control group at both sites.

For Fig. 3C, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, glufosinate, imazapyr and steam treatments compared with the untreated control group at Aspendale. “b” denotes significant difference ( $p < 0.05$ ) between pine oil and clove oil treatments compared to the untreated control group at Aspendale. “c” denotes significant difference ( $p < 0.05$ ) between acetic acid + HCl treatment compared to the untreated control and nonanoic acid, MCPA + dicamba, group at Aspendale.

Fig. 4A. Effect of different weed management strategies at Vermont South 4 weeks post treatment - Summer

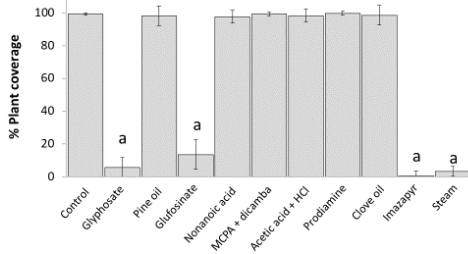


Fig. 4B. Effect of different weed management strategies at Vermont South 12 weeks post treatment - Summer

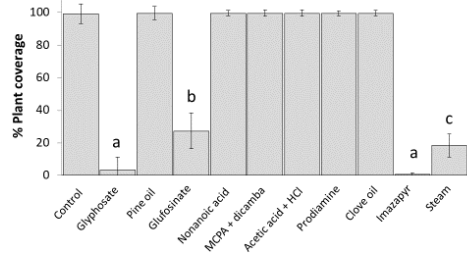


Fig. 4C. Effect of different weed management strategies at Aspendale 4 weeks post treatment - Summer

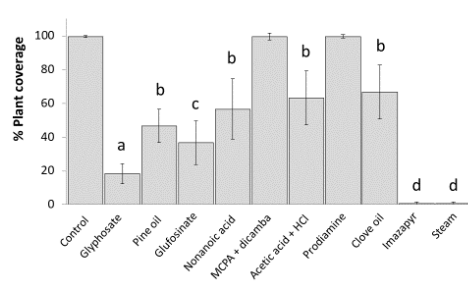
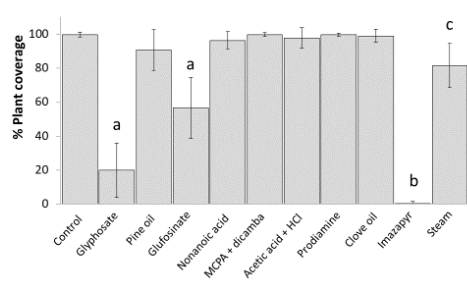


Fig. 4D. Effect of different weed management strategies at Aspendale 12 weeks post treatment - Summer



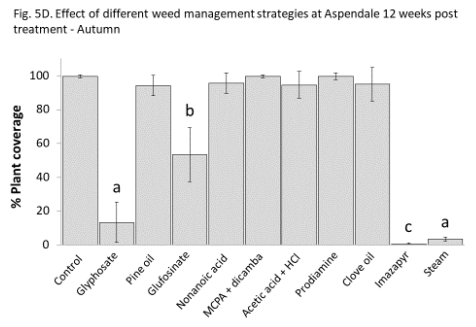
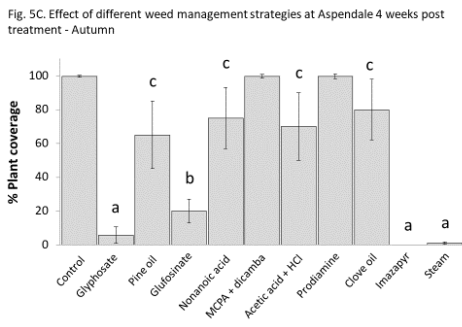
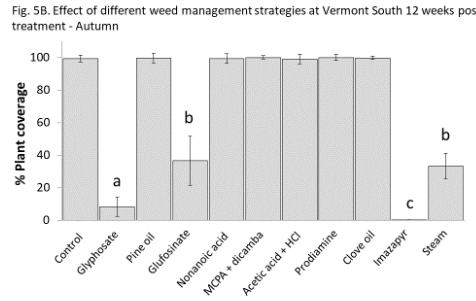
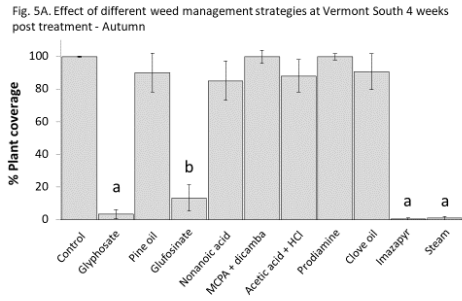
**Figures 4A, 4B, 4C, 4D – Summer treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

For **Fig. 4A**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, glufosinate, imazapyr and steam treatments compared to the control Vermont South site sites.

For **Fig. 4B**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate and imazapyr treatments compared to the control, pine oil, glufosinate, nonanoic acid, MCPA + dicamba, acetic acid + HCl, proflammine and clove oil treatments at Vermont South. “b” denotes significant difference ( $p < 0.05$ ) between glufosinate and all other treatment groups except for steam. “c” denotes significant difference ( $p < 0.05$ ) between steam and all other treatment groups except for glyphosate and glufosinate.

In **Fig. 4C**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate compared to the control and all other treatments except for glufosinate. “b” denotes pine oil, nonanoic acid, acetic acid + HCl and clove oil treatments as being significantly different ( $p < 0.05$ ) to the control but not significantly different from each other or glufosinate. “c” denotes significant difference ( $p < 0.05$ ) between glufosinate compared to the control MCPA + dicamba, proflammine, imazapyr and steam treatments. “d” denotes significant difference ( $p < 0.05$ ) between imazapyr and steam compared to the untreated control and other treatment groups at Aspendale.

In **Fig. 4D**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate and glufosinate treatments compared to the control. “b” denotes significant difference ( $p < 0.05$ ) between imazapyr and all other treatments. “c” denotes steam treatment as being significantly different compared to the untreated control at Aspendale.



**Figures 5A, 5B, 5C, 5D – Autumn treatments - Effect of weed management strategies on average percentage coverage of weeds 4 weeks and 12 weeks post treatment**

In **Fig. 5A**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, imazapyr and steam treatments compared to untreated control group at both sites. “b” denotes significant difference ( $p < 0.05$ ) between glufosinate treatment compared with all other treatment groups except for glyphosate treatment.

For **Fig. 5B**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate and untreated control. “b” denotes significant difference ( $p < 0.05$ ) between glufosinate, and steam compared to the control. “c” denotes significant difference ( $p < 0.05$ ) between imazapyr and all other treatments.

For **Fig. 5C**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate, imazapyr and steam treatments compared to untreated control group at both sites. “b” denotes significant difference ( $p < 0.05$ ) between glufosinate treatment compared with all other treatment groups. “c” denotes significant difference ( $p < 0.05$ ) between pine oil, nonanoic acid, acetic acid + HCl and clove oil compared to the control, glyphosate, imazapyr and steam treatment groups at Aspendale.

In **Fig. 5D**, “a” denotes significant difference ( $p < 0.05$ ) between glyphosate and steam compared with the untreated control. “b” denotes significant difference ( $p < 0.05$ ) between glufosinate compared to the control. “c” denotes significant difference ( $p < 0.05$ ) between imazapyr and all other treatments.

**3.4.0 Effect of weed management strategies on bacterial abundance and diversity in soil 4 weeks**

**post treatment**

Four weeks after winter and spring treatments with the different weed management strategies, no significant difference ( $p < 0.05$ ) in bacteria per gram of soil was observed between the soil samples from untreated controls and soils treated with different weed management strategies at either Vermont South or Aspendale trial sites (Table 3-10). Generally, the bacteria per gram of soil and diversity was lower in sandy loam samples from Aspendale compared to the CFU per gram of soil in the heavy clay from Vermont South (Table 3-6). No significant changes in CFU were determined between seasonal treatment groups. Colony forming units were approx. 10-fold higher at the Vermont South site for summer and autumn (Table 7 and 9).

**Table 3.** Number of bacterial colony forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – winter treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^6$ )	Bacteria diversity
Control	5.1 ± 2.3	11
Glyphosate	3.1 ± 2.1	6
Glufosinate	3.7 ± 2.3	8
Pine Oil	8.8 ± 2.3	12
Clove Oil	8.3 ± 2.8	13
Imazapyr	3.7 ± 2.1	4
Prodiamine	4.7 ± 2.6	5
MCPA + dicamba	6.3 ± 2.8	9
Acetic Acid + HCl	12 ± 5.8	18
Steam	9.6 ± 3.1	7
Nonanoic acid	5.7 ± 1.2	9

**Table 4.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies– winter treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^6$ )	Bacteria diversity
Control	4.1 ± 1.9	7
Glyphosate	2.1 ± 1.6	5
Glufosinate	2.3 ± 0.7	5
Pine Oil	2.1 ± 1.3	6
Clove Oil	2.9 ± 1.5	5
Imazapyr	1.7 ± 1.0	5
Prodiamine	3.1 ± 1.8	6
MCPA + dicamba	4.1 ± 1.8	7
Acetic acid + hydrochloric acid	3.6 ± 1.3	5
Steam	5.2 ± 2.1	7
Nonanoic acid	2.7 ± 1.9	5

**Table 5.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – spring treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^6$ )	Bacteria diversity
Control	8.7 ± 3.7	8
Glyphosate	7.2 ± 2.6	6
Glufosinate	8.4 ± 3.1	10
Pine Oil	7.9 ± 2.7	8
Clove Oil	7.9 ± 2.2	11
Imazapyr	7.6 ± 3.0	7
Prodiamine	8.4 ± 2.5	9
MCPA + dicamba	6.8 ± 2.7	12
Acetic Acid + HCl	7.9 ± 2.9	8
Steam	8.3 ± 2.6	8
Nonanoic acid	7.4 ± 3.1	10



**Table 6.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies – spring treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^6$ )	Bacteria diversity
Control	3.9 ± 2.7	6
Glyphosate	4.1 ± 2.3	6
Glufosinate	3.7 ± 1.4	6
Pine Oil	3.2 ± 1.8	7
Clove Oil	3.3 ± 1.6	6
Imazapyr	3.7 ± 2.1	5
Prodiamine	4.5 ± 2.7	6
MCPA + dicamba	3.9 ± 2.0	6
Acetic acid + hydrochloric acid	4.0 ± 1.5	6
Steam	4.2 ± 2.8	6
Nonanoic acid	3.9 ± 2.6	6

**Table 7.** Number of bacterial colony forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – summer treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^7$ )	Bacteria diversity
Control	8.2 ± 2.8	13
Glyphosate	8.8 ± 1.9	11
Glufosinate	7.6 ± 2.3	13
Pine Oil	7.2 ± 2.7	13
Clove Oil	6.9 ± 3.1	13
Imazapyr	7.6 ± 2.8	12
Prodiamine	7.0 ± 2.5	12
MCPA + dicamba	7.2 ± 2.9	12
Acetic Acid + HCl	6.8 ± 3.1	11
Steam	7.5 ± 2.8	9
Nonanoic acid	8.3 ± 2.8	12

**Table 8.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies– summer treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^6$ )	Bacteria diversity
Control	5.3 ± 2.0	7
Glyphosate	4.8 ± 1.9	8
Glufosinate	3.8 ± 1.6	7
Pine Oil	4.1 ± 2.9	8
Clove Oil	5.8 ± 3.1	8
Imazapyr	4.2 ± 2.1	8
Prodiamine	6.1 ± 3.0	8
MCPA + dicamba	6.0 ± 2.7	7
Acetic acid + hydrochloric acid	5.7 ± 2.3	8
Steam	5.8 ± 2.6	8
Nonanoic acid	6.2 ± 2.3	7

**Table 9.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in clay soil from the Vermont South trial site treated with different weed management strategies – autumn treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU ( $10^7$ )	Bacteria diversity
Control	8.3 ± 3.2	12
Glyphosate	8.5 ± 3.0	13
Glufosinate	8.0 ± 2.9	11
Pine Oil	8.3 ± 2.8	11
Clove Oil	9.2 ± 2.8	13
Imazapyr	8.1 ± 3.1	13
Prodiamine	7.9 ± 2.9	12
MCPA + dicamba	8.3 ± 2.6	12
Acetic Acid + HCl	9.0 ± 3.2	13
Steam	8.7 ± 2.9	13
Nonanoic acid	8.7 ± 2.8	12

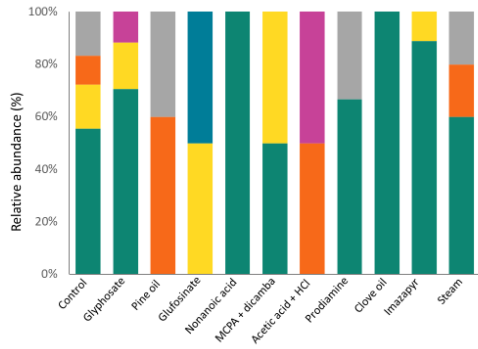
**Table 10.** Number of bacterial colonies forming units (CFU) per gram of soil and diversity of bacteria based on different phenotypes observed in sandy loam soil from the Aspendale trial site treated with different weed management strategies – autumn treatment. Samples were collected 4 weeks after treatment with the different strategies.

Treatment	Bacterial CFU (10 <sup>6</sup> )	Bacteria diversity
Control	6.3 ± 2.7	9
Glyphosate	5.3 ± 2.3	8
Glufosinate	5.7 ± 2.5	9
Pine Oil	6.0 ± 2.6	9
Clove Oil	5.8 ± 2.7	8
Imazapyr	4.9 ± 2.0	8
Prodiamine	6.3 ± 3.0	7
MCPA + dicamba	5.8 ± 2.8	8
Acetic acid + hydrochloric acid	5.9 ± 2.5	9
Steam	6.2 ± 2.8	9
Nonanoic acid	5.7 ± 2.4	9

### 3.5.0 Effect of weed management strategies on arthropod relative abundance 4 weeks post treatment

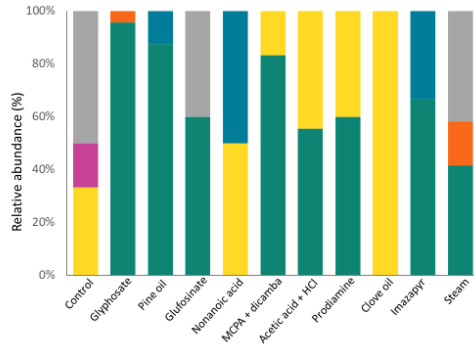
Arthropod relative abundance varied across all treatments with no discernible link between a particular weed management strategy and relative abundance (Fig. 6-7). On average Hymenoptera was the most abundant order at both sites across all seasons. Relative abundance of Hemiptera was higher at Aspendale compared to Vermont South, particularly for “prodiamine”, “clove oil”, “imazapyr” and “steam” treatments.

Fig. 6A. Effect of weed management strategies on Arthropod relative abundance at Vermont South 4 weeks post treatment - Winter



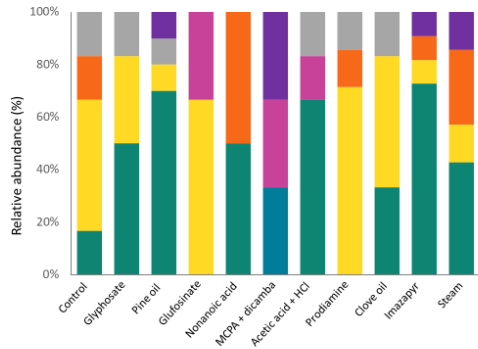
■ Hymenoptera ■ Julidae ■ Araneae ■ Coleoptera ■ Dermaptera ■ Diptera ■ Hemiptera

Fig. 6B. Effect of weed management strategies on Arthropod relative abundance at Vermont South 4 weeks post treatment - Spring



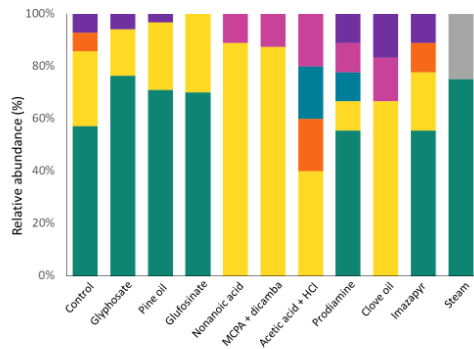
■ Hymenoptera ■ Julidae ■ Araneae ■ Coleoptera ■ Dermaptera ■ Diptera ■ Hemiptera

Fig. 6C. Effect of weed management strategies on Arthropod relative abundance at Vermont South 4 weeks post treatment - Summer



■ Hymenoptera ■ Julidae ■ Araneae ■ Coleoptera ■ Dermaptera ■ Diptera ■ Hemiptera

Fig. 6D. Effect of weed management strategies on Arthropod relative abundance at Vermont South 4 weeks post treatment - Autumn



■ Hymenoptera ■ Julidae ■ Araneae ■ Coleoptera ■ Dermaptera ■ Diptera ■ Hemiptera

Figure 6. Effects of weed management strategies on relative abundance of Arthropod Orders enumerated at Vermont South for (A) winter, (B) spring, (C) summer and (D) autumn applications.

Fig. 7A. Effect of weed management strategies on Arthropod relative abundance at Aspendale 4 weeks post treatment - Winter

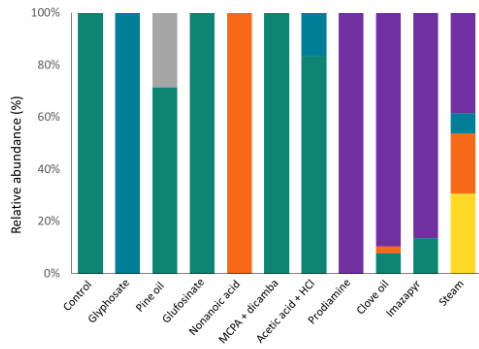
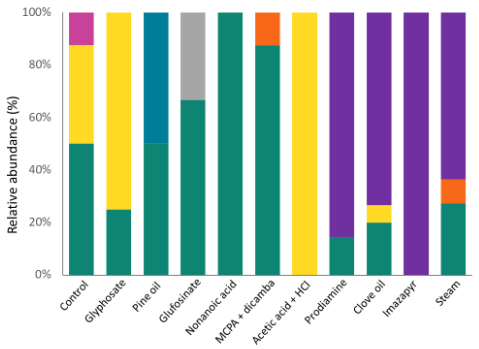


Fig. 7B. Effect of weed management strategies on Arthropod relative abundance at Aspendale 4 weeks post treatment - Spring



Legend: Hymenoptera (dark green), Julidae (yellow), Araneae (orange), Coleoptera (teal), Dermaptera (pink), Diptera (grey), Hemiptera (purple)

Fig. 7C. Effect of weed management strategies on Arthropod relative abundance at Aspendale 4 weeks post treatment - Summer

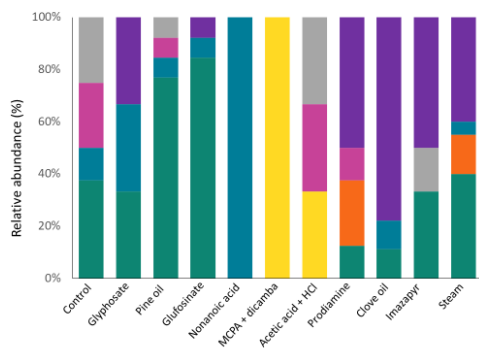
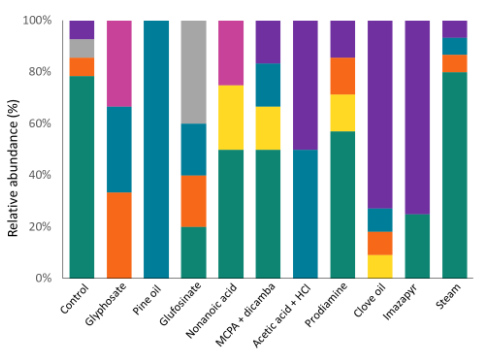


Fig. 7D. Effect of weed management strategies on Arthropod relative abundance at Aspendale 4 weeks post treatment - Autumn

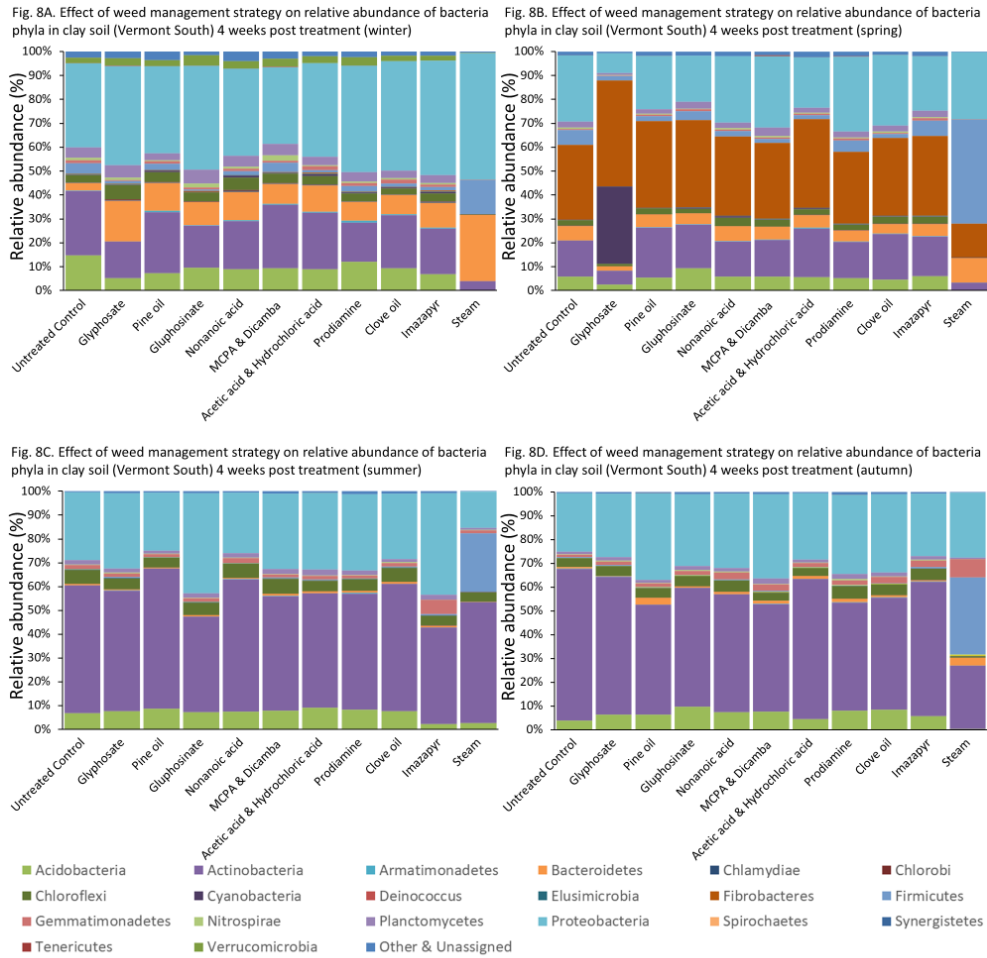


Legend: Hymenoptera (dark green), Julidae (yellow), Araneae (orange), Coleoptera (teal), Dermaptera (pink), Diptera (grey), Hemiptera (purple)

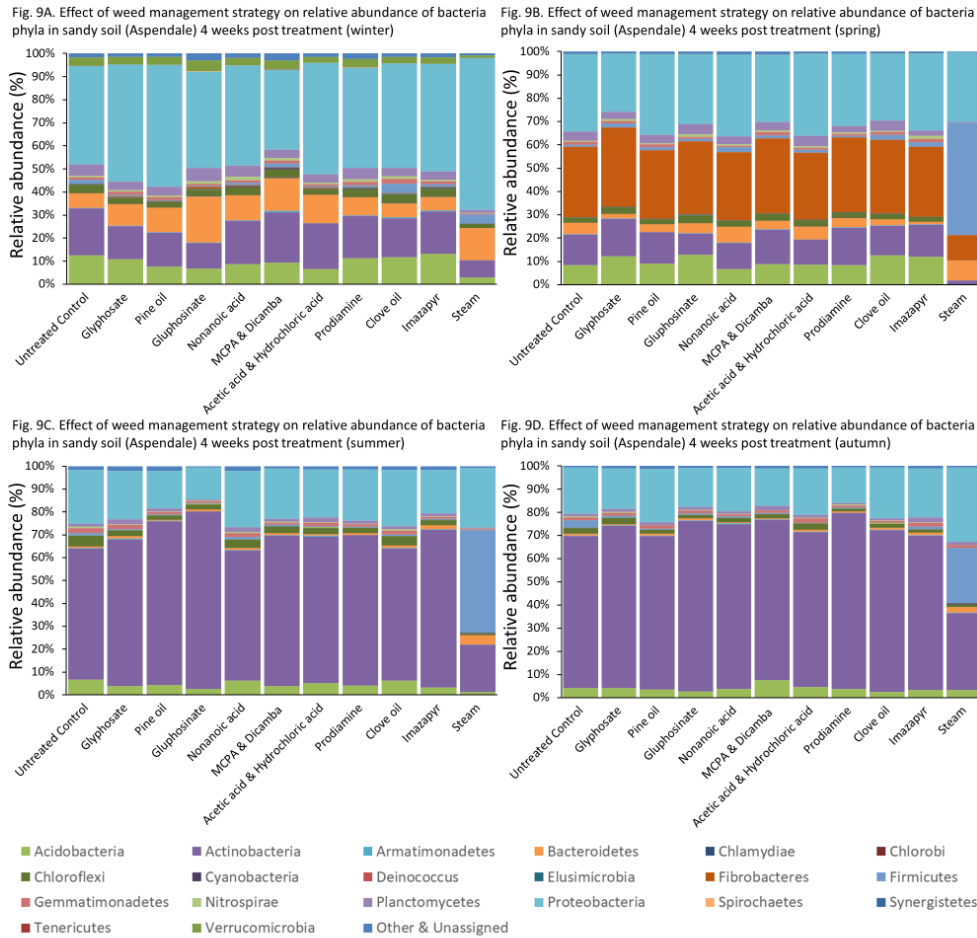
Figure 7. Effects of weed management strategies on relative abundance of Arthropod Orders enumerated at Aspendale for (A) winter, (B) spring, (C) summer and (D) autumn applications.

### 3.6.0 Effect of weed management strategies on bacterial diversity in soil 4 weeks post treatment

Sequencing of total 16S rRNA in soil samples taken 4 weeks after treatment with the different weed management strategies showed that the relative abundance of bacteria phyla was generally similar for all treatments compared to the control apart from the steam treatment groups at both sites across all seasons (Fig. 8A-D and 9A-D). The relative abundance of phyla did alter seasonally with increased Verrucomicrobia present in winter samples and increased Fibrobacteres present in spring samples (Fig. 8A, B and 9A, B). The spring glyphosate treatment showed to have increased relative abundance of cyanobacteria compared with other treatments (Fig. 8B). For soils from winter steam treatments, Proteobacteria were the most abundant phyla, with a general lower level of diversity (lower number of phyla) (F. 8A and 9A). Firmicute abundance increased in soils treated with steam in spring, whilst Proteobacteria abundance was reduced (Fig. 8B and 9B). Four weeks post summer treatments, a common seasonal trend was observed for microbial communities within the soil at both sites (Fig. 8C and 9C). For the imazapyr treated soil at Vermont South an increase in Gemmatimonadetes was observed in summer (Fig. 8C). Four weeks post summer application of steam, the overall diversity of bacteria phyla was reduced at both sites, with increased relative abundance of Firmicutes at both sites (Fig. 8C and 9C). For the bacterial communities four weeks post autumn treatment, at both sites a seasonal shift in community composition was observed, where the relative abundance of Actinobacteria increased, whereas the Fibrobacteres abundance reduced dramatically for all chemical treatments (Fig. 8D and 9D). Four weeks post autumn treatments the steam treatment at both sites showed to increase Fibrobacteres relative abundance (Fig. 8D and 9D).



**Figure 8.** Effects of weed management strategies on relative abundance of bacteria phyla 4 weeks post treatment at Vermont South (heavy clay soil profile) for (A) winter, (B) spring, (C) summer and (D) autumn applications.



**Figure 9.** Effects of weed management strategies on relative abundance of bacteria phyla 4 weeks post treatment at Aspendale (sandy loam soil profile) for (A) winter, (B) spring, (C) summer and (D) autumn applications.



### 3.7.0 Effect of weed management strategies on fungal diversity in soil 4 weeks post treatment

Sequencing of total fungal ITS in soil samples taken 4 weeks after treatment with the different weed management strategies showed that the relative abundance of fungal phyla varied with the highest relative abundance generally being Ascomycota for both season at the two trial sites (Fig. 10A-D and 11A-D). The treatment of acetic acid + hydrochloric acid in winter at Vermont South increased Blastocladiomycota relative abundance, with a reduction in Ascomycota relative abundance also observed (Fig. 10A). Four weeks post winter steam treatment at Vermont South increased showed to increase the relative abundance of Mortierellomycota (Fig. 10A). For the steam treated areas 4 weeks post treatment at Aspendale, Blastocladiomycota relative abundance was seen to increase (Fig. 11A). For spring samples at both sites, the steam treatment reduced the number of different phyla present, particularly in spring samples were >80% of species present belonged to Ascomycota (Fig. 10B and 11B). For the summer round of treatments at both sites, there was an obvious seasonal associated change of the fungal community profiles, where a reduced amount of diversity was observed (Fig. 10C and 11C). For the summer treatment round, an increased relative abundance of Aphelidiomycota was observed at both sites (Fig. 10C and 11C). For the autumn treatment rounds, 4 weeks post treatment the relative abundance of fungi present Vermont South showed to have a higher proportion of Chytridiomycota (Fig. 10D).

### 3.8.0 Cumulative effect of weed management strategies on soil properties

The cumulative effects of the different weed management strategies on soil physical and chemical properties were assessed. Generally, there was no discernible changes in soil physical and chemical properties associated with the different treatments (Table 11 and 12). At Vermont South, higher levels of nitrogen (N) were measured in soils treated with glyphosate and imazapyr (70 ppm and 131 ppm respectively; see table 11). Higher levels of cobalt (Co) were measured in soils treated with steam (3.02 ppm; see table 11). For samples from Aspendale, higher nitrogen (N) levels were measured in soils treated with imazapyr (31 ppm; see table 12).

Fig. 10A. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Vermont South) 4 weeks post treatment (winter)

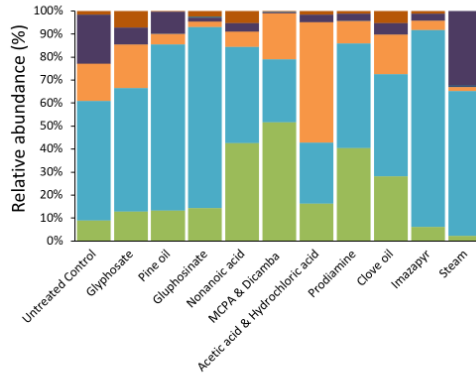


Fig. 10B. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Vermont South) 4 weeks post treatment (spring)

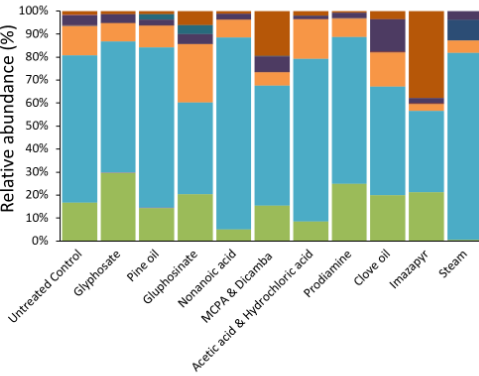


Fig. 10C. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Vermont South) 4 weeks post treatment (summer)

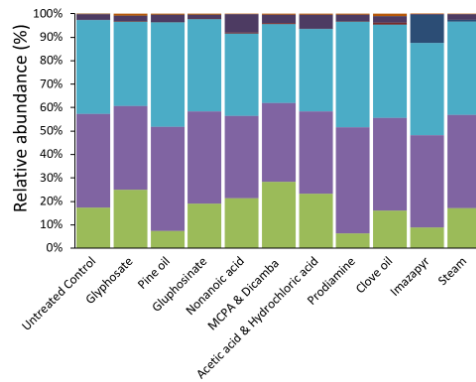
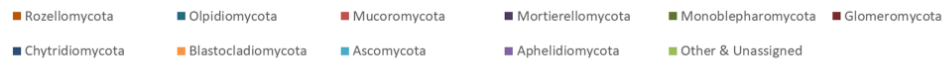
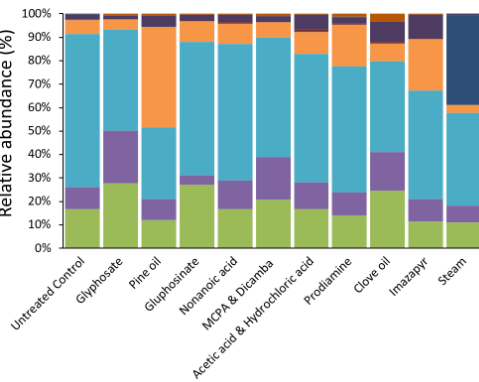


Fig. 10D. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Vermont South) 4 weeks post treatment (autumn)



**Figure 10.** Effects of weed management strategies on relative abundance of fungi phyla 4 weeks post treatment at Vermont South (heavy clay soil profile) for (A) winter, (B) spring, (C) summer and (D) autumn treatments.

Fig. 11A. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Aspendale) 4 weeks post treatment (winter)

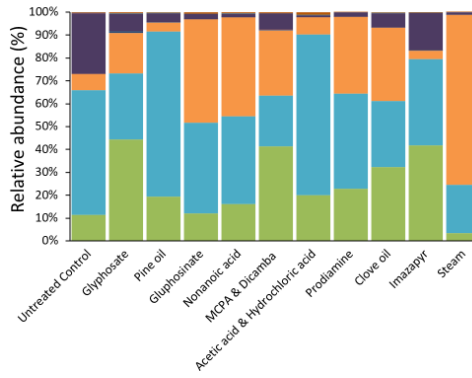


Fig. 11B. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Aspendale) 4 weeks post treatment (spring)

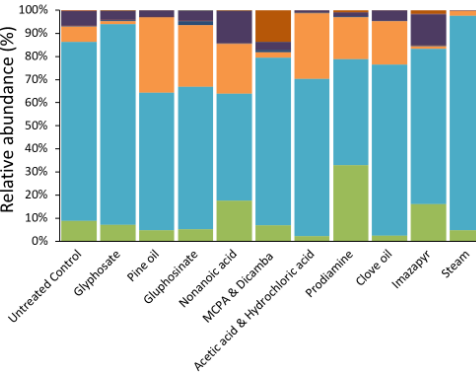


Fig. 11C. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Aspendale) 4 weeks post treatment (summer)

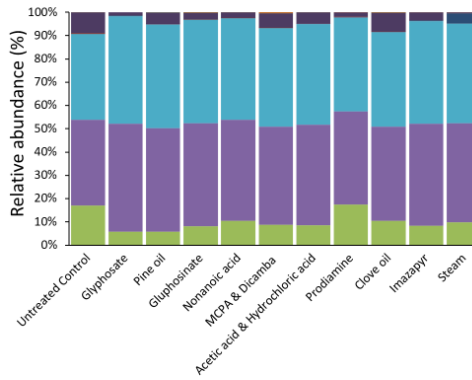
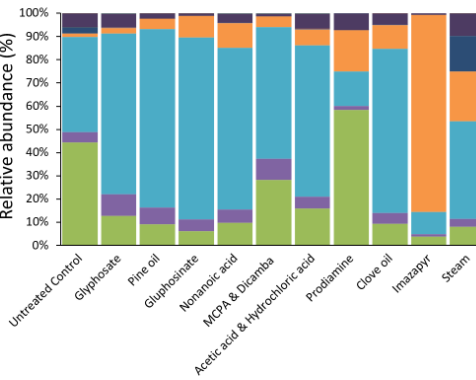


Fig. 11D. Effect of weed management strategy on relative abundance of fungi phyla in clay soil (Aspendale) 4 weeks post treatment (autumn)



**Figure 11.** Effects of weed management strategies on relative abundance of fungi phyla 4 weeks post treatment at Aspendale (sandy loam soil profile) for (A) winter, (B) spring, (C) summer and (D) autumn treatments.

Table 11. Cumulative effects of the different weed management strategies on soil physical and chemical properties at Vermont South

	Control	Glyphosate	Pine oil	Glufosinate	Nonanoic acid	MCPA + dicamba	Acetic acid + Hydrochloric acid	Proflinamine	Clove oil	Imazapyr	Steam
pH (1:5 Water)	6.1	5.2	5.7	5.5	5.8	6	5.2	6.3	6.1	5.4	6.9
pH (1:5 0.01M CaCl <sub>2</sub> )	5.56	4.56	5.14	4.86	5.23	5.37	5.72	5.7	5.48	4.79	6.35
Electrical Conductivity (EC)	91.4 µS/cm	183.0 µS/cm	96.0 µS/cm	104 µS/cm	86.8 µS/cm	46.2 µS/cm	102 µS/cm	73.3 µS/cm	109 µS/cm	207 µS/cm	48 µS/cm
Total Soluble Salt (TSS)	301.62 ppm	603.9 ppm	316.8 ppm	343.2 ppm	286.44 ppm	151.46 ppm	336.6 ppm	243.5 ppm	359.7 ppm	683.1 ppm	158.4 ppm
Available Calcium (Ca)	226.0 ppm	156.0 ppm	155.0 ppm	133.6 ppm	147.2 ppm	114.2 ppm	151.6 ppm	145.2 ppm	157.6 ppm	147.4 ppm	232.0 ppm
Available Magnesium (Mg)	525.6 ppm	460.0 ppm	488.4 ppm	373.2 ppm	415.2 ppm	336 ppm	450 ppm	457.2 ppm	452.7 ppm	404.4 ppm	424.8 ppm
Available Sodium (Na)	25.99 ppm	16.9 ppm	22.954 ppm	10.764 ppm	16.86 ppm	12.052 ppm	17.73 ppm	18.05 ppm	18.08 ppm	15.04 ppm	31.05 ppm
Available Nitrogen (N)	6.77 ppm	70.7 ppm	7.92 ppm	27.7 ppm	8.59 ppm	1.7 ppm	7.58 ppm	8.3 ppm	8.81 ppm	131 ppm	8.2 ppm
Available Phosphorus (P)	17.0 ppm	42.8 ppm	24.7 ppm	35 ppm	24.3 ppm	17.6 ppm	28.4 ppm	23.6 ppm	27.6 ppm	36.5 ppm	13.5 ppm
Available Potassium (K)	530.4 ppm	499.2 ppm	522.6 ppm	464.1 ppm	600.6 ppm	365.43 ppm	577.2 ppm	534.3 ppm	585 ppm	432.9 ppm	289.38 ppm
Available Sulphur (S)	11.8 ppm	17.6 ppm	15.0 ppm	8.86 ppm	12 ppm	5.85 ppm	13.5 ppm	11.9 ppm	18 ppm	20.4 ppm	4.11 ppm
Available Copper (Cu)	8.52 ppm	7.89 ppm	30 ppm	16.6 ppm	13.5 ppm	9.1 ppm	7.33 ppm	7.73 ppm	6.21 ppm	17.4 ppm	3.99 ppm
Available Zinc (Zn)	45.6 ppm	47.1 ppm	37.6 ppm	36.4 ppm	76.9 ppm	33.6 ppm	43.1 ppm	33.5 ppm	35.2 ppm	36.4 ppm	20.5 ppm
Available Iron (Fe)	12 ppm	56.0 ppm	81 ppm	109 ppm	69 ppm	58 ppm	30 ppm	39 ppm	26 ppm	34 ppm	8 ppm
Available Manganese (Mn)	8 ppm	13 ppm	9 ppm	6 ppm	8 ppm	4 ppm	5 ppm	5 ppm	6 ppm	6 ppm	8 ppm
Available Cobalt (Co)	0.73 ppm	0.69 ppm	0.62 ppm	0.44 ppm	0.52 ppm	0.42 ppm	0.51 ppm	0.39 ppm	0.51 ppm	0.46 ppm	3.02 ppm
Available Molybdenum (Mo)	0.20 ppm	0.26 ppm	0.36 ppm	0.45 ppm	0.28 ppm	0.29 ppm	0.26 ppm	0.28 ppm	0.29 ppm	0.29 ppm	0.17 ppm
Available Boron	0.52 ppm	0.40 ppm	0.35 ppm	0.31 ppm	0.31 ppm	0.28 ppm	0.29 ppm	0.37 ppm	0.35 ppm	0.44 ppm	0.24 ppm
Total Organic Matter (OM)	1.7%	1.7%	1.3%	1.0%	1.3%	8%	1.3%	1.3%	1.3%	1.2%	1.3%
Total Organic Carbon (OC)	8.45%	8.50%	6.35%	5.20%	6.50%	3.99%	6.40%	6.50%	6.25%	6.50%	6.45%
Exchangeable Calcium (meq/100g of soil)	10.9	7.18	7.39	6.31	7.05	5.54	7.14	6.97	7.45	6.59	11.3
Exchangeable Magnesium (meq/100g of soil)	4.22	3.5	3.88	2.94	3.31	2.72	3.54	3.66	3.74	3.01	3.45
Exchangeable Sodium (meq/100g of soil)	0.109	0.0675	0.0952	0.0442	0.0702	0.0508	0.0729	0.0779	0.0743	0.0585	0.132
Exchangeable Potassium (meq/100g of soil)	1.31	1.18	1.28	1.12	1.47	0.909	1.4	1.32	1.42	0.992	0.724
Exchangeable Hydrogen (meq/100g of soil)	9.88	12.3	9.43	9.64	10.1	7.28	7.51	8	8.47	9.53	5.6
Cation Exchange Capacity (CEC)	26.4	24.2	22.1	20.1	22	16.5	19.7	20	21.2	20.2	21.2
Adjusted CEC	18	20	15.7	17.5	15.5	12.5	13.3	13.5	14.9	17.1	15.6
Exchangeable Sodium Percentage (ESP)	0.41%	0.28%	0.43%	0.22%	0.32%	0.31%	0.37%	0.39%	0.35%	2.90%	0.62%
Calcium / Magnesium Ratio (Ca/Mg)	2.58	2.05	1.9	2.15	2.13	2.04	2.02	1.91	1.99	2.19	3.28
Base Saturation Percentage (BSP)	64%	51%	58%	53%	55%	57%	63%	61%	61%	56%	74%

Table 12. Cumulative effects of the different weed management strategies on soil physical and chemical properties at Aspendale

	Control	Glyphosate	Pine oil	Glyphosate	Nonanoic acid	MCPA + dicamba	Acetic acid + Hydrochloric acid	Proflinamine	Clive oil	Imazapyr	Steam
pH (1:5.0 OM:CaCl <sub>2</sub> )	6.9	6.8	6.7	7.1	7	6.8	7	6.9	6.8	6.7	6.7
Electrical Conductivity (EC)	6.36	6.33	6.23	6.64	6.5	6.32	6.45	6.36	6.3	6.23	6.21
Total Soluble Salt (TSS)	43.7 µS/cm	48.3 µS/cm	44.9 µS/cm	49 µS/cm	51.1 µS/cm	40.8 µS/cm	43 ppm	38.6 µS/cm	35.2 µS/cm	74.7 µS/cm	51.3 µS/cm
Available Calcium (Ca)	119.4 ppm	159.39 ppm	148.17 ppm	161.7 ppm	168 ppm	134.64 ppm	141.9 µS/cm	127.38 ppm	116.16 ppm	246.51 ppm	169.29 ppm
Available Magnesium (Mg)	303.6 ppm	22.8 ppm	970 ppm	265.2 ppm	816 ppm	802 ppm	1144 ppm	1252 ppm	850 ppm	1496 ppm	1404 ppm
Available Sodium (Na)	61.41 ppm	58.59 ppm	246 ppm	265.2 ppm	283.2 ppm	220.8 ppm	265.2 ppm	266.4 ppm	235.2 ppm	318 ppm	349.2 ppm
Available Nitrogen (N)	2.1 ppm	8.6 ppm	5.51 ppm	7.32 ppm	5.4 ppm	5.24 ppm	5.7 ppm	5.06 ppm	4 ppm	3.1 ppm	48.53 ppm
Available Phosphorus (P)	5.97 ppm	5.97 ppm	3.55 ppm	3.39 ppm	2.47 ppm	5.11 ppm	5.43 ppm	4.83 ppm	4.7 ppm	10.1 ppm	8.26 ppm
Available Potassium (K)	85.8 ppm	62.01 ppm	60.84 ppm	56.94 ppm	75.27 ppm	48.75 ppm	53.04 ppm	51.48 ppm	70.98 ppm	93.6 ppm	104.13 ppm
Available Sulphur (S)	6.66 ppm	3.94 ppm	4.92 ppm	5.56 ppm	6.1 ppm	5.11 ppm	4.9 ppm	5.29 ppm	5.15 ppm	5.71 ppm	7.68 ppm
Available Copper (Cu)	12 ppm	11.3 ppm	20 ppm	15.5 ppm	13.2 ppm	12.5 ppm	10.1 ppm	11.2 ppm	8.27 ppm	11.1 ppm	11.9 ppm
Available Zinc (Zn)	39 ppm	48.6 ppm	62.1 ppm	52.4 ppm	45.2 ppm	58.7 ppm	63.2 ppm	81.8 ppm	48.3 ppm	54.7 ppm	41 ppm
Available Iron (Fe)	12 ppm	9 ppm	11 ppm	7 ppm	6 ppm	7 ppm	14 ppm	9 ppm	10 ppm	10 ppm	15 ppm
Available Manganese (Mn)	3 ppm	7 ppm	6 ppm	7 ppm	4 ppm	5 ppm	4 ppm	3 ppm	3 ppm	7 ppm	7 ppm
Available Cobalt (Co)	0.49 ppm	0.44 ppm	0.66 ppm	0.44 ppm	0.44 ppm	0.48 ppm	0.41 ppm	0.42 ppm	0.37 ppm	0.51 ppm	0.47 ppm
Available Molybdenum (Mo)	0.09 ppm	0.16 ppm	0.17 ppm	0.17 ppm	0.12 ppm	0.18 ppm	0.12 ppm	0.10 ppm	0.08 ppm	0.11 ppm	0.15 ppm
Available Boron	0.25 ppm	0.29 ppm	0.27 ppm	0.26 ppm	0.28 ppm	0.23 ppm	0.29 ppm	0.24 ppm	0.23 ppm	0.34 ppm	0.43 ppm
Total Organic Matter (OM)	6%	5%	5%	4%	5%	4%	4%	6%	4%	5%	4%
Total Organic Carbon (OC)	2.77%	2.85%	2.43%	2.18%	2.25%	1.95%	2.25%	2.87%	2.13%	2.49%	2.23%
Exchangeable Calcium (meq/100g of soil)	5.73	3.97	4.6	5.09	3.82	3.78	5.45	6.02	4.06	6.99	6.71
Exchangeable Magnesium (meq/100g of soil)	2.43	1.78	1.94	2.08	2.21	1.74	2.1	2.14	1.87	2.48	2.78
Exchangeable Sodium (meq/100g of soil)	0.256	0.218	0.241	0.21	0.254	0.157	0.167	0.165	0.236	0.189	0.202
Exchangeable Potassium (meq/100g of soil)	0.211	0.149	0.148	0.138	0.181	0.118	0.13	0.127	0.174	0.224	0.255
Exchangeable Hydrogen (meq/100g of soil)	2.76	1.85	2.11	1.49	1.8	1.82	1.7	2.33	1.88	2.08	2.29
Cation Exchange Capacity (CEC)	11.4	7.97	9.04	9.01	8.26	7.62	9.55	10.8	8.22	12	12.2
Adjusted CEC	8.63	6.12	6.93	7.52	6.46	5.8	7.85	8.45	6.34	9.88	10
Exchangeable Sodium Percentage (ESP)	2.25%	2.74%	2.67%	2.33%	3.07%	2.06%	1.75%	1.53%	2.87%	1.58%	1.65%
Calcium / Magnesium Ratio (Ca/Mg)	2.36	2.23	2.37	2.44	1.73	2.18	2.59	2.82	2.17	2.82	2.41
Base Saturation Percentage (BSP)	77%	78%	78%	84%	79%	77%	83%	79%	78%	84%	82%

#### **4.0 Discussion**

##### **4.1.0 Chemical alternatives**

A desktop study was completed to assess a number of feasible alternative options to glyphosate for controlling weeds. This enabled identification of suitable substitute or replacement herbicide strategies that could be used in place of glyphosate (Appendix 1). From over 50 weed management strategies, a shortlist of 9 alternatives were selected for further study based on key drivers. These drivers included cost, hazard (perceived, exposure, storage and handling), target specificity (residual, non-residual, non-specific to plants and grasses or specific to types of plants and grasses) and environmental impact (known toxicity to humans, flora, fauna, aquatic life, bacteria and/or fungi). From the list of the chemical alternatives, those selected by the project steering committee for further trialling were: glufosinate, pine oil, glyphosate, nonanoic acid, MCPA + dicamba, acetic acid + hydrochloric acid, proflaminate, clove oil, imazapyr and steam. Each of these trial options were chosen based on meeting the drivers; cost efficiency, reduced environmental impact, and minimal known risks towards humans.

##### **4.2.0 Effect of the weed management strategies on weed species**

The effects of the weed management strategies on knock-back of weeds (based on ability to reduce % plant coverage) was assessed at the two trial sites (Vermont South and Aspendale) over four seasons; winter, spring, summer and autumn. Across the two sites, there was a difference in both density and diversity of weed species. This translated to an obvious difference in the efficacy of contact-based weed management strategies (nonanoic acid, pine oil, clove oil and acetic acid+ hydrochloric acid); where generally a greater effect on weed reduction was observed at the Aspendale site. This was largely attributed to the lower weed density, meaning the contact acting herbicides were more easily applied to cover the majority of the plant material, resulting in effective destruction of the leaves, shoots and stems. Despite initial reductions to weed coverage, after 12 weeks post application these contact-based products had not had a significant effect on reducing or suppressing

weeds at either site. Due to the thick dense weed coverage at the Vermont South site, no obvious reduction in weed coverage was observed at 4 weeks or 12 weeks post application of the organic weed management strategies. The efficacy of the contact-based herbicides may also have been reduced due to the higher than average rainfall that occurred during the testing period increasing plant germination and growth rates. The average annual rainfall for Melbourne is approx. 650 mm. However, the annual rainfall in 2020 was 1074.1 mm and for 2021 to date the rainfall has been ~233.4 mm.

Both trial sites were observed as having a strong seed bank. This may also have reduced the impact of the contact-based herbicides pine oil, nonanoic acid, acetic acid + hydrochloric acid and pine oil (Fig. 2-5A, C), as well as the selective herbicides MCPA + dicamba and proflaminate (Fig. 2A). These products may have reduced weed coverage 4 weeks post first round of applications (Fig. 2A, C), however, long term (12 weeks and beyond) the seed bank would regenerate, and weed coverage recover to control levels. In the case of the selective herbicides MCPA + dicamba and proflaminate, the reductions to overall weed coverage was negligible with no observed impact on weed coverage beyond the one-off significant knockback observed at Vermont South for the first round of treatment (Fig. 2A). It was also observed that the selective herbicides did not reduce emergence of seasonal broadleaf weeds (marshmallow, dandelion, cat's ear, lamb's tongue and dock) beyond 4 weeks post treatment. The combined MCPA + dicamba treatment has a systemic mode of action via foliar application (Herbiguide, 2020). It is absorbed by plant roots, stems and leaves and translocated through the plant, systemically killing it off (Herbiguide, 2020). For proflaminate, the main mode of action once it has been absorbed through the roots, is disruption to cell division by inhibiting tubulin formation, an essential component for successful cell division (Herbiguide, 2020). Previous studies have shown that proflaminate is persistent but immobile in the soil. With the application rates used on the weeds at the two trial sites, no off-target impacts were observed (Herbiguide, 2020).

It was apparent after 4- and 12-weeks post application, both glyphosate and glufosinate effectively reduced weed coverage at both sites. Glufosinate was sprayed directly onto the leaves and stems. Glufosinate targets post emergence weeds and it is the most potent inhibitor of the glutamine synthetase (Krieger, 2010). This is critical to the assimilation of nitrogen by plants and by consequence photosynthesis (Krieger, 2010). Whilst glufosinate significantly reduced weed coverage for the autumn treatment, it did not reduce weed coverage as effectively as glyphosate (Fig. 5B-D). This may have been due to insufficient coverage of the herbicide on plants, as it has previously been reported that glufosinate efficacy can be limited if coverage is not sufficient (Krieger, 2010).

Interestingly, imazapyr did not have any obvious impact on weed coverage 4 weeks post first application. This was attributed to the time for imazapyr to be metabolised and having more of a longer-term effect on weed coverage due to its pre-emergent effects. After 12 weeks imazapyr showed to significantly reduce weed coverage compared to all other treatments including glyphosate and glufosinate at both sites. There were obvious signs of movement of imazapyr through the soil profile, particularly at the Aspendale site, where it could easily diffuse through the highly permeable sandy loam soil. Imazapyr is typically readily absorbed in soils with high organic and/or clay contents, with a half-life of 14-28 days in soils. After the four seasonal treatments of imazapyr at both sites, the off target die back was approx. 0.5 m beyond the 1 m<sup>2</sup> quadrat boundaries. The minimal regeneration observed was attributed to aerial seeds establishing. Imazapyr was observed to be very motile, expanding beyond the 1 m<sup>2</sup> border and into the buffer zone. The motility of imazapyr could have dire negative off target effects on sensitive native vegetation. Careful consideration of the potential off target effects should be taken into account before use.



Treatment of weeds with steam achieved instant death of weeds, with obvious significant knock back of weed coverage after 4 weeks post treatment. After 12 weeks for the first treatment round in winter the effect of steam was negligible compared to the untreated control, indicating it may have required more frequent application to treat weeds long term (Fig. 2B, D). However, for subsequent treatments steam showed to significantly reduce weed coverage at 12 weeks post treatment, indicating increased efficacy with repetition. This could be due to the steam treatment gradually reducing the seed bank. The coverage observed at 12 weeks was largely from weed runners moving in from the periphery covering the cleared area and aerial seeds establishing.

#### **4.3.0 Impact of weed management strategies on soil properties**

The cumulative impact of the different weed treatment on soil chemical and physical properties was assessed. After the four seasonally administered treatments, the only obvious alterations to soil nutrient profiles was the nitrogen (N) content in imazapyr treated soils at both sites (Table 11 and 12). This increased level of N could be due to the prolonged reduced plant coverage; where no plants are growing and actively taking mineralised N out of the soil and the decaying plant biomass and soil microorganisms are still generating N (Sarathchandra and Upsdell 1981, Korolkova et al 2013). The accumulation of N at the levels measured would probably be of benefit to areas where weeds are being cleared for revegetation. The initial boosted level of available N could help enhance plant growth. At Vermont South, higher levels of cobalt (Co) were measured in soils treated with steam (3.02 ppm) (Table 11). This is most likely an anomaly in the background Co level occurring in the soil at the steam treatment site.

#### **4.4.0 Impact of weed management strategies on soil bacterial, fungal and arthropod communities**

Soil conditions directly impact microbial populations, where dry conditions, acidity, salinity, soil compaction and lack of organic matter cause fluctuations in diversity and abundance (Reid, and Wong,2005). Based on colony count data, results showed that none of the various management

strategies significantly altered the abundance (CFU) of bacteria in soil. A seasonal increase was observed for summer and autumn where CFU per gram of soil increased by 10-fold at both sites.

The sequencing of total bacterial 16S rRNA and fungal ITS revealed that the steam treatment generally reduced the relative abundance of bacteria and fungi alike. Glyphosate, glufosinate and imazapyr were observed to significantly reduce weed coverage, without any obvious effect of bacterial or fungal diversity, apart from the spring glyphosate treatment that showed to have increased relative abundance of cyanobacteria. For steam-treated soils, reduced diversity of bacterial and fungal phyla was observed. Generally, seasonal variation impacted the bacterial and fungal community composition more than any treatment; where summer relative abundance was typically lower.

Assessment of arthropod diversity showed no discernible link between a particular weed management strategy and relative abundance (Fig. 6-7). On average Hymenoptera was the most abundant order at both sites across all seasons, with the order mostly represented by ants. Relative abundance of Hemiptera was higher at Aspendale compared to Vermont South, particularly for proflaminate, clove oil, imazapyr and steam treatments. This increased relative abundance of Hemiptera associated with these treatments at Aspendale was attributed to a cluster of *Lycium ferocissimum* (African Boxthorn) that were next to these transects and attracted the stink bugs.

#### **4.5.0 Cost implications of the different weed management strategies**

Glyphosate was the cheapest product, with the cost of a 1 L preparation at 10 mL/L being AU\$0.10. The other alternative weed management strategies ranged from AU\$0.21/L (glufosinate) to AU\$22.61/L (clove oil) (Table 13). The organic acid, plant oil, MCPA + dicamba and proflaminate based products were all at least six times the cost of glyphosate and failed to demonstrate reproducible reductions to weed coverage. Glufosinate was the cheapest alternative to glyphosate at \$0.21/L and significantly reduced weed coverage for at least 12 weeks post application. Whilst imazapyr (\$2.02/L)

was 20 times more expensive than glyphosate (\$0.10 per L), long term cost may be reduced depending on time required between application and efficacy of more dilute solutions (1.3 g/L opposed to the 13 g/L used). The long residual time and pre-emergent effects of imazapyr could reduce the need to reapply. Due to the high risk of off-target effects due to the mobility of imazapyr, its use would need to be subject to careful assessment to avoid killing desired plants and avoid accountability for inadvertently killing plants on private properties adjoining council-managed areas.

The general PPE and engineering requirements for the chemical weed management strategies are similar given protection against skin irritation, eye irritation, vapour control, spill containment and application systems are the same. There was some increased rate of wear on spray applicators for some products. This was mainly the organic acid and plant oil based products (acetic acid + hydrochloric acid, nonanoic acid and clove oil). This may have been due to improper cleaning of equipment after use or the particular type of sprayers used.

Steam was selected as a manual form of weed management. Steam is becoming an increasingly popular alternative weed management strategy, as it is instantly effective at inhibiting weed growth, is chemical-free and may require less people and time than manually hand-pulling weeds. Steam has a high capital cost and was observed to alter the relative abundance of both bacterial and fungal phyla compared to all other treatments. The cost of the steam unit used for the trials was approximately \$35,000 and to cover an area of 1 m<sup>2</sup> took around 12 minutes. It was noted that to cover an area of 9 m<sup>2</sup> took around 3h, used approximately 600-700 litres of water, consumed approximately \$15 in fuel (combined diesel consumption for the generator and petrol consumption for the water pump), and would require a minimum of 2 people to operate. The ongoing operational and servicing costs of the steam units is hard to determine but are likely to be high given the strain on the water pump and performance issues experienced during the trials, particularly for the summer treatments when the pump became inoperable. Wear to the lances, connectors and hose fittings was observed, posing a

burning hazard and indicate regular ongoing maintenance requirements. Generally, the steam units would perform best with a degree of preventative maintenance to pumps, pipes, hoses, connectors and fittings prior to each use. A cost consideration for the steamers is also the requirement of a vehicle with a 3-tonne towing capacity. Ideally, the steaming units requires two people at a minimum to effectively operate the unit, as the water temperature and unit performance needed to be constantly assessed and managed to achieve effective weed killing. This adds a labour cost element that needs to be factored in when considering weed steaming.

**Table 13.** Costs of products trialled. Costs shown are based on full retail price for one-off purchases of low volumes and may differ for repeated bulk orders.

	Cost (\$)	Volume (L)	Volume (mL)	Dilution Factor(mL/L)	Cost per L (\$)	Cost (\$) per m <sup>2</sup>
<b>Glufosinate</b>	41.5	1	1000	5	0.21	0.04
<b>Acetic acid</b>	111.5	5	5000	90	2.01	0.40
<b>MCPA + Dicamba</b>	24.5	1	1000	27	0.66	0.13
<b>Prodiamine</b>	190	1	1000	40	7.60	1.52
<b>Imazapyr</b>	155	1	1000	13	2.02	0.40
<b>Glyphosate</b>	199	20	20000	10	0.10	0.02
<b>Clove oil</b>	16.96	1	750	N/A	22.61	4.52
<b>Nonanoic acid</b>	12.98	1	1000	N/A	12.98	2.60
<b>Pine oil</b>	220	10	10000	200	4.40	0.88

#For steam treatment: Capital costs for steamer were estimated to be approx. \$35,000 for the 1,000L dual lance unit used, Operating costs = approx. \$6-8 per hour (excluding personnel), water usage = approx. 250 L per hour and other requirements for steamer to consider include size of unit: width = 2.52 m and weight = 2 - 3 tonnes.

#### 4.6.0 Human health-related risks with weed treatment strategies

For the chemical-based weed management strategies, all were classified as either schedule 5 or 6 poisons and were specified as needing to be used with caution. Of the selected alternatives, those identified as schedule 5 at the time of this study were glyphosate, glufosinate, imazapyr, nonanoic acid and clove oil. Acetic acid + hydrochloric acid (organic acid), pine oil (organic plant based oil) and MCPA + dicamba (chemical) weed killers tested in the studies presented here were classified as schedule 6 poisons. At the time of this study, prodiamine was classified as “exempt”. This classification schedule is important, as all the alternatives selected are not highly toxic to the public or suspected to cause major environmental impact due to runoff, and they pose a relatively low-risk hazard to the workers administering the weed killer.

Hereafter, the focus on safety implications is on glufosinate, imazapyr and steam. The acetic acid and plant oil based products were not shown to be effective weed control alternatives compared to glyphosate, glufosinate, imazapyr or steam based on weed coverage results (Fig. 2-5), cost. In addition, both pine oil and the acetic acid + hydrochloric acid products trialled were classified as Schedule 6 “poison”, whereas as glyphosate, glufosinate and imazapyr are classified as a Schedule 5 “caution”. This indicates the pine oil and the acetic acid + hydrochloric acid pose a potentially higher health risk. Acetic acid is an organic compound (contains carbon and hydrogen bonds) with a low or “acidic” pH. As such, acetic acid (and hydrochloric acid) is highly corrosive to skin and eyes, causing burns. Acetic acid and hydrochloric acid both produce strong vapours that can irritate eyes, skin, and the respiratory system and at high concentrations it may cause irreversible damage to eyes, skin, or the respiratory system. The pine oil and clove oil products tested were listed as having similar health risks as the acetic acid + hydrochloric acid based product (may cause severe eye and skin damage, and is a respiratory system irritant). In the case of the clove oil product this could be due to the acetic acid content of the product (40 g/L) in addition to the concentrated plant-based oil.

Glyphosate health precautions are detailed in the introduction including its Group 2A (probable carcinogen) classification.

Glufosinate and imazapyr are both Schedule 5 (caution) poisons, classified as hazardous, are not classified as dangerous goods and have the signal word "warning". Glufosinate and imazapyr are not classified as carcinogens or probable carcinogens by the IARC. This may be due to glufosinate and imazapyr not being reviewed for classification due to low or no reported incidences, no evidence presented, or only low-risk evidence obtained from toxicity testing.

To date, chronic toxicity tests for imazapyr indicate that it is not carcinogenic, mutagenic, or neurotoxic. It also not known to cause reproductive or developmental toxicity and is not a suspected endocrine disrupter. Available information suggests imazapyr has low acute toxicity on the skin or if ingested but is harmful if inhaled and may cause irreversible damage if it gets in the eyes. Applicators must follow the protective control measures outlined in the safety data sheet (SDS) as detailed in the example information below. The break-down products from imazapyr are not suspected as being any more toxic than imazapyr itself and are likely to be excreted faster than imazapyr when ingested.

For glufosinate, testing of foetuses during pregnancy in rats and rabbits indicated no teratogenic potential (birth abnormalities). Mutagenicity tests have also indicated glufosinate to be non-genotoxic. Chronic toxicity testing in rats and dogs yielded no-observable-effect levels of 2 and 5 mg/kg body weight/day, respectively. Oncogenicity studies in rats and mice revealed no carcinogenic potential. On the basis of this toxicity data, it was concluded that this herbicide is safe under conditions of recommended use (Ebert et al 1990).

Based on a consensus of information in multiple manufacturers' SDS, the first aid and protective measures for glyphosate, glufosinate and imazapyr with details for exposure treatment are as follows:

- **Inhalation:** If inhaled, remove to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Seek medical attention if breathing problems develop.
- **Skin Contact:** In case of skin contact, brush away granules (imazapyr), immediately remove contaminated clothing and wash affected areas with water and soap. Seek medical attention if symptoms occur.
- **Eye Contact:** In case of eye contact, brush away granules (imazapyr), hold eyelids open and rinse with water for at least 15 minutes. Seek immediate medical attention.
- **Ingestion:** If swallowed, do not induce vomiting. Immediately rinse mouth with water. Give a glass of water. Never give anything by mouth to an unconscious person. Seek immediate medical attention.
- **Engineering Controls:** Provide exhaust ventilation or other engineering controls to keep the airborne concentrations of vapour below occupational exposure standards.
- **Respiratory Protection:** Use an approved vapour respirator under conditions where exposure to the substance is apparent (e.g., generation of high concentrations of mist or vapour, inadequate ventilation, development of respiratory tract irritation) and engineering controls are not feasible.
- **Skin Protection:** Wear PVC or butyl rubber gloves. When selecting gloves for use against certain chemicals, the degradation resistance, permeation rate and permeation breakthrough time should be considered. Occupational protective clothing (depending on conditions in which it has to be used, in particular as regards the period for which it is worn, which shall be determined on the basis of the seriousness of the risk, the frequency of exposure to the risk, the characteristics of the workstation of each worker and the performance of the protective clothing).
- **Eye and Face Protection:** Eye and face protectors for protection against splashing materials or liquids.

For any herbicide or agent being used to control weeds, local area management plans need to be developed that details the appropriate PPE (gloves, protective clothing, eye protection and face protection), ventilation requirements and ways to minimise vapours and risk of exposure. All applicators need to be informed and aware of the risks of working with agents. This is best done by reviewing the information and operating in accordance with the information specified by the product manufacturers and in accordance with Safe Work Australia (SWA), Work Health and Safety (WHS) (Managing Risks of Hazardous Chemicals in the Workplace) Code of Practice, Global Harmonised System (GHS) and the Australian Dangerous Goods (ADG) code, which are detailed in the product SDSs. When applying herbicides workflow patterns need to be predetermined to eliminate the need for the applicators to revisit or come in contact treated areas.

In considering physical weed control strategies such as steam, risks assessments need to be performed and risks associated with hot water or steam, fuel (unleaded petrol and/or diesel) and exhaust fumes accounted for (operate up wind from steamer unit). Applicator exposure time increases risk (exposure time to agents); where environmental factors such as heat, fatigue, noise and sun need to be accounted for. Protective measures such as hearing protection, safety glasses, heat proof gloves, and clothing that covers bare skin worn. Even for hand pulling weeds (not reviewed here), exposure risks need to be assessed and managed, with repetitive straining activities, non-ergonomic positioning, sun exposure, exposure to plants that may be irritants, and sharp objects such as broken glass accounted for.

A considerable risk associated with operating the steamer unit is the use of fuels, unleaded petrol, and diesel. For the water pump, petrol (unleaded) is required, which is a Schedule 5 poison and the exhaust fumes generated considered as "possibly carcinogenic" (Group 2B) (IARC, 2012). The generator associated with the boiler that generates the steam uses diesel, which is a Schedule 5 poison. Diesel exhaust emissions are classified as carcinogenic to humans (Group 1). The IARC reviewed diesel



exhaust emission and concluded the following: *“The scientific evidence was reviewed thoroughly by the Working Group and overall it was concluded that there was sufficient evidence in humans for the carcinogenicity of diesel exhaust. The Working Group found that diesel exhaust is a cause of lung cancer (sufficient evidence) and also noted a positive association (limited evidence) with an increased risk of bladder cancer (Group 1)”*. The risks associated with handling, transporting and burning of petrol and diesel need to be considered when using a steamer to eradicate weeds. All risks and risk reduction or avoidance measures should be detailed in a work safety risk assessment and control form and incorporated as part of the standard operating procedure. Operators must consider their and the public’s risk of exposure to the exhaust emissions associated with using the weed steamer. This could be achieved by measures such as ensuring operators are up-wind of the steam unit, public access is restricted within a certain proximity to the unit when in operation, and the unit is only operated in wide open spaces or distanced far enough away from buildings and housing to enable dispersion of exhaust emissions.

#### **4.7 Accessibility issues when using steam to manage weeds**

Managing weeds requires time and often weeds are in areas with limited access due to motorways, infrastructure, or environmental conditions (hills, vegetation or waterways). Chemical treatments are largely able to be carried on person, with spray packs of up to 20 L capacity available as a “backpack”. With regards to accessibility, steaming presents challenges that may render it inappropriate or not an option in some situations. The dimensions of the steam unit used for the trials conducted here was 2.52 m in width and weighed over 2.5 tonnes with a full 1,000 L water tank and 60 L of fuels. Logistically this means that a vehicle with sufficient weight, power, suspension and braking capacity is required, and ideally all-wheel or four-wheel drive if working on unsealed surfaces. In areas where there is no solid road surface, such as Aspendale where there was a sandy roadway or at Vermont South when there had been sufficient rain and the clay had softened to mud, a potential to become bogged was

experienced. The width also limits accessibility and despite the hose length being 40 m, narrow roads and laneways will be largely inaccessible.

#### **4.8 Potential impacts of glyphosate, glufosinate and imazapyr on aquatic environments**

This study did not investigate the impacts of the weed management strategies on aquatic organisms or aquatic environments. Generally, for glyphosate, glufosinate and imazapyr, beyond aquatic plants, photosynthetic green algae are reported as being among the most sensitive aquatic organisms to herbicides. This is largely due to the mode of action for these herbicides disrupting conserved metabolic pathways. It has been proposed that when developing a risk assessment for using pesticides, both the toxicity of pesticides and the expected exposure to organisms should be considered (Tsui and Chu 2003). Here a brief review of the impact glyphosate, glufosinate and imazapyr is described.

The general information provided by manufacturers' SDS documents details the impacts of glyphosate-based herbicides as being mostly towards aquatic plants and algae, with minimal impact on fish, frogs and other aquatic invertebrates. It has been proposed that in aquatic environments, the acute toxicity of glyphosate is reported as being highly species dependant across all taxa, with toxicity depending on the timing, magnitude, and route of exposure (Annett et al 2014). Annett et al 2014 summarised that much of the toxicity data for glyphosate has focused on amphibians due to their increased sensitivity compared with other vertebrates. The lethal concentration 50 (LC<sub>50</sub>) levels for frogs have been reported as ranging from 27 to 911 mg/L depending on the formulation (Mann and Bidwell 1999). This is a large range, with the type of glyphosate formulation altering the LC<sub>50</sub> (Mann and Bidwell 1999). It has previously been suggested that the surfactants used to increase the efficacy of glyphosate as being more likely to have toxic impacts on non-targeted species; where the surfactants in the different formulations could also dictate the large difference in toxicity (LC<sub>50</sub>) towards frogs (Annett et al 2014). In marine environments, data obtained from short-term acute

toxicity tests has indicated that glyphosate is generally lethal at high levels. However, long-term exposure data suggests that glyphosate can markedly affect biological responses of marine invertebrates (Matozzo et al 2020). The further information available on glyphosate impacts on aquatic organisms suggest that levels typical in run-off waters can alter microbial populations (Piola et al 2013).

The manufacturers' SDS lists the LC<sub>50</sub> for glufosinate towards a number of aquatic invertebrates as being >710 mg/L. Previously the lethal concentration (LC<sub>50</sub>) of a glufosinate based herbicide for the marine medaka *Oryzias dancena* characterised as 8.76 mg/L (Kang et al 2014). For fish the LC<sub>50</sub> values reported range from 13-65 mg/L, which like the LC<sub>50</sub> of the marine medaka could be present in runoff water if a sufficient application rate had been used. Based on a general consensus of manufacturers product information, the application rate for glufosinate is around 1 g/L, with 100 L sufficient for covering up to 2 hectares. At the intended application rate across a >1 ha area, the risk of glufosinate toxicity from runoff waters carrying glufosinate into creeks, rivers and ponds is really low. Despite this, the appropriate application times, rates and buffer zones from waterways need to be considered to avoid the risk of runoff water carrying glufosinate into water ways, creeks and rivers.

Exposure of aquatic plants to imazapyr can results in their death. Imazapyr has been proposed as a means for reducing weeds in irrigation water ways and canals to remove unwanted plant growth, however, the application time and rate need to be carefully managed to avoid negative impacts on cropped plants due to the presence of residual imazapyr (Dugdale et al 2020). The half-life of imazapyr in pond and river sediment has been reported as ranging from 180 up to 240 days, with a potentially very slow hydrolysis and biodegradation rate in water. In the context of this study, the use of imazapyr near waterways where it could be washed into waterways in run-off water or enter waterways from spray drift, needs to be considered. Particularly in instances where levels could be sufficient enough to kill off aquatic plants or algae unintentionally. This could be managed by leaving a substantial buffer

between water ways and application area (>1 m buffer zone), only applying in drier months where there is a low risk of rainfall runoff carrying residual imazapyr into the waterway, using appropriate application rates to avoid excess imazapyr and reduced residual time, and not spraying in windy conditions.

*In situ* analyses of the impacts of imazapyr on fish and aquatic invertebrates have suggested that there are negligible impacts or any impacts are relatively short lived (Breckels and Kilgour 2018). Imazapyr product safety sheets (SDS) list the environmental toxicity as: moderate toxicity to birds, moderately toxic to fish and non-toxic to bees.

#### **4.9 Summary**

For this project, a comprehensive desktop study was performed to identify possible weed management alternatives that could replace glyphosate use on land managed by councils. Based on a multifaceted selection criterion of cost, availability, ease of use, any known off-target toxic effects and known hazards for use, storage and negative environmental impacts, the following shortlist of 10 strategies were selected for trialling: glyphosate, glufosinate, imazapyr, nonanoic acid, acetic acid and hydrochloric acid, clove oil, MCPA + dicamba, pine oil, prodiamine and steam. Beyond the desktop review, the efficacy of these alternative weed control strategies were compared to untreated (negative) and glyphosate treated (positive) controls at two sites with different soil types. The Vermont South trial site represented a heavy clay profile and the Aspendale site a sandy loam profile.

At both sites, 4 weeks post application of winter and spring treatments, mixed results were observed for changes to weed coverage by the different weed management strategies; where glyphosate, glufosinate and steam were the only treatments to significantly reduce weed coverage at both sites for both seasons. After 12 weeks, glyphosate, glufosinate and imazapyr significantly reduced weed coverage at both sites, with this outcome consistent across all four seasonal treatments. For steam,

spring, summer and autumn treatments showed a longer -term efficacy, where after 12 weeks post treatment weed coverage remained significantly reduced. Assessment of the bacterial and fungal communities in soils exposed to the different weed management strategies revealed that only the steam treatment reduced the diversity of bacterial and fungal phyla present in the soil. Glufosinate (\$0.21/L) was estimated to be twice the cost of glyphosate (\$0.10/L), whilst imazapyr cost approx. \$2.02/L. Steam has a high capitol cost (>\$20,000), and potentially high operating costs (such as equipment maintenance and fuel). Based on the results of field trials, and taking into consideration cost, safety information and off-target impacts, glyphosate is considered to be the most effective weed management strategy of the different approaches scrutinised by this study.

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Appendix 3. Organic weed management strategies identified

organic weed killer with no acidic component	type of herbicide	leave harmful residue	constituent	less effective in weather conditions other than sun	organic certification	time taken to kill weeds	glyphosate free	dilution necessary	biodegradable
natural armour	non selective			yes		within hours	yes	no	yes
BioSafe Weed and grass killer	non-selective	no	soap based	yes		within 1-2 hours of application	yes	yes to specified concentration	
yates natures way organic wee killer	non selective	no	clove oil based	yes	yes	1 hour after application	yes		
bioweed	non selective		pine oil	no		within hours of application	yes	yes 10% to 20%	yes
Agro gold WS weed slayer	non selective		clove oil based					yes	
com gluten meal	pre emerging weed control		com by product		yes				yes

Appendix 4. Manual weed management strategies.

physical	method
solarization	covering weeds with clear plastic
hand pulling	hand pulling weeds out
flame weeder	burning weeds with a propane gas cylinder
Boiling water	hot water is applied to weeds
goats	goats eat the weeds
brush cutting	cutting the weeds with brush cutter/ line trimmer
steam	steam boiler diesel fuel operated machine

## **Attachment 2: Glyphosate Use by Other Councils**

### **Kingston City Council**

In October 2019, Kingston contractors implemented a broad range of weed management practices that focused on reducing the use of herbicides, pesticides and poisons (at the cost of an additional \$1M in 2020), which led to a decline in the overall amenity of their open spaces, with many community complaints received.

As a result, Kingston Council overturned their 2019 ban on glyphosate in October 2021 and resumed the use of glyphosate to control weeds in 'low-risk, low traffic locations'.

Kingston's use of herbicides is guided by the advice of the Australian Pesticides and Veterinary Medicines Authority (APVMA) and WorkSafe. They continue to use hand weeding and steam weeding around playgrounds, childcare centres, preschools and maternal child health centres and high use open space areas.

<https://www.kingston.vic.gov.au/environment/sustainability/managing-our-natural-resources>

### **Frankston City Council**

Frankston also initially stopped the use of glyphosate in 2019, but similarly rescinded its ban on glyphosate in February 2021, citing that alternatives to glyphosate would cost an additional \$600,000 for weed management.

Frankston aims to use glyphosate at significantly lower volumes than prior to the 2019 ban and are now using it in non-high-risk locations very similar to what is proposed in this report for future use by Bayside.

### **Port Phillip City Council**

In 2018 Port Phillip Council prohibited the use of glyphosate to manage weeds in the municipality - including in parks, open spaces and laneways, and alongside roads via an update to its Open Space Maintenance contract in a response to concerns about the safety of the herbicide at the time. Since that time, Council's contractors have since been using alternatives to glyphosate including steam and glufosinate (also known as Basta).

More recently Port Phillip has deemed the effectiveness of these alternatives as low, resulting in a significant increase in requests from the community for the removal of weeds - 370 requests in 2022/23 year-to-date, versus a total amount of approximately 30 in the 2021/22 financial year.

Port Phillip are now proposing to reintroduce glyphosate in "low risk" locations, following the results of the Deakin University study showing that glyphosate products (registered with APVMA), are safe to use provided they are used as per the label instructions.

Port Phillip are now proposing to reintroduce glyphosate to better manage weeds in low-risk environments and continue to use organic herbicides and hand-weed in high-risk areas, such as childcare centres and playgrounds. Their public consultation period for this proposal closed on 4 June 2023.

<https://haveyoursay.portphillip.vic.gov.au/managing-weeds-our-open-and-urban-spaces>

### **Mornington Peninsula Shire**

Weed control in Mornington is guided by WorkSafe Victoria and the APVMA on the use of herbicides.

Mornington use glyphosate as a weed control option along with other non-herbicide approaches including hand weeding, motorised weed control (particularly along roadsides), gas burner and steam weeding, using herbicides where necessary and under strict controls.

Mornington are committed to working to minimise the use of herbicides where practical and continue to research alternative organic weed killers and trial new products including plant-based acids and oils to reduce the use of herbicides.

<https://www.mornpen.vic.gov.au/Environment/Natural-Environment-Biodiversity/Environmental-Noxious-Weeds>

#### **Yarra City Council**

In February 2020, Yarra announced it would 'phase out' glyphosate use, reducing their glyphosate use by 80-85%. Their website currently notes the following under 'Weed Control in Yarra':

*"In these large-scale locations (laneways, footpaths, kerb and channel, tree squares, park garden beds and park mulched tree beds), glyphosate-based herbicide is the most effective and efficient product available.*

*We spot-spray to minimise use and we find that most of Yarra's invasive plants respond well to spot-spraying at the minimum concentration. We use this product sparingly and closely track our herbicide use. We have found that over the last 12-months we used 87% less glyphosate-based concentrate than the recommended label usage.*

*According to available information, there is very little run-off from glyphosate-based herbicide and in most cases the product begins to break down and be absorbed by the soil immediately. Within a few days, the effects in soil become harmless to vegetation.*

*We do not spray on windy days.*

*In natural habitats we use specialised products, most of which are not glyphosate-based. We use glyphosate-based herbicide only when there is not an effective or efficient alternative and to mitigate against the risk of losing significant biodiversity because of weeds."*

<https://www.yarracity.vic.gov.au/services/cleaning-and-maintenance>

#### **City of Greater Dandenong**

Uses glyphosate as part of a comprehensive weed control approach which includes mechanical weeding, hand weeding, weed steaming and other chemical controls.

#### **City of Casey**

Use glyphosate in selected locations and used the Deakin University trial results and MAV position to inform decision making.

#### **Cardinia Shire Council**

Both Council and its contractors use glyphosate. Weeds are managed in accordance with the *Cardinia Weed Management Strategy 2019-29*.

#### **Knox City Council**

Use glyphosate as outlined in the *Knox Environmental Weed Plan 2017*.

#### **Monash City Council**

Use glyphosate and reaffirmed its continued use on 27 July 2021 on the basis of the Deakin University trials and MAV position.





## 10.6 MUNICIPAL HEALTH AND WELLBEING PLAN PROGRESS REPORT - YEAR 2

Community and Customer Experience - Family, Youth and Wellbeing  
File No: PSF/20/2464 – Doc No: DOC/23/214313

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### Executive summary

#### **Purpose and background**

This report presents the outcomes of the Year 2 review (2022–23) of Council’s Municipal Public Health and Wellbeing Plan (MPHWP) 2021–25.

The MPHWP outlines the health and wellbeing priorities for Bayside City Council over four goals and 14 objectives. As an evidence-based, strategic document, the MPHWP responds to identified community needs by guiding Council’s planning, policy, and strategic direction in response to improving public health and wellbeing at a local community level.

#### **Goal 1: Connected and thriving community**

- Objective 1.1 Improve community mental wellbeing and resilience
- Objective 1.2 Drive opportunities that build social networks and community connections
- Objective 1.3 Increase and support volunteerism
- Objective 1.4 Reduce social isolation and loneliness

#### **Goal 2: Healthy and active community**

- Objective 2.1 Increase active and passive physical activity opportunities for all ages and abilities
- Objective 2.2 Improve healthy eating practices
- Objective 2.3 Reduce consumption of alcohol and other drugs

#### **Goal 3: Respectful and safe community**

- Objective 3.1 Reduce family violence, violence against women and elder abuse
- Objective 3.2 Improve community attitudes and behaviours towards gender equality and child safety
- Objective 3.3 Promote positive and respectful relationships
- Objective 3.4 Identify opportunities to improve community safety and support crime prevention strategies

#### **Goal 4: Fair and inclusive community**

- Objective 4.1 Promote and celebrate community diversity
- Objective 4.2 Ensure access to affordable, appropriate and inclusive services and infrastructure
- Objective 4.3 Minimise health inequalities across groups within the community.

The MPHWP meets the requirements of the Public Health and Wellbeing Act 2008 and Disability Act 2006, whilst streamlining community services planning for health and wellbeing from early childhood, through to youth, adult and older years.

Implementation of the MPHWP is driven by two strategic Action Plans; the Health and Wellbeing Action Plan and the Disability Action Plan. These action plans identify actions that will be taken by Council and partners to achieve the four goals and 14 objectives of the MPHWP.

## Key issues

The annual review captures information from the period of July 2022 to June 2023. Actions have been undertaken by departments across the organisation and in partnership with a range of community organisations. Progress is shown in Attachment 1 Health and Wellbeing Action Plan Year 2 Progress Report and Attachment 2 Disability Action Plan Year 2 Progress Report.

### Highlights Year 2 Health and Wellbeing Action Plan

Key highlights from Year 2 include:

- Endorsement of the Volunteer Retention and Recognition Plan and progress made towards all 13 initiatives.
- Delivery of the Positive Ageing Digital Storytelling Intergenerational Project (PADSIP) in partnership with Sandringham Secondary College and Swinburne University.
- Delivery of nine free 'come and try' sessions to increase the number of women and girls participating in sport.
- Council achieved White Ribbon Accreditation in August 2022.
- Five FReeZA programs delivered by young people, for young people including: Art Awards (929 attendees); Dendy Carols (over 100 youths engaged), Children's Week (150 attendees), Kenneth Street Christmas and St.Kilda Festival (2500 attendees, with 8 Committee members receiving training).
- The launch of Bayside's Innovate Reconciliation Action Plan during NAIDOC week in July 2022.

### Highlights Year 2 Disability Action Plan

Key highlights from Year 2 include:

- Successful grant recipient of a \$180,000 Victorian Government grant towards the construction of a Changing Places facility as part of the Beaumaris Arts Group Studio upgrade.
- The launch of the Hidden Disability Sunflower Program across council and promotion to local community centres and organisations.
- The development of an accessible event guide to ensure council-led community events are more inclusive and accessible for all.
- Development of the 'Making Your Business Accessible' resource on council's webpage to encourage and support local businesses to be accessible promoted to over 2000 traders across Bayside.
- Eight Inclusive Bayside Partnership community grants totalling over \$35,000 delivered to local organisations to assist with improving access and inclusion in the community.
- A successful International Day of People with a Disability celebration event held at the Bayside Corporate Centre delivered by Advisory Committee member Ade Djajamihardja as keynote speaker.
- The WebAIM Million Report listed Bayside's website in the top 10% accessible homepages in the world.

### **Recommendation**

That Council notes the annual review of the Municipal Public Health and Wellbeing Plan 2021–25 and Action Plans for July 2022 to June 2023.

### **Support Attachments**

1. Disability Action Plan - Year 2 Progress Report ↓
2. Health and Wellbeing Action Plan - Year 2 Progress Report ↓

## **Considerations and implications of recommendation**

### **Liveable community**

#### **Social**

Council has a key role in ensuring that the health and wellbeing of the community is a priority. Bayside's MPHWP is driven by the social model of health with key principles including addressing the broader determinants of health, acting to reduce social inequities, empowering individuals and their community and enabling access to health care. The activities undertaken over the last 12 months have positively contributed to achieving the MPHWP goals of a connected and thriving community, a healthy and active community, a respectful and safe community and a fair and inclusive community.

#### **Natural Environment**

Bayside's MPHWP acknowledges that open space and the natural environment play an important role in contributing to community health and wellbeing.

#### **Climate Emergency**

Council is required to have regard to climate change when preparing the Municipal Public Health and Wellbeing Plan, in accordance with Section 17 of the Climate Change Act (2017).

#### **Built Environment**

Bayside's MPHWP influences the built environment with a particular focus on affordable housing, safe and appropriate playgrounds and accessible walking paths and community facilities.

#### **Customer Service and Community Engagement**

811 community members provided input into the development of the Municipal Public Health and Wellbeing Plan 2021-2025. Further engagement was undertaken with relevant stakeholders during the annual review and in action delivery.

#### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of this plan progress report, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this report does not meet the requirement for a comprehensive Equity Impact Assessment (EIA) at this time and it has been approved by the EIA Lead not to progress with the assessment.

#### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Bayside's MPHWP addresses Article 25 of the Universal Declaration of Human Rights that "everyone has the right to a standard of living adequate for the health and well-being".

#### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

**Legal**

All Victorian local governments are required under Section 263 of the Public Health and Wellbeing Act 2008 to develop a MPHWP within 12 months of Council elections. Bayside's MPHWP is Council's response to this requirement and is reviewed annually.

**Finance**

There are no direct financial implications for Council associated with the recommendation included in this report. Any future changes to service needs or costs associated with the Action Plans being developed will be subject to budget and funding considerations at the time.

**Links to Council policy and strategy**

Bayside's MPHWP is a key strategic document for Council, along with the Council Plan. Bayside's MPHWP supports the 2021–25 Council Plan aspirations, goals and objectives to ensure the focus of Our Planet, Our People, Our Place and Our Promise is achieved. In particular, Bayside's MPHWP directly aligns with the Council Plan Goal 2, Our People and Theme 8 in the 2050 Community Vision, Access and Inclusion - "Bayside will be inclusive and accessible for all. Bayside values all individuals. Bayside wishes to demonstrate that they value the lived experiences of all cultures and that they want to be inclusive of people of all abilities in the community."



## Year 2 – Action Plan Progress Report

Goal 1: Connected and thriving community				
Strategic objectives				
1.1	Improve community mental wellbeing and resilience.			
1.2	Drive opportunities that build social networks and community connections.			
1.3	Increase and support volunteerism			
1.4	Reduce social isolation and loneliness			
Actions	Progress Indicator	Responsible Officer	Start Date	End Date
Goal 1 Connected and thriving community				
1.1	Increase volunteer opportunities for people with a disability in Bayside.	Community Wellbeing	01-07-2021	30-06-2025
	<ul style="list-style-type: none"> <li>Number of opportunities</li> <li>Range of organisations offering opportunities to people with a disability.</li> </ul>			
				<p>The Volunteer Recruitment, Retention and Recognition Plan was endorsed by Council in July 2022. During the creation of the Plan, the Disability Access and Inclusion Advisory Committee provided guidance on how Council could support more people with a disability to volunteer.</p> <p>Council works in partnership with local volunteer involving organisations to promote and deliver volunteering opportunities for people with a disability across Bayside including:</p> <ul style="list-style-type: none"> <li>Delivery of an intergenerational volunteer program in a wheelchair accessible location with all activities inclusive and accessible.</li> </ul>

	<ul style="list-style-type: none"> <li>The launch of Bayside's new fully accessible online Volunteer Hub, enabling people of all abilities to access and register for volunteering.</li> <li>Work is underway to develop Online Visual Stories for Volunteer program locations to provide access information for people of all abilities.</li> </ul>
<p>1.2 Investigate opportunities for enhancing Council's recruitment practices to attract and welcome people with disabilities and investigate work opportunities at Council for people with disabilities.</p> <ul style="list-style-type: none"> <li><b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Number and range of opportunities provided by Council.</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>People and Strategy</p> <p>Council has implemented a reasonable workplace adjustment policy to enable people with a disability in the organisation to perform at their best.</p> <p>Recruitment and Selection training which now incorporates training on reasonable adjustments and unconscious bias was delivered in March 2023.</p> <p>Council is exploring traineeships, work experience and volunteering opportunities, partnering with community organisations who have individuals seeking employment and work experience opportunities.</p>
<p>1.3 Encourage local Bayside employers to consider people with a disability in recruitment, internships, or work</p>	<p>01-07-2021</p> <p>30-06-2025</p> <p>Economic Development</p> <ul style="list-style-type: none"> <li>Number of presentations provided.</li> <li>Involvement of Bayside Business Network</li> <li>Delivery of Good Access is</li> </ul> <p>Council has developed an online resource 'Making your Business Accessible' available on the Bayside City Council website. This resource has been promoted to</p>



<p>placement.</p> <ul style="list-style-type: none"> <li>• <b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Good Business Program.</p> <p>traders via the Traders newsletter and at the Bayside Business Network. The Traders Newsletter reaches over 2000 traders across Bayside City Council. Further capacity building opportunities and engagement with Bayside Business Network to be explored in 23/24.</p>
<p>1.4 Support community groups providing peer and social support to people with a disability and provide more communications about these opportunities.</p> <ul style="list-style-type: none"> <li>• <b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Number of groups accessing Inclusive Bayside Community Grants.</p> <p>Community Wellbeing</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Council works in partnership with community networks to promote Inclusion grants for local initiatives and community groups. Eight Inclusive Bayside Community Grants have been provided in 2022-2023 (as of May 2023) of up \$35,000. Council has supported initiatives including the Starfish Nippers Program, Hampton Community Centre, Hightett Neighborhood House and Castfield Community Centre.</p>
<p>1.5 Encourage activity and interest groups to increase their inclusion of people with a disability through grants and linking to groups who are achieving inclusivity.</p>	<p>Number of Inclusive Bayside Community Grants provided each year.</p> <ul style="list-style-type: none"> <li>• Provide more communications about these opportunities.</li> </ul> <p>Community Wellbeing</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Ongoing promotion of Inclusion grants linked to International Day of People with a Disability and World Autism Understanding Day. Eight Inclusive Bayside Community Grants have been provided in 2022-2023 (as of May 2023). Inclusion Officer working closely with internal and external stakeholders to target promotion to key groups including local clubs and community centers to offer accessible and inclusion</p>

<p>1.6 Investigate opportunities to support the Hidden Disabilities Sunflower program that raises awareness and supports people with disabilities which are not immediately obvious.</p>	<p>Discussions with Bayley House Community Wellbeing</p> <p>01-07-2021</p> <p>30-06-2023</p> <p>Training of the Hidden Disabilities program is now offered to all staff across the organisation and forms part of the induction for new staff. The Program is being further promoted through Let's Talk Bayside and via community networks. A number of community organisations have implemented the program with support from council's Inclusive Bayside Partnership Grants. Community organisations include:</p> <ul style="list-style-type: none"> <li>• Castlefield Community Centre</li> <li>• BAYCISS</li> <li>• Hampton Community Centre &amp; Highett Neighborhood House</li> </ul>
<p>1.7 Provide support and connection to people with a disability and their carers who access Council services, and provide referral and information relating to the NDIS, as appropriate.</p>	<p>Number of programs delivered to support and connect carers.</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Support for people with a disability and their carers provided through the delivery of a range of in-home services that include a focus on social inclusion and connection within the community. Information, referral, and advocacy to support access to the NDIS provided as appropriate.</p> <p>Black Rock Activity Centre provides a number of support mechanisms to people who are</p>

<p>1.8 Explore partnership opportunities to strengthen and further support carers and families of people with a disability in Bayside.</p>	<ul style="list-style-type: none"> <li>Partnership Opportunities Community Wellbeing</li> </ul>	<p>01-07-2021</p>	<p>30-06-2025</p>	<p>Caring e.g., carers invited to bus outings, carers recognition in October Carers week including respite and vouchers.</p> <p>Council has maintained stakeholder engagement externally and involvement across networks supporting carers and families of people with a disability. There are ongoing opportunities to promote the Inclusive Bayside Partnership grants and provide capacity building initiatives in the community.</p> <p>Partnerships and Networks include:</p> <ul style="list-style-type: none"> <li>Children and Families Network: Implementation of the Hidden Disability Sunflower program to the wider community through the Inclusive Bayside Partnership grants.</li> <li>Bayside Engagement Working Group, supporting local service providers to deliver accessible programs and supports.</li> <li>Partnership projects include PADSIP (Positive Ageing and Digital Storytelling Intergenerational program) with Sandy Beach Centre, Swinburne University and Kids Like Us.</li> </ul>
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<p>1.9 Promote accessible social networking places and spaces in Bayside for people with a disability.</p>	<ul style="list-style-type: none"> <li>• Increase in number of opportunities.</li> </ul>	<p>Community Wellbeing</p>	<p>01-07-2021</p> <p>30-06-2025</p>	<p>Council continues to promote access and inclusion for people with a disability, providing support through the Inclusive Bayside Partnership Grants. Council has delivered presentations to range of local networks including Bayside's Children and Families Network, Bayside's Volunteer Network, and the Bayside Community Development Engagement Working Group.</p> <p>Plans aligned with the DAP are presented to the Disability Access and Inclusion Advisory Committee to ensure they meet the needs of people with disabilities.</p>
<p>1.10 Support people with a disability, carers, and disability services to participate in Council's Disability Access and Inclusion Advisory Committee.</p> <ul style="list-style-type: none"> <li>• <b>Advisory Committee Year 2 Priority</b></li> </ul>	<ul style="list-style-type: none"> <li>• Number of meetings</li> <li>• Progress on implementing Disability Action Plan.</li> </ul>	<p>Community Wellbeing</p>	<p>01-07-2021</p> <p>30-06-2023</p>	<p>Current members are supported on an ongoing basis to ensure all members can participate in meetings, which occur at least six times per year. DAIAC Committee members are meaningfully engaged to provide advice and support on the DAP during the planning, implementation, and evaluation stages.</p> <p>DAIAC members have been involved in codesigning key projects including:</p> <ul style="list-style-type: none"> <li>• A review of the Year 2 Disability Action Plan and identified gaps and key priority areas of focus to</li> </ul>

<p>implement in the action plan.</p> <ul style="list-style-type: none"><li>• Development of Bayside's Accessible Event Guide.</li><li>• DA/AC Members have been engaged in early stages and concept design of the Warm Water Pool and key council strategies such as the Draft Parking Strategy.</li></ul>	
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Goal 2 Healthy and active community					
Strategic objectives					
2.1 Increase physical activity opportunities for all ages and abilities.					
2.2 Improve healthy eating practices.					
2.3 Reduce consumption of alcohol and other drugs					
Actions	Progress Indicator	Responsible Department	Start Date	End Date	Progress comments
2.1 Develop a strategy to make swimming beaches in Bayside accessible.	<ul style="list-style-type: none"> <li>• Strategy developed.</li> <li>• Implementation proceeding.</li> </ul>	Community Wellbeing	01-07-2021	30-06-2025	Successful ongoing roll out of the summer beach accessibility program at Hampton Beach. Internal agreement to provide beach access matting and a beach wheelchair in the new development at Dendy Street. Half-Moon Bay is under construction, with a commitment to providing access. A broader Strategy for access to be developed.
2.2 Support and encourage disability peer support groups and allied health professionals to hold accessible events in Bayside e.g., Blind Sports Victoria and Starfish Nippers at Hampton Life Saving Club.	<ul style="list-style-type: none"> <li>• Number of events.</li> </ul>	Community Wellbeing	01-07-2021	30-06-2025	<p>Council provides support through direct approaches to groups in line with promoting Inclusion Grants. In 2022/23 council provided 3 inclusion grants to support local community groups with disability inclusion events.</p> <p>Council has promoted the Events and Festivals grant and Inclusive Bayside Grants for International Day of People with a Disability 2022 and provides ongoing support to facilitate</p>

	<p>access and inclusion in the community.</p> <p>There were no playgrounds renewed in 2022/2023 – due to a realignment of the capital works program following COVID. All playgrounds designed at a regional or district level have inclusive play elements and accessible connective pathways, however playgrounds classified as pocket parks or local parks have restrictive budgets that do not extend to equipment of this type.</p> <p>Council is working to ensure that the network of new paths in Elsternwick Park Nature Reserve is accessible.</p> <p>Footpath renewal program rolled out based on four-yearly condition data and takes into account customer requests and complaints.</p> <p>Over 2km of accessible paths have been added to the Elsternwick Park Nature Reserve. It was agreed to use unsealed paths within the wetland area, provided the path surface is maintained in a smooth and stable condition. Note that this will require a higher than standard attention to inspection maintenance, which was agreed to.</p> <p>Further accessibility elements to be considered within subsequent stages of the Project.</p>
<p>2.3 Increase the number of playgrounds in Bayside with accessible equipment.</p>	<p>• Number of playgrounds with accessible equipment.</p> <p>Recreation &amp; Events</p> <p>01-07-2021</p> <p>30-06-2025</p>
<p>2.4 Increase and maintain a network of walking paths that are accessible.</p> <p>• <b>Advisory Committee Year 2 Priority</b></p>	<p>Kilometres of compliant paths increased</p> <p>• Feedback from residents.</p> <p>Open Space</p> <p>01-07-2021</p> <p>30-06-2025</p>
<p>2.5 Progressively implement opportunities to make Elsternwick Park Nature Reserve accessible and inclusive.</p>	<p>• Access and inclusion considered at each key stage.</p> <p>• Known and valued throughout Melbourne for accessibility to nature.</p> <p>Open Space</p> <p>01-07-2021</p> <p>30-06-2025</p>

<p>2.6 Encourage Bayside sports clubs to increase participation of people with a disability through the delivery of education and grants that build sustainable capability.</p>	<p>Recreation and Events</p>	<p>01-07-2021</p>	<p>30-06-2025</p>	<p>Promotion of appropriate grant and funding opportunities to sporting clubs including Access for All Abilities funding; events for the International Day for People with a Disability in December and the Inclusive Bayside Partnerships grants. Further training and capacity building opportunities to be explored in 2023-2024.</p>
<p>2.7 Ensure major Council-sponsored community events are accessible and access information is provided when promoting events.</p>	<p>Recreation and Events</p>	<p>01-07-2022</p>	<p>30-06-2025</p>	<p>Recent tender process for Council's 2022 Community Events incorporated several clauses requiring applications to detail accessible and inclusive practice at events. An Accessible Event Guide has been developed and will be incorporated into future contract specifications.</p>



Goal 3 Respectful and safe community					
Strategic objectives					
3.1 Reduce family violence, violence against women and elder abuse.					
3.2 Improve community attitudes and behaviours towards gender equality and child safety.					
3.3 Promote positive and respectful relationships.					
3.4 Identify opportunities to improve community safety and support crime prevention strategies					
Actions	Progress Indicator	Responsible Officer	Start Date	End Date	Progress comments
3.1 Provide training and education for Council staff and volunteers and raise awareness of the barriers people with disabilities may face and strategies to support them.	<ul style="list-style-type: none"> <li>All new staff introduced through staff induction to Council's commitments to people with disabilities.</li> <li>Develop a training needs analysis to determine areas of Council that would benefit from specific training and provide to all relevant new staff within 12 months.</li> </ul>	People and Strategy	01-07-2021	30-06-2025	<p>Developed an eLearning module with the Inclusion officer for the Hidden Disabilities Sunflower program to support disability awareness training for staff. This has been added to the Induction program for all new starters.</p> <p>Work is underway to develop an approach to ensure ongoing Disability Awareness training is delivered to all staff and volunteers.</p>
3.2 Develop a diverse bank of (paid and volunteer) local speakers to be able to address community, organisations, schools, and Council about social and attitudinal barriers and	<ul style="list-style-type: none"> <li>Number of local speakers</li> <li>Number of speaking engagements.</li> </ul>	Community Wellbeing	01-07-2021	30-06-2024	<p>Council has partnered with A2K Media Founder to host and celebrate International Day of People with a Disability; an Advisory Committee member spoke at the event.</p> <p>Further promotion and partnership opportunities with local speakers to</p>

<p>thriving with a disability.</p> <p>3.3 Ensure the high incidence of family violence against people with a disability is communicated in all family violence awareness raising.</p>	<p>be explored in 2023/24.</p> <p>01-07-2021</p> <p>Community Preventing Violence Together Wellbeing Strategy</p> <p>30-06-2025</p> <p>• Incorporate in next Preventing Violence Together Wellbeing Strategy</p>	<p>Council has maintained ongoing partnership with Women's Health in the Southeast (WHISE) and participation in the Promoting Respect and Equity Together (PRET) working group to communicate the impacts of gender-based violence that disproportionately impact upon people living with a disability.</p> <p>Council has continued to promote and support community groups to raise awareness about gender-based family violence and support local initiatives during key dates such as the 16 days of activism campaign celebrated each year from 25 November to 10 December.</p>
<p>3.4 Promote positive and inclusive images of people with diverse abilities in Council promotional material, communications, and media.</p>	<p>01-07-2021</p> <p>Communications and Engagement</p> <p>30-06-2025</p> <p>• Positive and inclusive images are used in Council promotional material, communications, and media.</p>	<p>Council continues to promote positive and inclusive images of people with diverse abilities via imagery on digital and social media; website and news stories; printed publications including Let's Talk Bayside and printed collateral.</p> <p>This approach across all communication channels has recently been extended to include briefing photographers and videographers to ensure we are accurately reflecting the diversity in our community. The image library will be updated to include images taken in Bayside.</p>

<p>3.5 Investigate opportunities to improve pedestrian safety at Sandringham Hospital.</p>	<ul style="list-style-type: none"> <li>• Pedestrian safety improved, in particular for bus users</li> </ul>	<p>Climate, Waste, and Integrated Transport</p>	<p>01-07-2021</p> <p>30-06-2025</p> <p>This project involves Council advocating to Department of Transport (DoT) as Bluff Road is an Arterial Road and not under Council management. The project is currently listed within DoT project pipeline. DoT is also delivering improvements towards bus infrastructure by ensuring they are DDA compliant.</p>
<p>3.6 Consult people with a disability in the development of the Bayside Road Safety Strategy.</p>	<ul style="list-style-type: none"> <li>• Number of engagement opportunities.</li> </ul>	<p>Climate, Waste, and Integrated Transport</p>	<p>01-01-2024</p> <p>31/12/2024</p> <p>Bayside's current Road Safety Strategy has a lifespan from 2019 - 2024. Renewal is due in the 2023/24 financial year.</p>

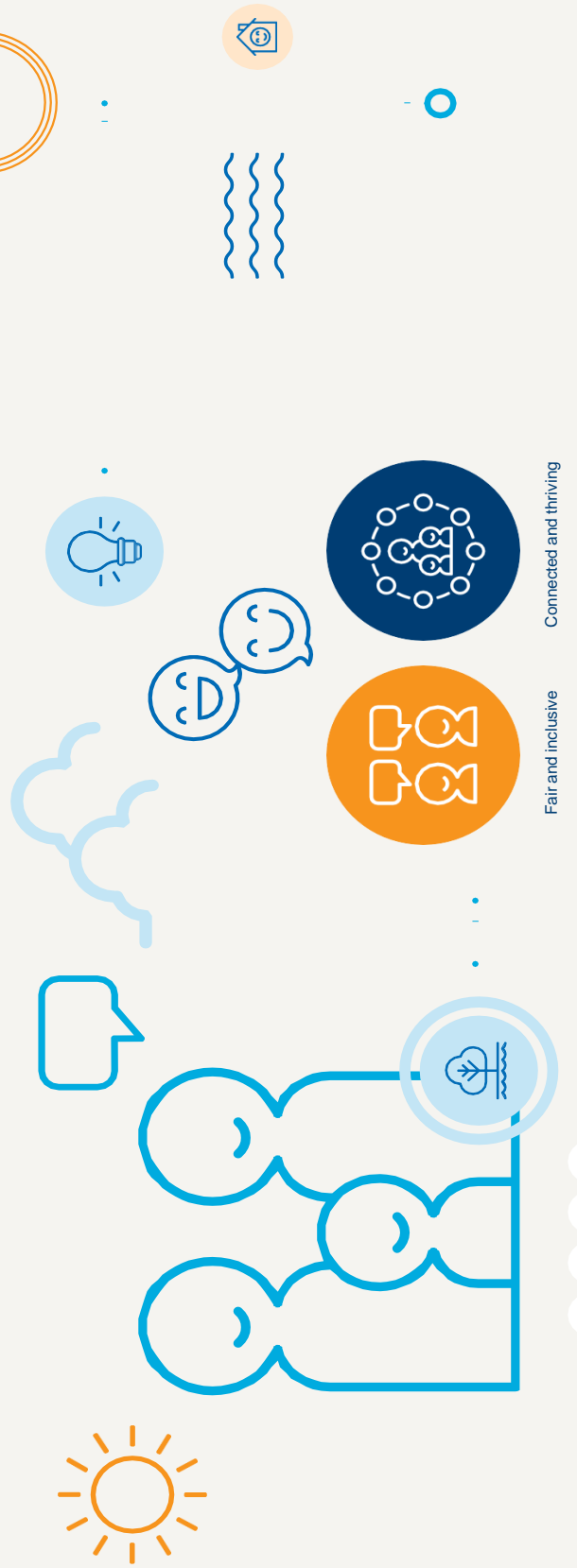
Goal 4 Fair and Inclusive Community					
Strategic objectives					
4.1 Promote and celebrate community diversity.					
4.2 Ensure access to affordable, appropriate, and inclusive services and infrastructure.					
4.3 Minimise health inequalities across groups within the community					
Actions	Responsible Officer	Start Date	End Date	Progress comments	
4.1 Celebrate and promote International Day of People with a Disability. <ul style="list-style-type: none"> <li>Advisory Committee Year 2 Priority</li> </ul>	Community Wellbeing	01-07-2021	30-06-2025	International Day of People with a Disability was promoted through Let's Talk Bayside and across social media channels, including the launch of the Hidden Disability Sunflower Program.  A successful IDPWD celebration event held at Bayside Corporate center delivered by Advisory Committee member as keynote speaker. Planning is underway to deliver an event for IDPWD 2023 in partnership with the members of the Advisory Committee and the wider community.	
4.2 Council facilities meet Disability Discrimination Act requirements, incorporate Universal Design, and have	Project Services	01-07-2021	30-06-2025	Develop project framework and refine internal mechanisms for ensuring accessible design. Universal Design training	
				Current Capital works projects are designed in accordance with BCA standard for accessible compliance and engage an access consultant where	

<p>inclusion at the heart of operation and management.</p>	<p>delivered to project staff.</p> <ul style="list-style-type: none"> <li>Inclusion training delivered to facility managers.</li> </ul>	<p>required.</p> <p>Q2 Investigations for a Universal Design training specialist to facilitate training of project staff is currently underway.</p> <p>Q3 Review and Engagement of UD consultant</p> <p>Q4 Framework review commencement.</p>
<p>4.3 Footpaths to be planned with consideration of “continuous path of travel” and maintained with targeted attention to repairs.</p> <ul style="list-style-type: none"> <li><b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Provide disability awareness training to staff and contractors.</p> <ul style="list-style-type: none"> <li>Promote a system similar to ‘snap, send, solve’ to encourage issues to be reported.</li> <li>Consult with Disability Access and Inclusion Advisory Committee on disabled parking</li> </ul>	<p>Sustainability and Transport</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Footpaths to be maintained as per the Bayside Road Management Plan. Consultation has occurred with the Committee to discuss accessible parking. Website is currently being improved to be user-friendly for reporting issues. Currently in prototype mode.</p>
<p>4.4 Develop a strategic plan and investigate opportunities for a network of Changing Places facilities throughout Bayside.</p> <ul style="list-style-type: none"> <li><b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Develop strategy including City Assets and consideration of a beachside facility, Elsternwick Park Nature Reserve facility and a portable Marveloo for events.</p> <ul style="list-style-type: none"> <li>Incorporate opportunities into Public Toilet Strategy</li> <li>Progressively implement.</li> </ul>	<p>01-07-2023</p> <p>30-06-2024</p> <p>Delivered two presentations to the Advisory Committee on:</p> <ul style="list-style-type: none"> <li>Asset Plan and how it links to accessibility service levels.</li> <li>Presentation on developing a draft criterion for Changing Places locations.</li> </ul> <p>Changing Places Strategy has been deferred to 23/24 as part of the Public Toilet Strategy.</p>
<p>4.5 Undertake a “Good Access is Good Business” campaign to encourage local shopkeepers to ensure premises are accessible</p>	<p>Number of businesses participating</p> <ul style="list-style-type: none"> <li>Audit accessibility of shopping areas</li> <li>Personal successful</li> </ul>	<p>01-07-2021</p> <p>30-06-2025</p> <p>Economic Development</p> <p>A resource has been created “Making your Business your Accessible” which aims to raise awareness and reduce access barriers. This resource has been</p>

<p>and staff are confident in welcoming people with a disability.</p>	<p>stories.</p> <p>promoted to over 2000 traders via the Trader's newsletter and uploaded to Council's website.</p> <p>Council has developed a parklet policy and design guidelines to ensure that participating businesses are designing parklets and outdoor dining spaces that are compliant with DDA requirements and accessible for all.</p> <p>Plans to progress this action further by supporting local shopkeepers to access resourcing, government grants, and training to ensure premises are accessible.</p>
<p>4.6 Investigate opportunities to ensure all Council communications are accessible.</p> <ul style="list-style-type: none"> <li>• <b>Advisory Committee Year 2 Priority</b></li> </ul>	<p>Overall accessibility score on the main Council website continues to be above industry benchmark for government. Inclusion of accessibility standards in our style guide is completed and will be presented to service areas, this guide will provide clarity around the requirements for accessible communications.</p> <p>Physical accessibility information will continue to be published on website that specifically relates to event features, this will enable community members to make an informed decision around accessibility of an event or activity.</p> <p>Access information considered and included in Children's Week activity, Senior's Week activity, School</p>
<p>4.7 Integrate and incorporate opportunities for people with a disability as part of: Seniors'</p>	<p>Number and range of activities.</p> <p>Community Services</p> <p>01-07-2021</p> <p>30-06-2025</p>

<p>Week, Children's Week, Carer's Week and other Community Services milestone programs.</p>	<p>Holiday Activities and FReeZA events. The Peterson Youth Centre is utilized to support a neurodivergent program for young people with 6-8 on average participants. FReeZA committee inclusive of young people with neurodivergent needs.</p>
<p>4.8 Undertake engagement with the Disability Access and Inclusion Advisory Committee on codifying accessibility standards for public toilets and footpaths into Asset service Level Standards.</p>	<p>01-07-2022</p> <p>30-06-2023</p> <p>City Assets and Presentations</p> <ul style="list-style-type: none"> <li>• Number of engagement opportunities with the Disability Access and Inclusion Advisory Committee.</li> <li>• Number of public toilets and footpaths into Asset service Level Standards.</li> </ul> <p>Delivered two presentations to the Committee on (a) Asset Plan and how it links to accessibility service levels and (b) discussion on draft criteria for Changing Places decisions.</p> <p>Public Toilet Strategy review will take place in 23/24.</p>

# Health and Wellbeing Action Plan 2021—2025



## Year 2 – Action Plan Progress Report



Actions	Responsible Officer	Start Date	End Date	Progress comments
<b>Goal 1 Connected and thriving community</b>				
1.1 Establish and promote initiatives, awareness campaigns and resources that encourage positive mental health and wellbeing in the Bayside community.	Coordinator Community Wellbeing	25-10-2021	30-06-2025	22 mental health initiatives have been supported by Council during 2022-2023 through the community grants program. Council also supported RUOK? Day promotion, Wellbeing Day in partnership with local Community Centres; a series of parent information talks on mental health, neurodiversity and young people; reactivation of Ludstone Street Community Facility and planning is underway for an interactive screening of 'How to Thrive' in 2024.
1.2 Identify and implement actions in response to the Youth Resilience Survey to improve and build resilience in young people.	Children, Youth and Ageing Coordinator	25-10-2021	30-06-2025	Four initiatives have been delivered in response to the Youth Resilience Survey, including: <ul style="list-style-type: none"> <li>o Teen Mental Health First Aid (15 students)</li> <li>o Boss Brain (Year 9s)</li> <li>o FriYAYs (10 people)</li> <li>o Mindfulness Teens (9 people)</li> </ul>
1.3 Deliver Mental Health First Aid training with a focus on young people.	Children, Youth and Ageing Coordinator	25-10-2021	30-06-2025	To be discussed for delivery in 2023 by our Child Safe Standards Officer who is trained to deliver YMHA.
1.4 Deliver the Arts and Dementia Connections Program at Bayside Art Gallery.	Education and Community Engagement Officer	25-10-2021	30-06-2025	Council continues to deliver the Connections program on average twice a week. Council has partnered with four separate facilities, with a total of 260 participants in the program for 2022-2023.
1.5 Promote, support and collaborate with Bayside Community Centres and Neighbourhood Houses.	Coordinator Community Wellbeing	25-10-2021	30-06-2025	Major Grants Funding agreements reviewed and renewed. Promotional activities conducted including updates to the Council website (new photographs and information) and a social media campaign promoting the centers. Council continues advocating for redevelopment at Hampton Community Centre and BayCISS and supported the attendance of the centres at Bayside Autumn Fest to promote their services.
1.6 Establish a second time parent group and evaluate and implement	Family Services Coordinator	01-07-2021	30-06-2023	Second time parent group established, with a steady attendance of greater than ten

identified learnings/recommendations.				families per month. Anecdotally, positive feedback has been received from families who have reported increased social connectedness. Formal survey of families put on hold due to introduction of a new organisational survey platform.
1.7 Establish a forum for senior clubs to share initiatives, learnings, and opportunities for shared success.	Children, Youth and Ageing Coordinator	01-07-2021	30-06-2025	Council hosted a forum with seniors clubs to identify issues impacting the sustainability of clubs. Following this, future forum topics have been determined and additional forums will be delivered.
1.8 Implement Bayside City Council's Community Grants Program.	Community and Social Planner	01-07-2021	30-06-2025	The full Annual Community Grants Budget has been allocated for 2022/2023. 100% of the Contingency Grants budget has been allocated to 24 organisations received funding.
1.10 Implement a Volunteer Recruitment and Retention Strategy to increase, support and celebrate council's volunteers.	Community Development Officer	25-10-2021	30-06-2025	The Volunteer Recruitment, Retention and Recognition Plan was endorsed in July 2022. Progress has been made against all 13 initiatives, with key achievements including: increased volunteer registrations; introduction of Friends of Bayside annual action plans; audit of the volunteer management system and provision of training and workshops.
1.11 Support volunteer organisations in Bayside through delivering training and capacity building opportunities.	Community Development Officer	25-10-2021	30-06-2025	Training and capacity building opportunities delivered in 2022-2023 include: <ul style="list-style-type: none"> <li>o Three networking events where organisations could meet and establish partnerships and identify common needs</li> <li>o A workshop with Volunteering Victoria focusing on the 3R's of volunteering, Recruitment, Retention and Recognition</li> <li>o The volunteering hub developed on Council's website which provides information and support to organisations</li> </ul>
1.12 Review the Mother Baby (Parent Infant) Support Group to ensure community needs are met.	Family Services Coordinator	01-07-2021	30-06-2023	Mother Baby (Parent Infant) Support Group reviewed with recommendations to cease the program and deliver the evidence-based Mother Goose Program to meet community needs. Three Maternal and Child Health Nurses have been

				trained to deliver the program, initially attendance numbers have been low with an increase in bookings observed for the next program.
1.13 Identify and deliver at least one new and ongoing intergenerational program annually that responds to community need and interest.	Children, Youth and Ageing Coordinator	01-10-2019	30-06-2023	The Positive Ageing Digital Storytelling Intergenerational Project (PADSIP) was developed in partnership with Sandringham Secondary College and Swinburne University. There were 7 older adults and 14 students participating in the project.
1.14 Identify and deliver a suite of evidenced based information and education programs that respond to the needs of young people and their families.	Children, Youth and Ageing Coordinator	01-07-2021	30-06-2025	Five parent education sessions were delivered in the financial year- Team Up (career support program for parents) had 15 attendees; and the positive parenting series 'helping your child thrive this school year (4 sessions) had 20 attendees.
1.15 Recognise youth participation in volunteering through provision of Council's biennial youth awards program.	Children, Youth and Ageing Coordinator	01-07-2022	30-06-2025	Youth Awards received 41 nominations and had 156 people attend the very successful event. Working on project to continue to acknowledge young people's achievement/volunteering through digital story sharing.

Actions	Responsible Officer	Start Date	End Date	Progress comments
<b>Goal 2 Healthy and active community</b>				
2.1 Promote initiatives, projects and strategies designed to encourage physical activity for all (i.e. This Girl Can, Active Women and Girls Program).	Recreation & Events Coordinator	01-07-2021	30-06-2025	During September 2022 Council promoted the This Girl Can campaign via Council's social media and website. Council partnered with four sporting clubs Hampton Cricket Club, Elsternwick Cricket Club, Moorabbin Baseball Club and Sandringham Royal Baseball Club) to offer nine free 'come and try' sessions to increase the number of women and girls participating, with over 40 participants attending.
2.2 Support senior exercise champions at Thomas Street Seniors Exercise Park.	Community Development Officer	01-07-2022	30-06-2025	Promotion and marketing activities for the Thomas Street Seniors Exercise Park have included: introducing lanyards for volunteers and developing new signage for the area. 14 volunteers have been recruited and the exercise area is seeing in excess of 20 people each Friday and is now open for Wednesday sessions.
2.3 Implement the Playground Improvement plan including the development of activity spaces for all ages and abilities at approved sites in Bayside.	Recreation & Events Coordinator	01-07-2021	30-06-2025	Due to competing pressures, no funding was allocated to implement the Playground Improvement Plan in 22/23. This action was formally deferred to 2023/24 at the Ordinary Council Meeting of 21 February 2023.
2.4 Develop and deliver Council's 10-year Recreation Strategy.	Recreation & Events Coordinator	01-07-2023	30-06-2025	There was no funding to engage a consultant to complete the necessary work. Strategy deferred until appropriate resourcing or funding is available.
2.5 Determine location and complete the design for development of a warm water pool in Bayside.	Recreation & Events Coordinator	01-07-2021	30-06-2025	Location has been determined and the Project is currently in the design phase. Construction due to commence in 2024.
2.6 Develop and promote a range of initiatives for senior residents to remain active and connected to their community.	Children, Youth and Ageing Coordinator	01-07-2021	30-06-2025	During 2022-2023, Council coordinated and delivered the Seniors Expo, Neil Diamond Tribute concerts, created a precinct with Bayside Gallery exhibition and a Bayside U3A Open Day. There was a significant increase in visitors and participants. Over 1500 hard copies of the Healthy Ageing Guide

<p>2.7 Review partnership opportunities to deliver healthy eating initiatives in Bayside and across the Southern Metropolitan Catchment.</p>	<p>Community Development Officer</p> <p>01-07-2022</p> <p>30-06-2025</p> <p>have been delivered to the community. Cessation of the Southern Melbourne Primary Care Partnership has impacted the partnership opportunities for healthy eating initiatives. New partnerships are being explored in the local area.</p>
<p>2.8 Conduct social impact assessments of planning permits with liquor license element.</p>	<p>Community Wellbeing Coordinator</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>A total of 8 social impact assessments have been completed in the 2022/23 year.</p>
<p>2.9 Mandate all sporting clubs operating on Council land to participate in the Good Sports Program and provide certificate as part of their yearly tenancy application</p>	<p>Recreation and Events</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>All seasonal clubs must provide proof of Good Sports Program certification as part of the permit process (100% compliance). Further work is required with Leased Clubs to ensure all hold current Good Sports Program certification.</p>
<p>2.10 Plan and deliver smoke, drug and alcohol- free events for young people aged 10-25 across Bayside.</p>	<p>Children, Youth and Ageing Coordinator</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Five FReeZA programs were delivered in line with State Government Grant including: Art Awards (929 attendees); Dandy Carols (over 100 youths engaged); Children's Week Performances (150 attendees), Kenneth Street Christmas and St.Kilda Festival (2500 attendees, with 8 FReeZA Committee members receiving training)</p>
<p>2.11 Promote initiatives, projects and strategies designed to support gambling harm awareness, policy, and capacity building to prevent harm from gambling.</p>	<p>Coordinator Community Wellbeing</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Council planned a parent information session during Gambling Harm Awareness Week (October 2022) in partnership with Gamblers Help Southern. This was cancelled due to low number of registrations. Planning is underway for an interactive performance art piece to be held in partnership with Bayside Arts and Culture and Gamblers Help Southern during Gambling Harm Awareness Week in October 2023.</p>
<p>2.12 Provide opportunities for children and young people in Bayside to co-design and participate in programs to increase activity and social connection, supported by the VicHealth Local Government Partnership Grant.</p>	<p>Children, Youth and Ageing</p> <p>01-07-2022</p> <p>30-06-2025</p> <p>Six young people attended the drop-in co-design session for Art Therapy at Beaumaris Primary School. Four young people in residential housing participated in the co-design session for a street art mural at their home of residence. An Evaluation Report was completed with recommendations on how to engage children and young people in Council Projects.</p>

Actions	Responsible Officer	Start Date	End Date	Progress comments
<b>Goal 3 Respectful and safe community</b>				
3.1 Promote and support community initiatives that focus on the prevention of family violence in Bayside.	Inclusion Officer	01-07-2021	30-06-2025	Council achieved White Ribbon Accreditation in August 2022. Council continues to promote the 16 Days of Activism campaign and promote the grants program to support community groups
3.2 Participate in the Preventing Violence Together Network to deliver initiatives focused on the prevention of violence against women in Bayside and across the Southern Metropolitan Catchment.	Inclusion Officer	01-07-2021	30-06-2025	Council continues to work with Women's Health in the Southeast. Council's Inclusion Officer attending bi-monthly PVAW networking meetings and will support programs and key events including: awareness raising initiatives, promotion of events, and values based training. There is a particular focus on women with disabilities.
3.3 Identify and implement initiatives that respond to elder abuse and ageism stereotyping.	Children, Youth and Ageing Coordinator	01-07-2021	30-06-2025	Council displayed Elder Abuse postcards at the Seniors Festival Expo, with 12 taken. The Ageism Awareness Day event was promoted by EveryAge Counts in the Sept-Oct Healthy Ageing Newsletter. This was followed by a link to the online launch event in the Nov-December newsletter. With the increase in signups to our HA newsletter, this information reached over 605 residents. Council also actively participates on the Regional Elder Abuse Network as well as chairs the Bayside Safety Committee.
3.4 Partner with Women's Health in the South East to deliver programs focused on healthier masculinities and engaging men and boys in the prevention of violence.	Inclusion Officer	01-07-2021	30-06-2025	Council is continuing to work with WHISE and seek partnership opportunities to support the delivery of programs within Bayside. Focus has moved from 'healthier masculinities and engaging men and boys' to Promoting Respect and Equity.
3.5 Deliver gender equality training to Bayside sporting clubs, community groups and volunteer organisations	Recreation and Events Coordinator	01-07-2021	30-06-2025	Educational workshops and training will be rolled out following the June 2023 Sporting Clubs Workshop. This workshop has a focus on the Gender Equity Roadmap and how clubs can be involved. Following this, Council will develop a detailed program to support clubs.

<p>3.6 Establish a framework for Gender Equality Impact Assessments for Council's services, policies and programs.</p>	<p>Diversity, Equity and Inclusion Advisor</p>	<p>01-07-2021</p>	<p>30-06-2023</p>	<p>Following the pilot, the Gender Impact Assessment Pre-Assessment tool and the Gender Impact Assessment template have been reviewed. The Executive Team endorsed the revised approach and templates.</p>
<p>3.7 Roll-out Gender Impact Assessments on all new or reviewed Council policies, services and programs that have a direct and significant impact on the community.</p>	<p>Diversity, Equity and Inclusion Advisor</p>	<p>01-07-2021</p>	<p>30-06-2025</p>	<p>Gender Impact Assessments were applied to an estimated 5-7 projects and the findings were used to prepare an updated template. Further refinement may be needed to ensure it meets the Gender Equality Act.</p>
<p>3.8 Deliver capacity building workshops to community organisations and volunteer groups on child safety.</p>	<p>Community Strengthening Project Officer</p>	<p>01-07-2022</p>	<p>30-06-2024</p>	<p>Unable to be delivered due to cessation of VicHealth funding.</p>
<p>3.9 Build the capacity of school communities to promote positive attitudes, behaviours and equality across the Bayside student population.</p>	<p>Children, Youth and Ageing Coordinator</p>	<p>01-07-2021</p>	<p>30-06-2025</p>	<p>Council has assisted in the delivery of: Little Fish Big Pond Program (delivered to 332 young people in 5 Schools); R U OK? Day at Brighton Secondary College (20 participants); Mental Health Week at Beaumaris Secondary College (200 participants); and the Upstander program (150 participants).</p>
<p>3.10 Lead an evidence-based and coordinated response to safety issues experienced in the Bayside community.</p>	<p>Manager Community Services</p>	<p>01-07-2021</p>	<p>30-06-2025</p>	<p>Bayside Community Safety Committee established, and Terms of Reference adopted. Committee meets every six weeks and includes 13 external organisations including Victoria Police, Neighbourhood Watch, Homes Victoria, Department of Justice, Taskforce and Family Life. Data from Victoria Police and participating organisations is shared and informs safety interventions.</p>

Actions	Responsible Officer	Start Date	End Date	Progress comments
<p><b>Goal 4 Fair and Inclusive Community</b></p> <p>4.1 Participate in and promote local, regional, state-wide and national networks, events and campaigns promoting community diversity e.g. National Reconciliation Week, IDAHOBIT day.</p>	Inclusion Officer	01-07-2021	30-06-2025	This action has been incorporated into the Diversity, Equity and Inclusion Plan.
<p>4.2 Reinvalidate the Youth Ambassadors Committee and establish them as Bayside "Champions" in advocating for and responding to issues affecting young people.</p>	Children, Youth and Ageing Coordinator	01-07-2022	30-06-2025	Bayside Youth Ambassadors is active with 10 participants. Young people are being included in feedback for upcoming strategic plans such as the Economic Development and Tourism Strategy.
<p>4.3 Implement the Innovate Reconciliation Action Plan and develop a new Innovate Reconciliation Action Plan.</p>	Coordinator Community Wellbeing	01-07-2022	30-06-2025	<p>Council launched the Innovate Reconciliation Action Plan during NAIDOC week in July 2022. Throughout the year Council supported 3 reconciliation events through Community Grants. During Reconciliation week Council hosted well attended events - flag raising; Ellen Jose awards; Library events including a smoking ceremony, Djerri Djerri dancers, indigenous catering and a writing workshop; internal staff participated in a session with Josh Toscano, RAP Advisory Group chair.</p> <p>Key achievements of the RAP include the development of a cultural protocol and the opening of the Yalukit Willam Nature Reserve in partnership with the Bunurong Land Council and Boon Wurrung Foundation.</p>
<p>4.4 Lead Bayside's Community Development Steering Committee to deliver advocacy initiatives to improve the wellbeing of residents living on public housing estates in Bayside.</p>	Coordinator Community Wellbeing	01-07-2021	30-06-2025	<p>Six bi-meetings have been hosted and chaired, with 11 external community organisations engaged.</p> <p>Multiple advocacy initiatives delivered in partnership including a funding application for the food relief markets and advocating for appropriate supported relocation of residents living on Bluff Rd Estate and returning residents of New St Estate.</p>
<p>4.5 Facilitate and co-deliver community</p>	Community and	01-07-2021	30-06-2025	Five activities and programs have been delivered



<p>engagement programs to improve access to affordable and appropriate services for residents living on public housing estates in Bayside.</p>	<p>Social Planner</p> <p>including: installation of a community garden at Kenneth St estate (in partnership with Connect Health), supporting Bluff Rd resident engagement prior to relocation (in partnership with Homes Vic), Christmas Event at Kenneth Street (40 participants), Bluff Road Food Service Delivery and 4 State gov funded pop-up markets.</p>
<p>4.6 Identify opportunities and implement actions that deliver father-inclusive practice(s) within the Bayside Maternal and Child Health service.</p>	<p>Family Services Coordinator</p> <p>01-07-2021</p> <p>30-06-2023</p> <p>Training on inclusive practices to engage with fathers was delivered to Maternal and Child Health Nurses. There was a notable increase in engagement of fathers during COVID-19 pandemic, but this has since decreased. Dad's with a Pram Program to commence late 2023. Inclusion of fathers in the service currently measured through attendance data, although may be included in the Customer Service Survey.</p>
<p>4.7 Increase Bayside kindergartens participating in council's central registration enrolment process to ensure all children eligible to attend kindergarten programs have equitable access.</p>	<p>Family Services Coordinator</p> <p>01-07-2021</p> <p>30-06-2025</p> <p>Significant promotion and discussion of the system has been undertaken with private long day care providers, church-based providers and community kindergartens. There has been no overall increase in services participating in the Central Registration Enrolment Process.</p>
<p>4.8 Strengthen relationships between Maternal and Child Health and Bayside Early Childhood and Care Services to achieve improved health, wellbeing, safety, learning and development of Bayside children and their families.</p>	<p>Family Services Coordinator</p> <p>01-07-2021</p> <p>30-06-2024</p> <p>Individual MCH nurses reached out to the local early childhood and education centres to: introduce themselves; provide onsite outreach to complete Key Age and Stage assessments; provide secondary consultations and promote kindergarten enrolment information to families.</p>



## 10.7 ANNUAL COMMUNITY GRANTS ALLOCATION 2023-24

Community and Customer Experience - Family, Youth and Wellbeing  
File No: PSF/20/2464 – Doc No: DOC/23/232755

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### Executive summary

#### ***Purpose and background***

This report presents recommendations for the Annual Community Grants Program 2023–24.

Council's Annual Community Grants Program (the Program) aims to:

- assist community organisations to establish, extend and improve programs and services that address local needs
- encourage voluntary activity, community participation and the contribution of local groups and organisations to community life
- promote community development and partnership opportunities to address community needs.

The Program supports initiatives proposed by community groups which strengthen and enrich community life through the provision of an improved range of leisure, cultural, community development, environmental, health, education, sporting and welfare programs and activities.

Grants of up to \$7,500 each are considered for initiatives by eligible community groups that meet the objectives of Council's Grants Policy (Attachment 1) and the Annual Community Grants Guidelines (Attachment 2). Council's 2023–24 budget includes an allocation of \$222,918 to fund the Program.

#### ***Key issues***

##### Assessment of Applications

The Program received 79 applications in total.

All applicants were assessed against Council's Grants Policy and the Annual Community Grants Guidelines. Eligible applications were also assessed and prioritised in consultation with specialist Council Officers from a range of departments. A point scoring system against criteria set out in the Annual Community Grants Guidelines was utilised in the following categories:

- *Overall program benefit:* including outcomes to the Bayside community, capacity to encourage voluntary activities and community participation and capacity to promote community development and partnership opportunities.
- *Evidence of need for initiative:* including demonstrated local need for the project and how the project will address the identified need.
- *Budget:* does the application present as good value for money to Council, considering the size and needs of the targeted cohort, and can the proposed project be self-sustaining.
- Alignment to Council's Municipal Public Health and Wellbeing Plan 2021–25 scored against the applications alignment to each objective.
- Alignment to Climate Emergency Action Plan 2020–25 objectives.

##### Recommendations

It is proposed that 37 applications be recommended for funding totalling the sum of \$222,918, of the \$222,918 available.

**Table 1: Annual Community Grants 2023–24 – Summary of applications received**

<b>Recommendations</b>	<b>No. of applications</b>	<b>Grant funding requested (\$)</b>	<b>Recommended funding (\$)</b>
<b>Annual Community Grants 2023–24</b>			
Recommended (Attachment 3)	37	\$230,327	\$222,918
Not recommended (Attachment 4)	10	\$69,492	-
Ineligible (Attachment 5)	32	\$188,401	-
<b>Total</b>	<b>79</b>	<b>\$488,220</b>	<b>\$222,918</b>

Application highlights

Of those recommended, four applications focus on the environment, including sustainable initiatives and education.

Four applications directly relate to Indigenous education; highlighting a need to increase community knowledge and understanding of Indigenous culture.

Three applications relate to addressing food insecurity; a need that was identified by several organisations within their applications.

In line with Council's Volunteer Plan, two key organisations applied for funding initiatives that encourage volunteerism in Bayside. Other recommended applications include activities focusing on physical health, community safety, capacity building of vulnerable cohorts, parent education and child safety.

**Recommendation**

That Council allocates the Annual Community Grants Program 2022–23 as set out in Attachment 3.

**Support Attachments**

1. Attachment 1 - Bayside Council Community Grants Policy 2021 ↓
2. Attachment 2 - Annual Community Grant Guidelines 2023/24 ↓
3. Attachment 3 - Annual Community Grants 2023/24- Recommended ↓
4. Attachment 4 - Annual Community Grants 2023/24 - Not Recommended ↓
5. Attachment 5 - Annual Community Grants 2023/24 - Ineligible ↓

## **Considerations and implications of recommendation**

### **Social**

The Program encourages and assists local not-for-profit community organisations to enhance and improve the range of leisure, cultural, community development, environmental, health, educational, recreational, sporting and welfare programs and activities offered to Bayside residents.

### **Natural Environment**

Environmental considerations are included as part of the assessment process, with applicants contributing to environmental sustainability scoring higher.

### **Climate Emergency**

Environmental considerations are included as part of the assessment process, with applicants addressing the Climate Emergency and the impacts of climate change scoring higher.

### **Built Environment**

Capital works are not considered eligible as part of the Program.

### **Customer Service and Community Engagement**

Individual support was provided to potential applicants who enquired about the Program. Information and support sessions were held to assist applicants in applying for the Program. All information relating to the Program was also available via Council's webpage. A Communications Plan was developed and guided promotion of the Program.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

All applicants are assessed for Public Liability Insurance as part of the eligibility assessment. Applicants are charged with the responsibility to ensure the safety of the program applied for, as outlined within Bayside's Council Grants Policy 2021

### **Finance**

Council's 2023–24 budget includes an allocation of \$222,918 to fund the Program. The recommended grants (Attachment 3) are within this budget allocation. Refer Table 1 for overview.

**Links to Council policy and strategy**

The Program is guided by Council's Grants Policy 2021 and Grants Guidelines (2023–24). Funding applications are evaluated against the strength of their alignment with the goals and objectives of Council's Municipal Public Health and Wellbeing Plan 2021–25 and Council's Climate Emergency Action Plan 2020–25.



<b>Council policy title:</b>	<b>Bayside Council Community Grants Policy 2021</b>
<b>Council policy owner:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
<b>Date adopted:</b>	21 December 2021
<b>Scheduled review:</b>	December 2025
<b>Document Reference:</b>	DOC/21/318594

### 1. Policy intent

The Council Grants Policy (the Policy) provides a robust and transparent framework for Council's Community Grants Program (the program) through which Council provides direct financial assistance to community groups providing accessible activities and services that strengthen community capacity, increase the overall quality of life of people in the community, foster community cohesion and meet community needs.

### 2. Policy purpose

The Policy supports Council's priorities outlined in the goals and objectives of Bayside's Municipal Public Health and Wellbeing Plan 2021-2025 and the seven actions identified in Bayside's Climate Emergency Action Plan 2020 – 2025.

The objectives of the Council Community Grants Program are:

- To assist community organisations to establish, extend and improve programs and services that address local needs.
- To encourage voluntary activity, community participation and the contribution of local groups and organisations to community life.
- To promote community development and partnership opportunities to address community needs.

### 3. Scope

The Policy applies to direct financial assistance provided by Council to support community initiatives, to invest in organisational capacity of community groups, and to support individuals in certain circumstances.

The Policy does not apply to indirect support such as the provision of buildings, land or facilities, in-kind support, or assistance from Council staff.

The Policy does not apply to payments to organisations for delivery of specified services on behalf of Council, which are subject to Council's Procurement Policy.

The Policy does not apply to Council sponsorship of festivals and events.

#### **4. Policy statement**

Council will provide financial support to community groups that undertake activities and services that benefit the community and to individuals in particular circumstances in line with the objectives of this Policy and aligning guidelines.

Three main streams of funding will be provided:

- A. Annual Community Grants**
- B. Major Grants**
- C. Quick Response Grants**
- D. Bayside Climate Emergency Grants**
- E. Other Grants**

Total amounts allocated to each funding stream will be determined annually in the Council budget. Guidelines for administration and assessment of each funding stream will be made available via Council's website.

##### **A. Annual Community Grants**

Annual Community Grants are provided to support initiatives proposed by community groups, which strengthen and enrich community life through providing an improved range of leisure, cultural, community development, environmental, health, education, sporting and welfare programs and activities.

##### **B. Major Grants**

Major Grants are an investment in multi-purpose community centres that are accessible to all Bayside residents, meet the needs of the local community, and provide programs and activities that foster community cohesion and increase the quality of life.

##### **C. Quick Response Grants**

Quick Response Grants build individual and community capacity by giving community groups the opportunity to apply for grants required at short notice to help them achieve their goals or respond to crisis. Grant rounds funded under this stream include:





- New program or community initiative grants to provide seed funding to community projects to establish their viability and attract alternate funding sources. Applicants must demonstrate an emerging or unexpected need that is time critical.
- Individual inclusion and participation grants reduce financial barriers to participation. These funds support individuals experiencing financial hardship to participate in community life and improve their personal outcomes through sustainable change.
- Donations to fundraising appeals for local, national or international issues assessed on an individual basis.
- Events and festival grants to support one off events organised by community groups and for the benefit of the Bayside community.
- Inclusive partnerships grants fund community groups to deliver programs, events or purchase equipment to ensure the inclusion of people with a disability.

#### **D. Bayside Climate Emergency Grants**

Bayside Climate Emergency Grants fund initiatives by community groups that support and enable the Bayside community to take action in the Climate Emergency.

#### **E. Other Grants**

One off grant streams may be created on an emerging needs basis as determined by Council budget allocation. Departments responsible for these funds are required to adhere to the Council Grants Policy and may seek support from Community Wellbeing team in the administration and assessment of the funds.

### **5. Assessments**

Eligible applications will undergo initial assessment based on:

- organisations' level of connection to Bayside,
- equitable opportunity and organisational sustainability – i.e. number of previous grants received; and
- specific assessment and administration criteria outlined in individual grant guidelines.

Bayside Council is committed to gender inclusion and equity. Policies and programs can affect women, men and people of diverse gender identity differently, we will carefully consider applications that demonstrate gender inclusion and equity, so that we maximise the impact of our investment.

### **6. Reporting requirements**

Grants will be subject to acquittal and reporting on outputs and outcomes by the applicant. Information about all grants awarded by Council will be made available to the public as required



by the Local Government (General) Regulations 2015. This will not include any personal information concerning members of the recipient organisations or individual recipients.

As part of Bayside's Municipal Public Health and Wellbeing Plan, annual reports will be provided to Council summarising the outcomes of the grants program.

## 7. Roles & Responsibilities

### 7.1 Assessments and approvals

Council is responsible for approving the Annual Community Grants (Part A) and the Major Grants (Part B).

Council officers will assess applications for Quick Response Grants (Part C). Manager Open Space, Recreation and Wellbeing will approve grants in line with financial delegation. Grants over Manager's delegation limit will be referred to the Director Environment, Recreation and Infrastructure. Donations to fundraising appeals may be referred to the Chief Executive Officer for review before approval.

Council officers will assess applications for Bayside Climate Emergency Grants (Part D). Manager Climate, Waste and Integrated Transport will approve grants in line with financial delegation. Grants over Manager's delegation limit will be referred to the Director Environment, Recreation and Infrastructure.

Other grants (Part E) will be approved by the Manager of the department in which the grant sits in line with each Manager's financial delegation.

The Director Environment, Recreation and Infrastructure will approve guidelines for grant assessment and administration. Application forms and guidelines will be publicised on Council's website.

### 7.2 Conflict of Interest

In implementing this Policy, Councillors and Council staff must comply with the Councillors Code of Conduct 2021 and the Local Government Act 2020 (where applicable).

Councillors and Council staff must not participate in any action or matter associated with the arrangement of a grant (i.e. assessment, recommendation, or approval), where that person or any member of their family has a significant interest, or holds a position of influence or power in an organisation that is a grant applicant.

Councillors and Council staff must identify, manage and disclose any conflicts of interest they may have. This onus is on the Councillor and the member of Council.

### 7.3 Child Safety

Bayside City Council has zero-tolerance towards abuse and neglect of children and young people. It is a grant applicant's responsibility to ensure that all employees and volunteers engaged by them to undertake work within their Council funded projects, comply with current legislative requirements and Child Safe standards.



## 8. Glossary - Definitions and Abbreviations

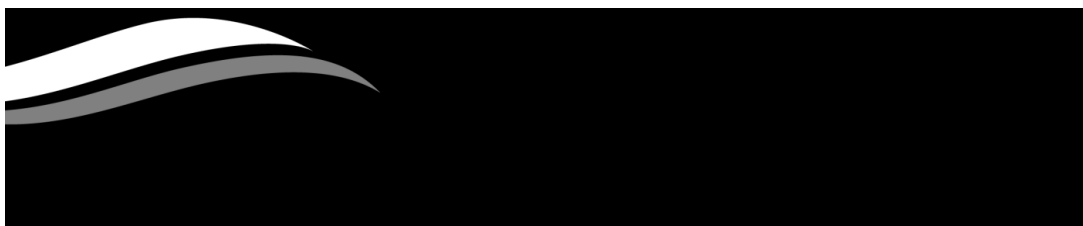
Term	Meaning
Acquittal	A reporting process to ensure that all funds have been fully expended for the purpose for which the funds were initially granted.
Auspice/Auspecting body	An eligible organisation that manages a grant on behalf of an unincorporated entity. An auspecting body is responsible for managing the funds and providing a financial report (acquittal) on the completion of a project.
Community group/organisation	A community group or organisation is defined for the purposes of the Community Grants Program as a not-for-profit group of people formed for a common purpose.  It includes incorporated associations and similar legal entities. Specific eligibility requirements for applicants are included within grant guidelines.
Incorporated association or similar legal entity	A not-for-profit organisation that is legally recognised to hold assets and be involved in legal action. This will generally be under the <i>Associations Incorporations Reform Act 2012</i> , as a company limited by guarantee under the <i>Corporations Act 2001</i> or as a non-distributing co-operative under the <i>Co-operatives National Law Application Act 2013</i> .

## 9. Related documents

Strategies	Bayside's Municipal Health and Wellbeing Plan 2021-2025  Climate Emergency Action Plan 2020 – 2025
Policies	Councillor Code of Conduct 2021
Guidelines	Guidelines for each funding stream will be updated as relevant and made available via Council's website.
Legislation	Local Government Act (Vic) 2020

**Please note:** This Policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) or staff intranet to ensure this is the latest version.





<b>Guideline title:</b>	<b>Annual Community Grant Guidelines 2023/24</b>
<b>Guideline ref no:</b>	DOC/23/1536
<b>Governing policy:</b>	Bayside Council Grants Policy 2021
<b>Governing policy (ref no):</b>	DOC/21/318594
<b>Guideline owner:</b>	Charlotte Farrugia, Acting Manager Family, Youth and Wellbeing
<b>Approved by:</b>	Tilla Buden, Director Community & Customer Experience
<b>Date approved:</b>	16 January 2023
<b>Scheduled review:</b>	January 2024

### Description

The Bayside City Council's Annual Community Grants Program supports initiatives proposed by community groups which strengthen and enrich community life through the provision of a range of leisure, cultural, community development, environmental, health, education, sporting and welfare programs and activities.

Grants of up to \$7,500 each may be made for initiatives by community groups that meet the objectives of the Bayside City Council Grants Policy 2021 and these guidelines.

### Eligibility

Not for profit, community organisations residing within Bayside, or providing services to residents of Bayside, are eligible to apply. All applications will be assessed on an individual basis and will be determined in accordance with the assessment criteria.

To be considered eligible:

- The applicant must be a not-for-profit organisation.
- The applicant must be either
  - an incorporated association or similar legal entity; or
  - auspiced by another organisation that is incorporated (or has a similar legal identity) and can manage the grant on behalf of the applicant.
- The applicant organisation (or auspicing body) must have public liability insurance that is deemed appropriate by Council.
- The applicant must
  - have a membership that is wholly or significantly made up of people who are Bayside residents or ratepayers; and/or
  - submit a grant proposal that benefits the Bayside community.



Applications will not be considered if they do not meet these basic eligibility criteria. Grants will not be made to individuals.

A limit of one application per organisation will be assessed per grant round however an organisation that acts as an Auspice Organisation may also apply for a grant in its own right for a separate project.

To be eligible for consideration, applicants must have acquitted all previous Council grants (including Quick Response grants) by their respective due date prior to submitting to the 2023/2024 Annual Community Grants round.

Projects or initiatives that meet the funding purpose of an alternative Council grant (for example, Events and Festivals) will be referred to the more appropriate stream. Applicants are encouraged to review all of Council's available funding streams on the [Council website](#) for suitability prior to submitting an application to the Annual Community Grants.

### **Applications**

Applications must be made through Council's online grant management system which can be accessed through Council's webpage: [www.bayside.vic.gov.au/grants](http://www.bayside.vic.gov.au/grants).

Applicants will be required to set out details of the proposed initiative, how it benefits Bayside residents and how it meets the criteria outlined in these guidelines. Funded projects must be carried out in the financial year in which payment is made unless an extension is pre-approved by Council.

Applicants will be required to provide details of the nature and costs to be incurred in the form of a budget, and the level and nature of other sources of financial and in-kind assistance for the proposed project.

If an application is supported by an auspicing body on behalf of another organisation, the application form must have written approval of the auspicing body submitted with the application, or the application must be submitted by the auspicing body.

### **Assessment Criteria**

Applications will be evaluated against the criteria contained in these guidelines and in accordance with the Council Grants Policy. All applications are assessed by Council officers and referred to Council for final determination.

All applications must demonstrate how the proposed initiative will establish, extend or improve programs and services that address local needs.

Applications will be assessed based on the following criteria:

- Evidence of need for initiative.
- The capacity of the initiative to encourage voluntary activity, community participation and the contribution of local groups and organisations to community life.
- The capacity of the initiative to promote community development and partnership opportunities to address community needs.



- Alignment to Bayside's Municipal Public Health and Wellbeing Plan 2021 - 2025 objectives.
- Alignment to Bayside's Climate Emergency Action Plan 2020 - 2025 objectives.

An application will be strengthened if it:

- Demonstrates longevity of the project benefits beyond the funded period.
- Directly benefits vulnerable and/or disadvantaged residents.
- Reaches new audiences.
- Is accessible and inclusive for all members of the Bayside community.

Grants will not be made:

- for recurrent funding where there is no plan for long term sustainability of the initiative.
- for initiatives deemed 'business as usual' or items considered ongoing operational costs.
- for capital works including permanent structures or anything that increases the value of the facility.
- for initiatives implemented or completed prior to the application being submitted.
- for initiatives that are the responsibility of State or Federal government including those that form part of a school's curriculum.
- for initiatives that only advocate religion or faith.
- for initiatives that have already been funded through another Bayside grant program.
- to organisations that have an outstanding debt to Council or have not satisfactorily acquitted a previous grant. To check if your organisation is up to date with acquittal reports, please contact by email: [grants@bayside.vic.gov.au](mailto:grants@bayside.vic.gov.au).

#### **Assessment Process**

- Eligible applications will undergo initial assessment based on:
  - Organisations' level of connection to Bayside.
  - Equitable opportunity and organisational sustainability – i.e. number of previous grants received by Bayside City Council
  - Commitment to ensuring the safety of children and young people by complying with child safe standards where children are involved (directly or indirectly) in the proposed project.
- All staff involved in the assessment process of Council's grants must declare if they have a conflict of interest prior to initiating assessment. In the case of a conflict, the assessment will be referred to an alternative officer.
- Applications will be referred to relevant Council staff for internal assessment. Assessments will be reviewed by the Community and Social Planner, Community Wellbeing Coordinator and Manager Family, Youth and Wellbeing.



- The Community and Social Planner, Community Wellbeing Coordinator and Manager Family, Youth and Wellbeing will refer the prioritised grant funding list to the Director Community & Customer Experience.
- The Director Community & Customer Experience will recommend to Council the distribution of annual grants from the 2023/2024 budget allocation.
- Council will determine the grant allocations at a Council Meeting.
- Council may allocate less than the full amount for which an application is made.
- All applicants will be advised of the outcome of their application.
- Successful applicants will be invited to an event to celebrate their success.

#### **Payments to successful applicants**

All grant amounts payable under these guidelines are exclusive of GST. Where the Australian Taxation Office regards a grant payment as subject to GST, and the grant is made to an organisation that is registered or required to be registered for GST, 10% GST will be added to the grant payment.

Applicants will be required invoice Council from the responsible or auspicing organisation as identified on the grant application and provide an ABN or completed 'Statement by a Supplier' form for organisations that do not have an Australian Business Number.

#### **Acquittals**

Successful applicants must complete and submit to Council, an online acquittal form, within the relevant financial year. Recipients that do not submit an acquittal form may not be eligible for future Council grants.

All recipients are encouraged to provide photographs (with consent) for Council to use in promoting community projects and grants.

#### **Variations**

Variations to funded initiatives, including extension requests must be approved by Council. Council officers have authority to approve variations. A project amendment request or acquittal extension request form must be completed via Councils online grant management system Smartygrants.

#### **Conditions of grants**

- Grants are only to be used for the approved initiative.
- Funds are to be spent and acquitted by 30 June 2024.
- Any unspent part of the grant must be returned to Council.
- The recipient organisation must follow sound governance practices, comply with all laws and regulations, ensure the safety of children and young people by complying with child safe standards, adequately support and supervise volunteers and work to ensure public safety in conducting the project.
- The recipient is responsible for ensuring Public Liability Insurance cover for the project and must indemnify Council against any legal claims arising out of the project.



- The organisation must acknowledge Council contribution in all public documents, signage or announcements about the project (logo to be supplied by Council).

### 2023/24 Annual Community Grants Round - Important Dates

1 <sup>st</sup> March	Effective Grant Writing Training
7 <sup>th</sup> March	Effective Grant Writing Training
27 <sup>th</sup> March	Annual Community Grants information session
27 <sup>th</sup> March	Implementing Child Safe Standards at your organisation
<b>3<sup>rd</sup> April</b>	<b>Annual Community Grants Open</b>
4 <sup>th</sup> April	Annual Community Grants information session
4 <sup>th</sup> April	Implementing Child Safe Standards at your organisation
6 <sup>th</sup> April	Annual Community Grant Application IT support session
27 <sup>th</sup> April	Annual Community Grants information session
<b>10<sup>th</sup> May</b>	<b>Annual Community Grants Close</b>
May - July	Assessment of applications
15 <sup>th</sup> August	Community Grant recommendations presented to Council
<b>7<sup>th</sup> September</b>	<b>Celebration event for recipients</b>
30 <sup>th</sup> June 2024	Grant recipient acquittal report due

### Further Information

Information about the grants program is contained in this guideline and further information is available on the Bayside City Council website <https://www.bayside.vic.gov.au/annual-community-grants>.

New applicants are strongly encouraged to attend an information session before applying. The information session will outline the grants process and provide an opportunity for applicants to ask questions.

All applicants are encouraged to attend a one-off effective grant writing workshop to support the content of their applications.

Applicants should also consider any Council planning or statutory requirements, standards or permits for the project before submitting an application.

If you require assistance with your project planning or advice regarding your application, please contact Council's Community and Social Planner Officer on 9599 4787, or email [grants@bayside.vic.gov.au](mailto:grants@bayside.vic.gov.au).





**Definitions & Abbreviations**

<b>Term</b>	<b>Meaning</b>
ABN	Australian Business Number
Acquittal	A reporting process to ensure that all funds have been fully expended for the purpose for which the funds were initially granted.
Auspice/Auspicing body	An incorporated organisation that manages a grant on behalf of an unincorporated entity. An auspicing body is responsible for managing the funds and providing a financial report (acquittal) on the completion of a project.
Community group/organisation	A community group or organisation is defined for the purposes of the Community Grants Program as a not-for-profit group of people formed for a common purpose. It includes incorporated associations and similar legal entities. Specific eligibility requirements for applicants are included within grant guidelines.
Conflict of interest	A conflict of interest occurs when an employee has private interests that could influence, or be seen to influence, their decisions or how they perform their public duties. A conflict of interest can be actual, potential or perceived.
Incorporated association or similar legal entity	A not-for-profit organisation that is legally recognised to hold assets and be involved in legal action. This will generally be under the <i>Associations Incorporations Reform Act 2012</i> , as a company limited by guarantee under the <i>Corporations Act 2001</i> or as a non-distributing co-operative under the <i>Co-operatives National Law Application Act 2013</i> .
GST	Goods and Services Tax

**Related documents**

Policies	Council Grants Policy 2021
Strategies	Bayside's Municipal Health and Wellbeing Plan 2021-2025 Climate Emergency Action Plan 2020 – 2025

**Please note:** This guideline is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) to ensure this is the latest version.



## Attachment 3 – Recommended

**Annual Community Grants 2023/24 - Recommended**

<b>Name Of Organisation</b>	<b>Project title</b>	<b>Brief project description</b>	<b>Requested</b>	<b>Recommended</b>
Beaumaris Soccer Club	First Aid for BSC First Responders	Beaumaris Soccer Club, hopes to deliver 'First Aid for BSC First Responders' an initiative to upskill club volunteers as first responders to injuries/medical emergencies on and off the playing field through the provision of First Aid and Youth Mental Health first aid training and the purchase of an updated defibrillator.	\$7,500	\$1,950
Hampton Community Centre	Food Pantry HCC	HCC in partnership will install a vibrant, accessible, food pantry to address food security within our community. Members of the community experiencing food insecurity can take what they need from the pantry whilst community members who are willing and able can contribute to the pantry if they wish.	\$7,500	\$7,500
Sandringham Life Saving Club Inc.	Sandringham Life Saving Club Cadet Program	The Sandy Life Saving Club Cadet program offers a range of lifesaving and connection opportunities for our Cadet members aged 12-15.	\$7,500	\$7,500
Port Phillip EcoCentre	Fantastic Frogs	'Fantastic Frogs' will develop an accessible resource with fun engagement activities focusing on local frog species in Bayside wetlands. This is a community pilot with the Yalukit Willam Nature Association (YWNA) volunteers and local Bayside schools. Once established, the activity will become part of the EcoCentre's and YWNA's programs.	\$7,500	\$7,500
Marine Mammal Foundation	Litter Legends: Sustainable Initiatives and Action for Bayside!	Engaging Bayside Life Saving Clubs, this project highlights the marine mammals of the Bay, increases awareness of the litter threat, and demonstrates simple and effective sustainability actions for positive change creating a more connected, sustainable and empowered Bayside community.	\$7,013	\$7,013
RAW Australia	Grow, Share, Pickle and Preserve – Reducing food waste	RAW will run a monthly program of workshops to help participants reduce their food waste and grow their capacity to utilise produce on a seasonal basis. We will work in partnership with AmaLocal, a Bayside food delivery company to access seasonal produce free from excessive packaging and harmful insecticides.	\$7,205	\$7,205

## Attachment 3 – Recommended

SUP Melbourne	Stand-Up Paddle skills Session Program	This stand-up paddle program provides education and training on essential skills, weather and water conditions, hazards and risks, and emergency response. Certified instructors tailor the program to suit individual needs, ensuring participants of all abilities and ages can enjoy stand-up paddleboarding safely and with confidence.	\$5,950	\$5,950
Hampton East Brighton Football Club Incorporated	Women Leaders in Football	HEBFC in partnership with Football Victoria will present “Women Leaders in Football”, mentoring women to become proactive members of local clubs.  This will include networking nights with knowledgeable, well-known local women sharing their experience in leadership.  ‘Coach the coaches’ sessions will follow, where practical skills will be passed on to coaches.	\$7,500	\$7,500
Bayside Toy Library	Story Sacks: Supercharging Early Years Learning through literacy and play	Bayside Toy Library will create 30 ‘Story Sacks’, aimed at children aged 12-months to 6 years. These will combine literacy and play resources in a way that encourages and supports supercharged learning, development and bonding between parent/carer and child/ren in the home environment.	\$7,490	\$7,490
Bayside Playhouse and Occasional Care inc.	Indigenous education	Aiming to deepen understanding and connections to our First Nations community through play, music, education, this program will include:  A one-hour education program across 5 days of the week (Mon-Fri)  An Introduction to Australian animals delivered by Reptile Encounters  Purchase of Indigenous resources	\$6,275	\$6,275
Gordon Street Pre-School	Little Athletes: Empowering Kinder Kids Through Active Play	Little Athletes is a program designed for kindergarteners, featuring the Playball sports curriculum. This program provides opportunities for children to learn and develop fundamental movement skills, social skills, and confidence through fun, engaging activities. Additional sports equipment will also be purchased to continue the program beyond the Playball sessions.	\$4,960	\$4,960

## Attachment 3 – Recommended

Bayside Community Information & Support Service Inc (BayCISS)	Food Relief Markets	BayCISS will host Food Relief Markets to address increasing levels of Food insecurity. A no questions, no judgement ethos will be taken to reduce stigma and barriers for people attending. BayCISS case worker/s will attend each market to provide informal and accessible information about support available within the wider community.	\$7,500	\$7,500
Bayside Japan Club	Exedon Taiko Drumming Therapy	Exercise to traditional Japanese Taiko drumbeat, called Exedon, increases fitness of both body and mind for most levels of participants' physicality. Participants beat their own drum and are professionally guided through sequences which gradually increase in intensity. Finally, team sequences bring the group together powerfully with joyful and visceral rhythms.	\$3,300	\$3,300
Brighton Recreational Centre	FREE Seniors Gymnastics Classes!	Brighton Recreational Centre will run a series of free gymnastics classes targeting older adults of all abilities. These classes are designed to improve wellbeing, increase physical activity and minimise health inequalities in senior citizens of Bayside.	\$7,500	\$7,500
26 Advantage	Reconciliation Week Contemporary Indigenous Art Exhibition 2024	26 Advantage aims to strengthen, support and enrich the lives of Indigenous Artists and the local community with a showcase of Indigenous art facilitating exhibition, access, educational, art collection and art appreciation opportunities in a Gallery setting. We aim to build creative careers, whilst promoting cultural connection for the people of Bayside.	\$5,562	\$5,562
Neighbourhood Watch Sandringham 3191 Inc	Establishing a Graffiti Busters Group for Sandringham - Brighton	This project will establish a new Graffiti Busters group in Sandringham and Brighton. This will follow the proven approach and systems originally established by NHW 3193.  All "Graffiti Busters" are volunteers, and the aim is to eliminate graffiti on private property, at no cost to the owner.	\$7,500	\$7,500
Hampton Community Kindergarten	Hampton Community Kindergarten Flowing Creek Bed Project	In partnership with Edible Kids Gardens, this project will create an imaginative and sensory play space, with respect for local materials. It will support the physical and mental health of preschool children and their families and educators in the Hampton area.	\$7,500	\$7,500

## Attachment 3 – Recommended

The Holland Foundation	Gateway to Bookkeeping & Finance (GBF)	Practical, hands-on training for unemployed with a specialist trainer in a high demand sector where virtually no-one can get practical experience. Targeted at complex needs and disadvantaged unemployed, who are completing basic courses or interested in skills training in entry level positions in book- keeping and finance sectors.	\$1,500	\$1,500
Cheltenham Football Club Incorporated	Creating our inaugural women's team	Seeking to form an inaugural women's team, Cheltenham Football Club in partnership with SFNL will undertake a number of activities to provide equal opportunity to women and maximize participation of females in sport.	\$3,307	\$3,307
Black Rock Pre-School Centre	BRPS - Black Rock Traffic School	The development of a traffic school education program at this kindergarten will enable the demonstration and practice of safe road traffic rules and behaviours in a safe space	\$7,431	\$7,431
Nagle Pre-School	Learning on Bunurong Country	Learning on Bunurong Country: A curriculum-based tool developed in collaboration with an Aboriginal elder to provide valuable cultural education to current and future students. This tool will support students to engage with indigenous artwork and participate in excursions on country, and support progress towards Nagle Pre-School's Reconciliation Action Plan.	\$6,946	\$6,946
North Brighton Kindergarten	Aboriginal Cultural Heritage and Awareness Initiative	The project aims to enhance our Indigenous education program. We seek funding for cultural awareness education for staff and Aboriginal-themed excursions for our students. These steps will ensure NBK is inclusive of all our families and is meeting community expectations for integration of Indigenous culture into children's learning and play.	\$7,020	\$7,020
Hunt Community Child Care Centre Inc	Reconciliation Education and Action for Hunt Community Child Care Centre	To build a solid foundation, to navigate a commitment toward continued education for our children, around social, ethical and cultural respect for the world's oldest culture. Incorporate indigenous influences into the centre that connect land, people, history and culture.	\$2,800	\$2,800
Cheltenham Community Centre	Youth volunteer training	This project will train and mentor local youth to become confident leaders through Cheltenham Community Centre's school holiday programs. Young people will have one-on-one and small group training to engage and	\$7,500	\$7,500

## Attachment 3 – Recommended

		communicate effectively with primary school children. The leadership and volunteering skills youth develop will have ongoing benefits in other community settings.		
All Souls Anglican Church	Dads Tuning in to Kids™ Program	All Souls would like to deliver the evidence-based Dads Tuning in to Kids™ (DTIK) parenting program, teaching Bayside father's skills to emotion coach and connect emotionally with their children. The program will promote family wellbeing, resilience amongst children, and social connectedness amongst participating fathers,	\$957	\$957
Castlefield Community Centre	Women's Health Events	Castlefield Community Centre will host a fun, vibrant and informative Jean Haile's Women's Health Week event with: BreastScreen Victoria, Hearing Van, Connect Health, BayCISS and other organisations. An innovative Women's Health group, led by an exercise physiologist and tailored to the group's needs will also form part of the project.	\$7,500	\$7,500
Blind Sports and Recreation Victoria (BSRV)	More than meets the eye: Creating a Splash in Bayside	An opportunity for increasing independence and access to new recreation activities for teens and adults with vision impairment or blindness. BSRV will facilitate volunteer sighted guide support, access by public transport, and run events that can lead to ongoing connections with sailing, accessible art, and sea kayaking.	\$7,455	\$7,455
Highbett Neighbourhood House	Flexible Food Relief at Dunkley Fox	HNCH presents a flexible, monthly food delivery service to residents at Dunkley Fox Housing Estate. Afternoon tea will be provided, along with take home packs filled with items the community has requested. This will support community engagement and help address the significant increase in costs of living.	\$7,500	\$7,500
East Beaumaris Kindergarten (EBK)	Body Awareness Program at East Beaumaris Kindergarten	East Beaumaris Kindergarten will run a body awareness program for kindergarten students, teachers, and parents. The program will focus on developing body awareness and promoting healthy habits in young children, as well as understand body safety and develop the skills and confidence to recognize and report any inappropriate behaviour.	\$5,620	\$5,620
Brighton Playroom Inc.	Together Songs - Connecting	The program facilitates inter-generational collaboration between young children (2 to 5	\$7,500	\$7,500

## Attachment 3 – Recommended

	Community Across Generations	years) and elderly residents at Hamble Court, through engaging and interactive music classes allowing different generations to come together, learn from one another and form new friendships, elicit strong feelings of joy and companionship between both.		
St Peter's Kindergarten Inc	Shared Community Vegetable Garden and Ambulant inclusive Gathering Area	Expanding the playground as another area for both education and play offers greater and additional learning experiences for the children in our local community and additional opportunity for volunteer involvement. Using materials from both nature and upcycled materials contributes to the sustainability and minimal maintenance for future volunteers	\$7,500	\$7,500
Bayley House	Ink it Up – A Bayley Arts printmaking initiative	Ink It Up is a printmaking initiative celebrating the artistic talents of adults with intellectual disability from the Bayside community. The project will provide professional development to staff and clients in printmaking processes with a public exhibition at Bayley Art Gallery, promoting inclusivity and diversity within the Bayside arts community.	\$7,500	\$7,500
Fairway Bayside Aged Care	Operation Brike	Fairway would like to present 'Operation Brike.' A brike is a specially designed bike capable of seating a person in a wheelchair which will provide non-ambulant members of Fairway and the broader community the experience of being on a bike - connecting them with their community and the great outdoors.	\$6,819	\$6,819
Sandringham and district Historical Society	Digitisation of the Pauline Reynolds Photography Collection	Prominent Bayside photographer, and former Councillor and Mayor for the City of Sandringham, Pauline Reynolds has offered, to Sandringham & District Historical Society, photographs from her extensive collection. These photographs are currently negatives and will need to be digitised. They cover many important events in the Bayside area.	\$5000	\$5000
Sandybeach Centre	Dance Movement Therapy for Carers and Individuals with Dementia	An innovative 8-week dance program for carers and dementia sufferers which incorporates simple movements, themes and the use of props to encourage expression and creativity. The program also incorporates an introductory self-care movement workshop specifically for carers.	\$6,284	\$6,284

Attachment 3 – Recommended

BeachPatrol Australia: Elsternwick Park Love Our Street 3186 (EPLOS3186)	Care for Yalukit Willam Nature Reserve: EPLOS3186	As YWNR evolves, as more wildlife visits/lives in Yalukit Willam Nature Reserve (YWNR) and as use by the community for nature-based activities extends, it will become increasingly important to remove litter, especially plastics, from the reserve. EPLOS3186 will continue routine clean-ups to protect community amenity and the re-created habitat.	\$1,433	\$1433
Neighbourhood Watch 3193	Establishing YOUNG Neighbourhood Watch Bayside Program	To involve year 7 -11 Bayside students in an innovative and engaging YOUNG Neighbourhood Watch program. The aim is for students to become ambassadors supporting a safer, respectful and crime free community. Students will receive a certificate. NHW to champion the program. Curriculum created collaboratively with Schools/Police/Council and relevant professionals.	\$7,500	\$5641
<b>Total requested</b>			<b>\$230,327</b>	
<b>Total Recommended</b>			<b>\$222,918</b>	
<b>Total Allocation</b>			<b>\$222,918</b>	
<b>Residual funds</b>			<b>\$0</b>	



## Attachment 4 – Not Recommended

## Annual Community Grants 2023/24 – Not Recommended

Name Of Organisation	Project Title	Brief project description	Req \$	Not recommended reason
Culture Connect Chinese Australia Brighton Beach Inc.	Connecting cultures and learning new skills through being physically active	Regular physical activities improving Healthy living, social and community connections, including Body movement such as Table tennis and Dancing combined with skills and complementary Get to know sessions in both English and Mandarin languages.	\$7,500	There is little evidence of need demonstrated in the application. This is an existing program which has been funded in various forms previously. There is little evidence of financial sustainability.
South Oakleigh Wildlife Shelter (SOWS)	A Walk on the Wild Side of Bayside!	Our project speaks to the objectives of the Bayside Community Grants Program in terms of making a positive difference to our environment through supporting the involvement of the community in caring for and managing our biodiversity and natural resources.	\$7,000	This is an existing program and this program has been funded in various forms previously. There is little evidence of financial sustainability.
Tjilatjirrin Reserve Community Garden	Tjilatjirrin Reserve Community Garden Start-up	TRCG, in partnership with Bayside City Council, would like to present our project aimed at involving the community in organic gardening practices. This aligns with Bayside City Council's policies for Climate Change, Environmental Sustainability, Public Health and Well-Being and Inclusion.	\$7,500	There is little evidence of need demonstrated in the application. For this program to be considered as providing wide community benefit, expenditure should incorporate education components over equipment only.
Beaumaris Cricket Club	Expansion of Women's Junior and Senior Cricket Program	This season, our cricket club experienced considerable success with our junior and senior female cricket teams winning premierships. Our club has the objective of building on this success and attracting greater participation in female cricket by developing a specialist female cricket program directed towards all age groups.	\$7,500	While Council supports the inclusion of women in sport, the majority of this application is requesting core operation costs. Grants officer to inform club of individual inclusion and participation grants to reduce player costs for those experiencing financial hardship.
Beaumaris Art Group (BAG)	Brushstrokes and Beyond: The Story of Beaumaris Art Group.	This project aims to interview and film previous members of the Beaumaris Art Group and associated artists and locals. Some of our previous members are now aged in their 80's and it is vital as part of our 70th anniversary celebrations to record and honour their contributions.	\$7,410	Specialist assessor comments have noted that the wider community benefit is unclear as it appears to predominantly involve current BAG members only.

Attachment 4 – Not Recommended

Sandy Street Art Project Inc	Sandy Street Beats Program	To capitalise on the current momentum achieved in Sandy Village and Foreshore by continuing to curate and provide a varied selection of community entertainment – something for everyone – activating the urban space that is Sandringham, while also continuing with our Foreshore activations.	\$7,500	Application provides little evidence of need outside of supporting the arts. Grants officer to encourage applicant to discuss funding options with Council's economic development team who have dedicated funding for activity centres.
A Path to Follow Inc.	Youth Supporting Youth (YSY)	The YSY program provides mental health peer support to enable younger peers to feel safe in sharing their challenges with a trusted A Path to Follow Inc. peer. While the program fosters the development of life skills to manage wellbeing, it also keeps the peers positively connected to their communities.	\$7,500	This is an existing program with no opportunity for sustainable funding. While application presents as a valuable program, the limited number of participants does not represent good value for money to Council.
Modern Line Dancing Inc.	Modern Line Dancing Extension Programs 2023/2024	Providing weekly afternoon line dancing class in addition to our evening class with a tutor for residents. The intent is that they practice modern line dancing to exercise their body and mind with many styles of music in a friendly and encouraging environment.	\$3,975	This an existing program that Council has funded previously and application is considered core operational costs.
St Kilda Football Club	SaintsPlay Centre - Moorabbin	SaintsPlay is a fun, footy skills clinic for young people aged 5-12 years old with autism, ADHD, or other intellectual disabilities, delivered in a safe and inclusive environment. SaintsPlay will operate out of the Saints' elite sporting facilities at RSEA Park.	\$7,500	This an existing program that Council has funded previously.
Yalukit Willum Nature Association	Growling Grass Frog Study, Biodiversity Library and Species Return Wall	Expanding community involvement at Yalukit Willum Nature Reserve through a project to consider the feasibility of the reintroduction of the endangered Growling Grass Frog at the reserve and building volunteer capacity and celebrating success through the creation of a Biodiversity Library and Species Return Celebration Wall.	\$6,107	This project does not align with Council's Yalukit Willum Nature Reserve Masterplan.
<b>Total</b>			<b>\$69,492</b>	

Attachment 5 – Ineligible

Annual Community Grants 2023/24 – Ineligible

Name Of Organisation	Project Title	Brief project description	Req \$	Ineligible reason
Black Rock Yacht Club Inc.	New Life Jackets and Harnesses for Learn to Sail Programs	BRYC provides volunteer run programs to introduce sailing to children and adults of all ages. Our life jackets (PFDs) are at their end of life and urgently need to be replaced. Two new harnesses are also needed to longevity of the learn to sail programs for the next 10 years.	\$5,111	While it is acknowledged that new life jackets and harnesses are required periodically for a yacht club, these are considered core operational equipment that is not requested to form part of a new or extended program.
Highett Bowls Club Inc.	Reinstate The Top Green at Highett Bowls Club	This project will reinstate the banks and surrounds of the top green rendering it playable. Whilst the green itself has been well maintained, the protective rubber ditch linings have perished. New linings and associated hardware must now be installed for player safety.	\$6,143	Replacement of a playing green is considered a core operational cost that is not requested to form part of a new or extended program.
Jewish Care Victoria	The Multi-Culture Explorers	After two years of the COVID19 pandemic, elders feel more isolated than ever before. This sightseeing and innovative program is designed to engage elders' interest in the multicultural history of Australia. We want to build connections as the group experiences adventures enriching them with new ideas and good memories.	\$7,500	Costs requested for activities, workshops, transportation, guides, and food are core operational costs of existing program and are not requested as part of a new or extended program.
Brighton Beach Junior Football Club	Brighton Beach JFC Young Guns	Our Auskick Young Guns program is about current players and some past players returning to the club to assist with the Auskick season.	\$2,640	Fully supportive of initiative however, program commenced prior to grants being awarded and is therefore ineligible for funding.
Australian Skateboarding Federation	Bayside Skate Lessons.	Skate Lessons and competition for girls and mixed at Elsternwick and Beaumaris Skatepark. Run by Former World Champion and 2021 Skateboarding Olympic Judge, and current Olympic qualifying international head judge, Bayside Resident, Renton Millar.	\$7,000	This is a great initiative that has previously been funded through the ACG stream.
Launch Housing	Tenancy Plus (TP) Brokerage	Tenancy Plus brokerage provides flexible financial assistance to social housing renters living in Bayside. This can be used to either establish or maintain their tenancy.	\$7,500	Great initiative that has previously received funding through the ACG stream.

Attachment 5 – Ineligible

		By addressing immediate financial needs, our team can stabilise a situation and then address the underlying issues that first placed the tenancy at risk.		
Backpacks 4 Vic Kids	My Essentials Packs for vulnerable displaced children	This project will pack and deliver My Essentials Packs, filled with carefully selected material aid, to children who are disadvantaged through displacement, and where they can't, or it's not safe to, go home to get their own belongings.	\$7,500	Great initiative that has previously received funding through the ACG stream.
Reknighted	Reknighted	The Reknighted Workshop is designed to provide a safe, productive, and contained Hero's Journey into manhood. Our Workshops are transformational, supporting a boy's psychological and emotional development, by Unearthing Men of Honour.  We will be running our workshops in Richmond High Schools, with one workshop per year group.	\$6,590	Withdrawn
Russian Meetup Club	RMC Inaugural Art Exhibition Event	The Inaugural Art Exhibition Event will provide an opportunity to build new social connections for the members of the Russian Meetup club. It will display the artwork of local artists, promoting local artists as well as musicians and local businesses.	\$4,420	Fully supportive of the concept however this is an event to be funded under the events and festivals stream.
Black Rock Football Netball Club	New Goal Post Padding for Junior and Senior Teams	BRFNC is undertaking a project to purchase and install new goal post padding to cater to the needs of their newly established junior football program and expanding senior Men's and Women's football program at MacDonald Reserve.	\$2,174	While it is acknowledged that new goal post padding is required periodically at a football club, this is considered core operational equipment that is not requested to form part of a new or extended program
Black Rock Life Saving Club Inc.	Expansion of Nippers Program at Black Rock Life Saving Club	Our Nippers program exists to encourage children aged 5-13 years to achieve skills to ensure their long-term safety in and around the aquatic environment. The acquisition of 13 new nipper boards will enable our club to expand our Nippers program and increase participation amongst this cohort.	\$6,663	While it is acknowledged that new nipper boards will increase participation, these are considered core operational equipment that is not requested to form part of a new or extended program.
Brighton Greek Senior Citizens Club	Brighton Greek Seniors Positive Aging & Wellbeing.	The environment of the Brighton Greek senior citizens' association is high in communication, happy and healthy for all the senior members.	\$7,200	This is a good initiative that has previously been funded through the ACG stream.

Attachment 5 – Ineligible

SHALOM Association	Motivation for the activity of Shalom members in public life.	All members will be contacted and new potential senior candidates to attend the club function on a weekly basis to explore and experience activities that are not available at home. Revealing and providing the members of the Shalom Association with the opportunity to realize their main motives. Strengthening cooperation within the Shalom Association by developing other-oriented motives in volunteers. Providing support and opportunities for volunteers to meet their needs for competence and respectful relationships with others.	\$7,500	The purchase of licenses, printing, shipping and postage, royalties for guest artists and volunteer expenses are considered core operational costs does not form part of a wider new or extended program.
Brighton Cemeterians Inc.	Commemorative Flag Project	To have an Australian Flag erected to the side of each Veteran's grave to publicly commemorate the role these people had in representing Australia as part of the war effort.	\$3,000	While it is acknowledged that Australian flags would help publicly commemorate departed war veterans, this is considered a core operational cost that is not requested to form part of a new or extended program.
Rotary Club of Brighton North Inc.	BigServe Bayside	Big Serve Bayside will provide fun, fitness and community connection. The event is a tennis competition using over-sized racquets in pairs. People will have a go, make mistakes, have fun laughing at themselves. The whole event will lift community spirit and encourage people to re-engage with each other.	\$7,500	Supportive of concept however this is an event to be funded under the events and festivals stream.
Beaumaris Theatre Inc.	Cabaret Setting	To create an atmosphere which encourages community interaction with the purchase of round collapsible tables and purpose designed trolley for storage and removal. We have found that people talk to each other on round tables as opposed to sitting side by side at the theatre.	\$4,361	The purchase of new tables is considered a core operational cost and is equipment that does not form part of a wider new or extended program.
Holy Trinity Anglican Kindergarten Hampton Incorporated	Holy Trinity Kindergarten Yoga and Mindfulness Project	30 yoga mats will be purchased as well as 4 sessions from an instructor to attend the kinder to teach the children and educators about mindfulness and yoga.	\$3,135	While it is acknowledged that the purchase of yoga mats will enable children to participate in yoga lessons, these are considered core operational equipment that is not requested to form part of a new or extended program.

Attachment 5 – Ineligible

Rajasthani Kutumb of Victoria Inc.	Teej (India Festival) 2023	Teej is the name for a Hindu festival that is celebrated by women and girls. Haryali Teej and Hartalika Teej welcome the monsoon season and are celebrated primarily by girls and women, with singing, dancing and prayer rituals. Teej is primarily dedicated to Parvati and her reunion with the Lord Shiva.	\$7,500	The purchase of hall hire, audio visual equipment, event management and photography are considered core operational costs of this program do not form part of a wider new or extended program.
Olympic Avenue Kindergarten	Community gathering space	Landscaping work is required at the front entrance of the kindergarten to promote a sense of community and inclusivity for the kinder families. The space is currently restrictive, and parents are forced to move very quickly in and out due to congestion.	\$7,436	While it is acknowledged that rejuvenating the entrance to the kinder would provide an improved gathering space, requested items are considered core operational costs that are not requested to form part of a new or extended program.
Bayside Japanese Intergenerational Playgroup	Aisatsu Kizuzu (Hello Kids)	The program aims to enhance children learning about Japanese language, history & culture. The playgroup partners with Bayside Japanese Seniors to educate participants.	\$3,000	Purchase of insurance, craft materials and facilitators are considered core operational costs and does not form part of a wider new or extended program. Supportive of initiative however, program commenced prior to grants being awarded and is therefore ineligible for funding.
Sandringham Football Club	Sandringham FC & Southern Saints Pride Day	Sandringham Football Club would like to present a Pride Day, a football match and luncheon for the whole Bayside community, particularly targeting the LGBTIQA+ community. The project will include guest speakers, kids' activities, and themed jumpers to promote acceptance, equality, and inclusion.	\$4,400	This contact has been red flagged for failing to acquit a previous grant.
5th Sandringham Scouts	Grounds development project and community awareness	At 5th Sandringham Scouts we enjoy our bushland setting nestled beside Merindah Park. This is a very busy area for walkers and we along with other members of the community enjoy many activities here. We would like to develop our grounds with plantings to blend in with our surrounds.	\$7,500	While it is acknowledged that rejuvenating the grounds surrounding the Scout Hall would enhance the aesthetics of the property, requested items are considered core operational costs that are not requested to form part of a new or extended program.
Rotary Club of Hampton	Bayside Teen Mental Health First Aid	Hampton Rotary in partnership with Brighton North Rotary, and supported by Mental Health First Aid Australia, presents the Bayside Teen Mental Health First Aid project, to train 180 Bayside high school students in years 7-9 and 10-12 how to provide mental health first aid support to their friends.	\$7,500	This initiative has previously been funded with seed funding through the ACG stream.

Attachment 5 – Ineligible

SUP VIC Inc.	SUP VIC Event Day Support and Volunteer Engagement	SUP VIC interest is growing and to harness that we need equipment and materials that help promote the fun and healthy community connection and support the work at our club events and training. Apparel for club member identification, shelter, seating and hospitality equipment for the beachside upon where we meet.	\$6,862	Purchase of first aid kits, defibrillators, training, chairs, esky's, BBQ's and clothing are considered core operational costs and do not form part of a wider new or extended program.
Highbett West Cricket Club	HWCC women's Cricket	To provide women's and girls cricket opportunities to the community surrounding us with adequate facilities and appropriate equipment this coming season.	\$7,500	Purchase of female friendly equipment and facility upgrades are considered core operational costs and do not form part of a wider new or extended program.
Hurlingham Preschool Inc.	3YO Kinder Hours Extension	To implement the government-mandated hours in 2024, ahead of the 2029 deadline, our kinder needs some additional facilities. These will allow proper support for our children in the 3YO class while ensuring our teachers have the equipment they need for these extended hours.	\$5,966	The purchase of new change tables, sleeping mats, blinds and a Bluetooth speaker are considered core operational costs and is equipment that does not form part of a wider new or extended program.
Cheltenham Golf Club	'Open day' for Bayside resident golfers to play Cheltenham	The 'open day' project is designed for Bayside residents to experience Cheltenham golf course for the first time (no previous play) and learn more about golf in the local community.	\$6,500	Fully supportive of the concept however this is an event to be funded under the events and festivals stream.
Elsternwick Cricket Club	Improved wicket table program	This year the use of turf centre wickets at Elsternwick Park expanded considerably with games all day on Saturday and Sunday. Unfortunately, wicket quality declined with the increased use leading to some user dissatisfaction. This project is designed at improving the wicket table to accommodate predicted increased usage in 2023	\$5,000	While it is acknowledged that a new turf pitch mower will improve playing conditions for the cricket club, this is considered a core operational cost that is not requested to form part of a new or extended program.
Friends of Black Rock House Inc..	BRH Cellar Restoration	There is a very interesting cellar running under Black Rock House. We would like to restore it to its former glory.	\$7,500	The restoration of the Black Rock House cellar is capitol works which are unable to be funded through the ACG stream.
Livingston Kindergarten Inc.	Drama Incursion Program – Enriching education through Imagination	Livingston plan to engage 'The Drama ToolBox' (Service Provider) to deliver an incursion program in 2023. This will see all Kindergarten Groups receive an incursion in Term 3 and 4.  To support our play-based learning philosophy, the Service Provider will deliver educational content through imagination and drama.	\$3,300	This contact has been flagged for failing to acquit a previous grant.

Attachment 5 – Ineligible

Cheitenham Netball Club	Strategic planning and workshops for club sustainability	We will be purchasing and undertaking a community sports solutions program with Active Business Consulting to develop and improve the skills of our club committee and administrators. In this way, we can develop the skills of these members so that we can increase our operational capacity through increased participation.	\$5,000	Business training programs are deemed core operational costs and are therefore ineligible.
St Kilda Police & Citizens Youth Club Inc.	Boxing for Parkinson's (non-contact)	We provide non-contact boxing and strength exercise classes for people who have been diagnosed with the acute Parkinson's Disease, as exercise has been proved to slow down the symptoms. Reducing the symptoms of this disease helps to keep the participants living independently and out of hospitals.	\$7,500	Rent and staff wages are deemed core operational costs and are therefore ineligible.
<b>Total</b>			<b>\$188,401</b>	



## 10.8 INTEGRATED TRANSPORT STRATEGY - IMPLEMENTATION PROGRESS DURING 2022–23

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: PSF/23/176 – Doc No: DOC/23/236062

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### **Executive summary**

#### ***Purpose and background***

This report provides an update on the delivery of the Bayside Integrated Transport Strategy (ITS) during 2022–23 and outlines the priority actions for 2023–24.

The ITS 2018–28 was adopted by Council in June 2018 and provides a framework and action plan designed to achieve a well-connected, safe, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a low carbon future.

Collectively, the goals, strategic directions and actions contribute to Council’s vision for transport: *‘The transport system will meet the needs of the community through the provision of a sustainable, well-connected, safe, accessible and convenient transport options that positively contribute to a strong economy, the health and wellbeing of the community and a low carbon future’.*

The Strategy contains six key goals which have been developed to keep the community mobile by supporting a shift towards more environmentally sustainable travel modes in a way that supports economic activity, whilst contributing to the health and wellbeing of the community. The six key goals are:

1. Enabling Sustainable Transport Choices
2. Improving Local Accessibility
3. Better Public Transport
4. User Friendly Streets
5. Integrated Transport and Land Use
6. Optimising Parking Opportunities.

#### ***Key issues***

##### **Community Satisfaction**

The 2023 Community Satisfaction Survey identified the following satisfaction scores for transport:

- Bayside’s services and facilities relating to transport infrastructure are rated as ‘very good’.
- Satisfaction with transport infrastructure was rated 7.2 (2022) and 7.3 (2023)
- Bayside performed at the same satisfaction level (7.3) as metropolitan Melbourne average for transport infrastructure in 2023.

*\*Transport infrastructure – includes the maintenance and repair of sealed local roads, the maintenance and repair of footpaths, and on and off-road bike paths.*

- Council meeting environmental responsibilities was 7.1 and rated as 'good' in 2023. This is the same level of satisfaction as metropolitan Melbourne.

In 2023, satisfaction with the following aspects of transport were:

- Excellent – for respondents' perception of their safety whilst walking on both residential streets and main roads.
- Very Good – for respondents' perception of their safety whilst cycling on residential streets.
- Good – for respondents' perception of cycling on main roads, the volume of traffic on residential streets and main roads, and the availability of parking on residential streets and in and around shopping strips.
- Solid – for the availability of parking on main roads.

### Actions delivered

The ITS implementation progress update for 2022–23 is documented within Attachment 1.

Highlights of the actions delivered include:

1. Developed the Bayside Parking Strategy – *Parking Sustainably – 2023–33*.
2. Established the 'Bayside Active Transport Connections - Connectivity Report and Implementation Plan', which has been developed to support pedestrian and cyclist movement and connectivity between retail strips and residential areas.
3. Updated the Footpath Treatments within Road Reserve Policy.
4. Successfully advocated to the State Government to secure the commitment for removal of the level crossings on Highett Road and Wickham Road, Highett.
5. In collaboration with Glen Eira City Council, introduced a pedestrian operated signal (POS) on Thomas Street, Brighton East.
6. Installed two pedestrian refuge islands along Weatherall Road, Cheltenham and a School Crossing on Ludstone Street, Hampton.
7. Introduced new publicly available electric vehicle charging infrastructure at the Corporate Centre and Willansby Avenue carpark, Brighton.
8. Reduced the speed limits from 60km/h to 50km/h on Ludstone Street, Hampton, Ebden Avenue and Fourth Street, Black Rock.
9. Council has been successful in their advocacy to the Department of Transport and Planning to lower the speed limit to 40km/h on Bluff Road and Balcombe Road within the Black Rock Activity Centre.
10. Upgraded the Bay Trail in Sandringham to improve pedestrian and cyclist safety near the intersection of Beach Road and Bay Road, Sandringham.
11. Upgraded the Bay Trail at Ricketts Point to improve pedestrian and cyclist safety, and installed a 'Choose tap' drinking fountain.
12. Constructed a bike repair station at the Sandringham Family Leisure Centre.
13. Obtained a \$200,000 grant to undertake a feasibility study for improved bicycle infrastructure along South Road.
14. Developed and undertook community consultation on the concept design for a proposed bicycle path connecting Sandringham Station and Sandringham Family Leisure Centre.

Priority projects and initiatives for 2023–24

1. Construct phase one of the Sandringham to Cheltenham bicycle path.
2. Finalise the design of the Bay Trail upgrade in Brighton.
3. Undertake investigations to improve pedestrian crossings at the New, Well, St Andrews and Park Street Roundabout in Brighton.
4. Undertake investigations to improve pedestrian crossings at the New Street and Bent Avenue Roundabout in Brighton.
5. Construct the separation between the footpath and rail corridor - Seaview Avenue and Mair Street, Brighton.
6. Implement the accessible parking upgrade program.
7. Implement the electric vehicle charging infrastructure program.
8. Implement the Bicycle Facility Improvement Program – Improve on-road bicycle infrastructure on Carpenter and Asling Street, Brighton.
9. Deliver upgrades to footpath connectivity on Allard Street and Durrant Street, Brighton.
10. Deliver five new seats under the Neighbourhood Seating program.
11. Develop a four-year action plan for ‘Walking’ to identify those measures required to facilitate and uptake in walking for short trips within the municipality.
12. Continue working with the Suburban Rail Loop Authority and Level Crossing Removal Project to ensure active and sustainable transport connectivity is integrated into their projects.
13. Continue to implement speed limit reductions across the municipality to improve cyclist and pedestrian safety.
14. Continue to work with and advocate to the Department of Transport and Planning to improve walkability and rideability across the municipality.

Next steps

Council will continue to deliver programs, projects, initiatives and advocacy activities to realise a well-connected, safe, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a low carbon future.

Officers will undertake a review of the ITS in 2023–24 financial year and present the updated Action Plan to Council in August 2024. The review will remove completed actions and include new actions to ensure delivery of the six key goals of the ITS.

**Recommendation**

That Council:

1. notes the Integrated Transport Strategy 2018–28 actions delivered in 2022–23.
2. receives a report on the delivery of the Bayside Integrated Transport Strategy (ITS) during 2023-2024 and the updated Action Plan at the August 2024 Council Meeting.

## Support Attachments

1. Bayside Integrated Transport Strategy - Implementation 2022/2023 ↓

## Considerations and implications of proposition

### Social

The delivery of actions contained within the Integrated Transport Strategy and supporting plans are designed to:

- increase short walking and cycling trips as convenient alternatives to vehicle trips to enable residents to access goods and services at local destinations
- facilitate an increase in the number of people catching public transport
- improve access for all people regardless of age, ability, geography and financial circumstance
- improve safety for users of Bayside's road network by reducing the number of vehicle trips and speeds and treating identified crash black spots
- increase prosperity for businesses and individuals through increased street activity, as more people walk and cycle and spend more time at local activity centres
- improve access to employment and retail services beyond Bayside which is expected to result in a higher level of economic inclusion and participation for all Bayside's residents
- provide better health and wellbeing outcomes as a result of more people achieving their required daily exercise through active modes of travel
- increase social connectivity achieved by people being 'out and about' on the street.

### Natural Environment

The key focus of the Bayside Integrated Transport Strategy is to develop a more integrated and sustainable transport system. In this regard, the policy framework supports actions that will achieve lower energy-related transport emissions that contribute to climate change and a reduction in noise and air quality impacts associated with reliance on private vehicles.

### Climate Emergency

The delivery of actions identified within the Integrated Transport Strategy respond to the Bayside Climate Emergency Action Plan by supporting a move towards zero carbon transport. The outcome of actions being delivered provide transportation options and suitable infrastructure to encourage and/or support our community to travel via sustainable modes.

### Built Environment

Changes to the transport system within the municipality may have implications for the built environment. The implications are considered throughout each phase of all transport projects to ensure negative impacts are minimised. For example, the delivery of upgrades to the Bay Trail as part of the removal of high-risk sites along this route will need to ensure that any proposed changes compliment the surrounding built and natural environment.

### Customer Service and Community Engagement

The delivery of specific activities and projects to implement the various actions listed within the ITS have involved varying levels of community and stakeholder engagement, in accordance with Council's Community Engagement Policy.

Results of Bayside City Council's 2023 annual customer satisfaction survey are discussed within the report.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of this strategy, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this strategy does not meet the requirement for a comprehensive Equity Impact Assessment (EIA) at this time and it has been approved by the EIA Lead not to progress with the assessment.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

There are no legal considerations required as part of this report.

### **Finance**

Actions from the Bayside ITS that were delivered in 2022–23 were funded via Council's approved 2021–22 operational and capital budgets.

### **Links to Council policy and strategy**

The Bayside's ITS contributes towards the following but not limited to:

- 2050 Community Vision: Theme 3 - Transport, walkability and rideability
- Council Plan 2021–25: Strategic objective 3.4 - Transport planning and infrastructure facilitates a well- connected, accessible, safe and convenient transport system that contributes to a zero-carbon future and Wellbeing.
- Climate Emergency Action Plan: Theme 3 - Move to zero carbon transport
- Disability Action Plan 2021–25: Goal 3 - Respectful and safe community.

## Goal 1: Enabling Sustainable Transport Choices

**Strategic Objective:** Council will raise awareness of sustainable transport options as more convenient alternatives to vehicle trips in the community and support initiatives that increase transport choice and reduce transport emissions

Strategy	Action Item	Action	Comments	Time Frame	Progress
Promote and encourage sustainable transport choices for Council employees	1	Review, update and implement Council's Green Travel Plan to promote and encourage sustainable travel choices amongst staff	A staff travel survey was undertaken in 2022/2023 to continue improving Council's sustainable transport initiatives and help to calculate our employee travel greenhouse gas emissions.	2018 - 2024	Ongoing
	2	Minimise the environmental impact of Council's vehicle fleet	Transitioned a proportion of Council's fleet vehicles from internal combustion engines to electric vehicles (EV). Additional EV charging units were installed at the Corporate Centre to support the increased uptake of EV vehicles in Council's fleet.	2018 - 2024	Ongoing
Promote and encourage sustainable transport choices to the community	3	Ensure that the needs of pedestrians and cyclists are considered in all transport infrastructure upgrades and street maintenance programs	Priority for pedestrians and cyclists is considered in all transport infrastructure upgrades.	2018 - 2028	Ongoing
	4	Develop a travel behaviour change program for the Bayside community that encourages an uptake in walking, cycling and public transport	Ongoing – Council implemented a community bicycle repair workshop 2022/2023. Further expansion of this program will be implemented in 2023/24	2018 - 2028	Ongoing
	5	Develop a Green Travel Plan toolkit to encourage and assist schools and large employers to develop Green Travel Plans	Council will soon run a pilot program with a local primary school in partnership with Bicycle Network encouraging riding, scooting and walking to school. Council will also hold a series of events encouraging cycling round National Ride2Work day in October 2023.	2018 - 2024	Ongoing

<p><b>Investigate new opportunities to introduce new initiatives that will improve transport choices and reduce transport emissions</b></p>	6	Develop an approach for dockless bike sharing to become operational in Bayside	Council is awaiting the trial results of the shared e-bike operation in Melbourne, Yarra and Port Phillip local government areas. The principal approach will be investigated as part of delivery of the Bayside Parking Strategy.	2023 - 2024	Ongoing
	7	Explore the feasibility of installing recharging facilities in Council buildings for mobility scooters and vehicles	Feasibility completed. As mobility scooters and vehicles generally use standard power plug outlets, there is currently provision of such facilities available within Council's current buildings.	2019 - 2020	Complete
	8	Facilitate the introduction of car share schemes through the development of policy tools to enable access to on-street parking for such schemes	Elements of a car share schemes are covered within the Parking Strategy. Council is currently finalising an MOU with a carshare provider to implement an 18-month trial on a 'return to base' model.	2018 - 2024	Ongoing

**Goal 2: Improving Local Accessibility**

**Strategic Objective:** Council will prioritise walking and cycling as the preferred modes of transport for short trips in Bayside

Strategy	Action Item	Action	Comments	Time Frame	Progress
<p><b>Improve the pedestrian environment that serves key destinations within Bayside</b></p>	9	Progress the Footpath Connectivity Program to address missing links in the footpath network	Footpath connectivity works were implemented in Grantham Court, Brighton	2018 - 2024	Ongoing
	10	Provide footpath connections between the pedestrian network and public transport stops	Currently finalising the design for the provision of footpath works on Allard and Durrant Streets, Brighton.	2018 - 2028	Ongoing
	11	Continue to implement the Bayside Walking Strategy (2014) and evaluate its effectiveness with a review.	<p>Installed pedestrian refuge islands along Weatherall Road, Cheltenham and a School Crossing on Ludstone Street, Hampton.</p> <p>Reduced the speed limits from 60km/h to 50km/h on Ludstone Street, Hampton, Ebdon Avenue and Fourth Street, Black Rock.</p> <p>In collaboration with Glen Eira City Council, introduced a pedestrian operated signal (POS) on Thomas Street, Brighton East.</p> <p>Established the 'Bayside Active Transport Connections - Connectivity Report and Implementation Plan'.</p>	2018 - 2028	Ongoing
	12	Progress the Neighbourhood Seating program to provide public seating at key locations across the municipality.	Five new public seats manufactured of recycled material have been purchased and are schedule for installation in early 2023/2024.	2018 - 2024	Ongoing



<p><b>Con. Improve the pedestrian environment that serves key destinations within Bayside</b></p>	13	Develop a policy position, informed by the Open Space Strategy, site specific conditions and community input, on how footpaths in parks and reserves (excluding the foreshore) across the municipality should be treated	This will be considered during the development of the Open Space Strategy.	2023 - 2025	Ongoing
	14	Develop a Principal Pedestrian Network for Bayside to identify and prioritise investment for existing parts of the street network (includes pedestrian priority over vehicles along these routes)	Ongoing.	2024 - 2025	Ongoing
	15	Develop a policy position on the use of tactile paving for visually impaired people across the municipality	Council implements 'AS/NZS 1428.4 Australian Tactile Indicators Standards in the design for all newly constructed and renovated public or private works.		Completed
	16	Undertake a review of the Footpath Treatments in the Road Reserve Policy in 2019, and every four years thereafter	The updated Footpath Treatments within the Road Reserve Policy 2023 was endorsed by Council in April 2023.		Completed
	17	Develop a four-year action plan for 'Walking' in 2024 to identify those measures required to facilitate and uptake in walking for short trips within the municipality.	Ongoing.	2024 - 2025	Ongoing
	18	Advocate to VicRoads for increased pedestrian priority at traffic signals	No suitable sites identified in 2022/23. Council will continue to identify opportunities.	2018 - 2028	Ongoing
	19	Advocate to VicRoads for pedestrian operated signals across Beach Road at key locations as identified within the Beach Road Corridor Strategy	Renewed advocacy with the Department of Transport and Planning occurred in 2022/23.	2018 - 2028	Ongoing
	20	Enable walking through the CSIRO site, including potential links to and from the site	The development has commenced and the approved plans provide appropriate provision of walking infrastructure. The Hightett Grassy Woodland Masterplan will also include walking linkages.	2023 - 2024	Ongoing
	21	Progress the provision of zebra crossings at roundabouts within the Bay Street and Church Street Major Activity Centres	All roundabouts within Bay and Church Streets Major Activity Centres upgraded with zebra crossings.	2018 - 2020	Completed
	<p><b>Prioritise walking in areas of high pedestrian activity</b></p>				

<p><b>Con. Prioritise walking in areas of high pedestrian activity</b></p>	22	Investigate the feasibility of providing zebra crossings at other roundabouts within the municipality where there are high numbers of pedestrians and develop a prioritised program of works	Ongoing.	2018 - 2028	Ongoing
	23	Prioritise pedestrian access to the foreshore/Bay Trail	The Department of Transport and Planning are an integral stakeholder on this action as the responsible authority for Beach Road.	2018 - 2028	Ongoing
	24	Develop and implement a program of works to implement safe unsignalised crossing opportunities across Beach Road to improve access to/from the foreshore	Ongoing - The Department of Transport and Planning are an integral stakeholder on this action as the responsible authority for Beach Road.	2018 - 2028	Ongoing
	25	Install two bicycle repair stations with drinking water on the Bay Trail	The initial two stations were delivered on Middle Brighton Baths, Brighton and public toilet opposite Southey Street, Sandringham. A 'Choose tap' drinking fountain was installed adjacent to the Bay Trail at Ricketts Point in 2022/2023	2018 - 2019	Completed
	26	Identify opportunities to support cycling through the CSIRO site, including potential links to and from the site	The development has commenced, the approved plans provide appropriate provision of cycling infrastructure.	2023 - 2024	Ongoing
	27	Progress the delivery of Bay Trail safety improvement projects as part of the removal of high-risk sites along the trail	In 2022/2023 Council upgraded the Bay Trail in Sandringham and at Ricketts Point to improve pedestrian and cyclist safety. A fully completed duplicated path is now in place along the Bay Trail between Middle Brighton Baths and Head Street, Brighton.	2018 - 2028	Ongoing
	28	Undertake a review of the Bayside bicycle network to identify any missing links and network improvement opportunities	Ongoing	2024 - 2025	Ongoing
	29	Develop a four-year action plan for 'Cycling' to identify those measures required to facilitate an uptake in cycling for short trips within the municipality	Ongoing	2024 - 2025	Ongoing
	<p><b>Improve and expand the bicycle network to support both utility cycling and recreational cycling to key destinations in Bayside</b></p>				

<p><b>Improve the integration of cycling with land use development, public transport and other public amenities</b></p>	30	Provide bicycle parking in public locations where there is an identified need, such as shops, libraries and sports clubs	Ongoing	2023 - 2024	Ongoing
	31	Provide bicycle parking as part of every foreshore car park upgrade project	Bicycle parking infrastructure has been provided at North Road, near the North Point Café. Dendy Beach Pavilion will have suitable bicycle parking included.	2018 - 2028	Ongoing
	32	Continue to improve cyclist navigation through the installation of bicycle route wayfinding signs	Ongoing	2018 - 2028	Ongoing
	33	Trial the installation of a bank of bicycle parking in place of an on-street car parking space within each Major Activity Centre within the municipality	Ongoing	2024 - 2025	Ongoing

**Goal 3: Better Public Transport**

**Strategic Objective:** Council will advocate to the State government for improved public transport access to, within and from Bayside

Strategy	Action Item	Action	Comments	Time Frame	Progress
Advocate to the State government for an improved public transport system based on the needs of residents	34	Advocate for a program to expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking	This action will be continued through delivery of the Bayside Parking Strategy.	2018 - 2028	Ongoing
	35	Advocate for a 10 minute train frequency on the Sandringham line as outlined in the not yet implemented Network Development Plan for Rail (2012)	Initially advocated in 2018. Ongoing advocacy will be delivered when appropriate opportunities arise.	2018 - 2028	Ongoing
	36	Advocate for the expansion of off-peak fares on the metropolitan public transport network, including the availability of 'early bird free travel' on metropolitan buses	Initially advocated in 2018. Ongoing advocacy will be delivered when appropriate opportunities arise.	2018 - 2028	Ongoing
	37	Advocate for the inclusion of the Highett Road level crossing within the State government Level Crossing Removal Project	The State Government has committed to the removal of the level crossings on Highett Road and Wickham Road, Highett.		Completed
Con. Advocate to the State government for an improved public transport system based on the needs of residents	38	Advocate for the introduction of minimum bus service frequencies for all bus services in Bayside to establish a 10 minute frequency during peak periods and a 20 minute frequency at all other times, including later service coverage	Ongoing	2023 - 2024	Ongoing
	39	Advocate for a review of the bus network within Bayside to identify opportunities to provide more direct routes with connectivity improvements as well options for new routes	Ongoing	2023 - 2024	Ongoing
	40	Advocate for the introduction of bike racks on all buses to integrate bicycle trips with bus trips	Ongoing advocacy will be delivered when appropriate opportunities arise.	2018 - 2028	Ongoing
	41	Advocate for the introduction of Parkiteer bicycle cages at all train stations serving Bayside	The feasibility of this action was explored with neighbouring Councils and it is clear the provision of Parkiteer bicycle cages will only be considered when the station is planned for refurbishment, predominantly due to prohibitive costs associated with implementation.	2018 - 2020	Completed

			An additional Parkiteer is planned for Sandringham Station.		
42	Establish a position on proposals identified by the Rail Futures Institute relating to proposed light rail and tram route extensions that would benefit Bayside	The proposal put forward by the Rail Futures Institute relating to proposed light rail and tram route extensions that would benefit Bayside is supported in principle.	2018 - 2020	Completed	
43	Ensure connections between the pedestrian network and public transport stops (bus, train and tram) are fully accessible	The Hampton temporary bus interchange is an example of a delivered outcome relating to this action.	2018 - 2028	Ongoing	
44	Advocate for more bus shelters at bus stops within Bayside to provide a safe and comfortable waiting area	Council has executed a Memoranda of Understanding (MoU) with the Head, TVV for the management of existing bus shelters and the construction of new bus shelters.	2018 - 2028	Ongoing	
45	Work with bus operators to investigate measures to improve bus service reliability on the local road network	Ongoing	2018 - 2028	Ongoing	
<b>The public transport system will be fully accessible and integrated</b>					

**Goal 4: User Friendly Streets**

**Strategic Objective:** Council will treat streets as places where people live, work and play and provide access for a range of users in order to deliver a safe, accessible and efficient transport system

Strategy	Action Item	Action	Comments	Time Frame	Progress
The transport system in Bayside will be safe for all users	46	Where feasible, seek to separate pedestrians and cyclists on the Bay Trail shared path	Council is currently developing a concept design for a separated path along the Bay Trail in Brighton. Council upgraded the Bay Trail in Sandringham to improve pedestrian and cyclist safety near the intersection of Beach Road and Bay Road, Sandringham	2018 - 2028	Ongoing
	47	Review and update the Bayside Road Safety Strategy	Ongoing	2024 - 2025	Ongoing
Greater priority will be given to sustainable modes of transport in terms of allocating time, space and facilities on local streets	48	Advocate to VicRoads for the lowering of speed limits to 40km/h on selected roads	Council has been successful in their advocacy to DTP to lower the speed limit to 40km/h on Bluff Road and Balcombe Road within the Black Rock Activity Centre.	2018 - 2028	Ongoing
	49	Use the road user hierarchy to manage the allocation of road space across Bayside	Developed as part of the Bayside Parking Strategy and further refined through the Bayside Active Transport Connections.	2018 - 2028	Ongoing
	50	Develop a Street Space Management Framework that complements the hierarchy of road users to guide the management and enhancement of the road network	Ongoing	2018 - 2028	Ongoing

**Goal 5: Integrated Transport and Land Use**

**Strategic Objective:** Council will work to ensure that land use and development supports sustainable transport use

Strategy	Action Item	Action	Comments	Time Frame	Progress	
<p><b>New land uses and developments will be located in accessible locations that provide the greatest access to public transport and facilitate walking and cycling</b></p>	51	Ensure that proposed transport related measures identified as part of structure planning processes are assessed for feasibility and progressed for implementation	Implementation of Bayside Activity Centres Structure Plan Actions relating to pedestrian movement and connectivity into residential streets reported to Council on 21 December 2021	2018 - 2024	Ongoing	
	52	Ensure new or improved open spaces can be safely accessed by walking, cycling and public transport	Ongoing	2018 - 2028	Ongoing	
	53	Address sustainable transport access as part of the scope of works for any new Council developments and community facility improvements	Ongoing	Ongoing	2018 - 2028	Ongoing
	54	Ensure streetscape improvements include facilities for pedestrians and cyclists and address public transport access	Ongoing	Ongoing	2018 - 2028	Ongoing
	55	Review the state provisions associated with secure bicycle parking and end of trip facilities in new developments to determine if an increase in the standards is required	Ongoing	Ongoing	2018 - 2028	Ongoing
	56	Develop a Transport Plan for the Bayside Business Employment Area to ensure ease of access for all methods of transport	Ongoing	Ongoing	2018 - 2028	Ongoing
	57	Work with State Government agencies and transport providers to improve access, appearance and safety of modal interchanges	Ongoing	The Hampton bus interchange is an example of a delivered outcome relating to this action.	2018 - 2028	Ongoing
<p><b>Improvements to transport infrastructure and facilities will compliment and support the local economy</b></p>						

**Goal 6: Optimising Parking Opportunities**

**Strategic Objective:** Council will maximise the utilisation of existing parking space and balance the needs of drivers to ensure sufficient parking opportunities are available for those who need it

Strategy	Action Item	Action	Comments	Time Frame	Progress
<p><b>Manage parking for the benefit of the whole community through the use of policy tools</b></p>	58	Ensure that parking in activity centres is managed so available spaces are used more efficiently to enable appropriate turnover	The Parking Strategy has been developed and endorsed by Council. The Vision of the Strategy is that: 'Council will maximise the utilisation of existing parking resources to ensure sufficient parking opportunities are available for those who need it whilst also promoting sustainable transport modes that are inclusive for all within the Bayside community.'	2018 - 2028	Ongoing
	59	Review the Residential Parking Permit Scheme in 2019, then every four years thereafter	The Residential Parking Permit Scheme Policy 2023 will be presented to the August 2023 Council meeting.	2023 - 2024	Ongoing
	60	Work with VicRoads and relevant stakeholders to investigate the appropriate use of cleanways to improve traffic flows, particularly to increase priority for public transport	Ongoing - No cleanway restrictions identified in 2022/2023	2018 - 2028	Ongoing
	61	Encourage residents and all other property occupiers who have access to off-street parking to maximise its use	Incorporated in day-to-day communications with residents.	2018 - 2028	Ongoing
	62	Develop a municipal wide Parking Strategy	The Parking Strategy has been developed and endorsed by Council.		Completed
	63	Review the provision of parking for drivers with disability permits in Major Activity Centres and Neighbourhood Activity Centres	The Parking Strategy contains two actions relating to improving accessible parking across the municipality. These actions are supported by \$600,000 in capital funding over the next three years to upgrade sites.	2018 - 2028	Ongoing



<p><b>Con. Manage parking for the benefit of the whole community through the use of policy tools</b></p>	64	Develop precinct based parking plans for each of the Major Activity Centres	This action has been included in the Parking Strategy. The Parking Strategy also outlines the parameters that need to be met to trigger the development of the parking precinct plans (and potentially parking overlay).	2018 - 2028	Ongoing
	65	Apply to the State government for a Parking Overlay which applies the Column B reduced activity centre car parking rates	Delivery of this action is dependent on the development of parking precinct plans which will need to provide the strategic justification to alter the parking rates.	2018 - 2028	Ongoing
	66	Install parking sensors in Bay Street, Church Street, Hampton Street, Sandringham Village, Martin Street, Beaumaris Concourse and the Black Rock Activity Centres in both on and off-street parking spaces	Church Street Activity Centre parking technology has been implemented and evaluated. The expansion of the technology has been included as an action within the Parking Strategy.	2019 - 2021	Ongoing
	67	Investigate the feasibility of promoting flexible parking opportunities in private driveways via a booking system	This type of system is operating via the private market, including in Brighton, Hampton, Highett, Sandringham and Cheltenham.	2024 - 2025	Ongoing
	68	Consider the installation of electronic signs in Bay Street, Church Street, Hampton Street, Sandringham Village, Martin Street, Beaumaris Concourse and the Black Rock Activity Centres to display information regarding parking availability	Church Street Activity Centre parking technology has been implemented and evaluated. The expansion of the technology has been included as an action within the Parking Strategy	2018 - 2028	Ongoing
	69	Develop a mobile app to provide real-time information on parking availability within activity centres	The mobile App has been developed and evaluated.	2020 - 2021	Completed
	70	Provide real time information on parking availability on Council's website (subject to Action No. 66 being implemented)	Content for Council's website is in development Real time information is available via <a href="#">UbiPark</a>	2023 - 2024	Ongoing
<p><b>Maximise the utilisation of parking through the use of new technology</b></p>					





## 10.9 MANAGING ON-STREET CAR PARKING DEMAND - POLICY REVIEW

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: PSF/23/176 – Doc No: DOC/23/235703

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### **Executive summary**

#### ***Purpose and background***

This report presents the revised Managing On-Street Car Parking Demand draft policy (Attachment 1) which is due for a periodic update. The existing Policy (Attachment 2) was adopted by Council on 20 August 2019.

#### ***Key issues***

This Policy:

- demonstrates a commitment to managing on-street car parking demand to best satisfy the needs of all users of the road space
- facilitates reasonable access to higher priority users
- will guide effective community engagement in relation to car parking restrictions and support good decision making
- ensures that expectations are managed in an appropriate way in response to community needs
- establishes a framework to ensure that restrictions are implemented in a structured, consistent, inclusive and cost-effective manner.

#### **Updates to the Policy**

The revised Policy creates greater clarity for the framework to guide allocation of parking in different land use environments as outlined in the Bayside Parking Strategy – *Parking Sustainably 2023–33*.

The Policy provides the following inclusions:

1. The On-Street User Hierarchy as endorsed through the Parking Strategy which details the high-level framework to guide user priority for the allocation of parking.
2. Outlines that Council will typically facilitate at least three site inspections on different days and at different times of the day to determine parking occupancy conditions across the day. The development of new or modified parking restrictions to enhance residential amenity is generally considered when the combined parking occupancy exceeds 70% most days.
3. Outlines that where community feedback is sought for new parking restrictions in residential streets, a response rate of 50%, and at least 50% support, is required to proceed. This was previously implemented through the Procedure, however has now been included in the Policy.
4. Outlines that in streets with no existing parking restrictions, that restrictions will generally be offered on one side of the street in the first instance to balance user needs and reduce the risk of parking transfer to other streets.

5. Includes further provision to enable Council to respond to the cumulative impact of development within residential streets.
6. Provides provision for Council to be more proactive with the introduction of parking restrictions to manage the impacts of future changes in land use.
7. The duration of the Policy has been increased from three to five years.
8. A number of administrative changes.

There is no change to the intent of the Policy.

### **Recommendation**

That Council:

1. notes the report and the changes to the revised Managing On-Street Car Parking Demand Policy 2023
2. adopts the Managing On-Street Car Parking Demand Policy 2023.

### **Support Attachments**

1. Managing On-Street Parking Demand Policy 2023 ↓
2. Managing On-street Parking Demand Policy 2019 ↓

## **Considerations and implications of recommendation**

### **Social**

The management of parking influences how people move around the municipality, modal choice, destination choices, employment, car occupancy and ownership. Effective management of on-street parking will ensure greater community equity and satisfaction.

### **Natural Environment**

Effective management of on-street parking can assist the community to make appropriate mode choices for their destination and encourage the use of sustainable transport.

### **Climate Emergency**

The Managing On-Street Car Parking Demand Policy is subservient to the Bayside Parking Strategy – *Parking Sustainably 2023–33* which aligns with Theme 3 of the Climate Emergency Action Plan ‘Move to zero carbon transport’, by considering how on-street parking allocation can be reprioritised or repurposed to create an environment which balances the needs of driving, walking, and cycling and reducing vehicle greenhouse gas emissions to zero

### **Built Environment**

The Managing On-Street Car Parking Demand policy is primarily concerned with the allocation of existing built environment resources (on-road space). Impacts may include new parking control signage, and on-road linemarking.

### **Customer Service and Community Engagement**

Community engagement was not undertaken to inform the renewal of this draft Policy for the following reasons:

- There is no change to the Policy intent in this revision.
- Significant stakeholder consultation occurred in developing the overarching Bayside Parking Strategy – *Parking Sustainably 2023–33*.
- The minor changes to the Policy are limited to alignment with the Strategy, editorial changes, and the number of years this Policy will be active before requiring a renewal.
- Feedback from internal stakeholders was sought from various areas of the organisation and no changes were identified as required.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of this plan review, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this policy review does meet the requirement for a comprehensive Equity Impact Assessment (EIA). The EIA was completed and approved on 13 July 2023.

## Human Rights

The implications of the report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

In accordance with the *Road Management Act 2004*, Bayside City Council is the responsible road authority for all local streets in the Municipality. The Act requires that a responsible road authority must exercise its powers to manage traffic on roads in a manner that enhances their safe and efficient operation, and that it ensures:

- the efficient and effective management and use of the road network and infrastructure to meet the needs of the community and road users
- the most efficient use of the resources available for road management
- that the public road network and infrastructure is as safe for users as is reasonably practicable.

These responsibilities are relevant when considering whether car parking restrictions and introduction of a residents parking permit scheme are justified.

## Finance

Changes to on-street car parking restrictions can be delivered within operational and capital budgets.

## Links to Council policy and strategy

The relevant policies and strategies associated with this draft Policy are:

- Bayside Parking Strategy – *Parking Sustainably 2023–33*
- Parking Permit Scheme Policy
- Community Engagement Policy
- Integrated Transport Strategy (2018–28).

# Council Policy

<b>Council policy title:</b>	Managing On-Street Car Parking Demand 2023
<b>Council policy sponsor:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
<b>Date adopted:</b>	TBC
<b>Scheduled review:</b>	2028
<b>Document reference:</b>	DOC/23/210387

### Human Rights Charter

This Policy has been assessed against the principles of the *Victorian Charter of Human Rights and Responsibilities Act 2006* (the Charter) and is considered to be compatible with the Charter. In assessing the proposed changes, consideration has also been given to the *Equal Opportunity Act 2010*.

### Gender Equality Act 2020

In the development of this Policy, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this policy does meet the requirement and must complete the full Equity Impact Assessment (EIA).

The EIA was completed and signed on 13 July 2023. EIA TRIM reference can be found in DOC/23/204140.

**Governance Principles**

In the development of this Policy, the requirements of the Governance Principles as per the *Local Government Act 2020* have been considered and are summarised below:

<b>LGA S 9.1</b>	<b>Governance Principle</b>	<b>Consideration</b>
a)	Compliance with the law	This policy details the administrative management of parking restrictions, to be installed to be compliant with the Road Safety Road Rules 2017, Australian Standards, and Road Management Act 2004.
b)	Achieve best outcomes for the community	This policy demonstrates Council's commitment to providing the most appropriate allocation of on-street parking resources, consistent with the Parking Strategy - Parking Sustainably 2023-2033.
c)	Promote the sustainability of the municipality	Any reduction in private vehicle use will result in positive sustainability outcomes for the municipality.
d)	Engage the community in strategic planning and decision making	This policy supports the Parking Strategy - Parking Sustainably 2023-2033 which was developed with robust community consultation. It is an externally focused policy to primarily support changes to on-street parking restrictions. Individual changes will allow for small scale community consultation, with the community having decision-making influence.
e)	Strive for innovation and continuous improvement	This policy supports continuous improvement opportunities through the review cycle of the policy.
f)	Collaborate with all other levels of government and government agencies	The types of parking restrictions available are controlled by the Australian Standard, and are enforceable under the Road Safety Road Rules 2017 which are prepared and controlled by other government agencies.
g)	Secure the ongoing financial viability of Council	This policy has minimal impact on Council's ongoing financial viability.
h)	Strategic planning and decision making must take into account plans and policies in operation at all levels.	This policy supports the actions and objectives of the Parking Strategy - Parking Sustainably 2023-2033.
i)	Council decisions, actions and information must be transparent.	This policy will be reviewed and adopted through the public decision-making forum – Council Meetings, and the policy will be publicly available via Council's website in accordance with Council's Transparency Policy.



### 1. Policy intent

The intent of this Policy is to provide consistent and transparent guidance for the allocation and management of on-street parking restrictions. This would apply where there is an identified need to review parking restrictions, such as in areas where on-street car parking is causing a road safety hazard, where competing demands exist or where high demand for on-street car parking spaces has resulted in car parking congestion.

This Policy has been developed to ensure a consistent, equitable and inclusive approach to the investigation, consultation, design, implementation and subsequent monitoring of parking restrictions. The Policy considers allocation of existing on-street parking spaces relevant to the demand. It does not consider the supply or number of parking spaces available.

### 2. Policy purpose

This Policy:

- demonstrates a commitment to managing on-street car parking demand to best satisfy the needs of all users of the road space;
- facilitates reasonable access to higher priority users;
- will guide effective community engagement in relation to car parking restrictions and support good decision making;
- ensures that expectations are managed in an appropriate way in response to community needs; and
- establishes a framework to ensure that restrictions are implemented in a structured, consistent, inclusive and cost-effective manner.

### 3. Glossary – Definitions and Abbreviations

Term	Definition
On-Street User Hierarchy	High level framework to guide the allocation of parking where competing demands exist (as contained in the Bayside Parking Strategy)
Parking occupancy	The percentage of occupied car parking spaces, calculated as the number of occupied spaces divided by total spaces.
Resident	A person whose primary place of residence is the applicable property, being either a tenant or the owner.
(the) Scheme	The Parking Permit Scheme.
Scheme Area	A residential area where the Scheme applies.
(the) Parking Strategy	Bayside Parking Strategy – Parking Sustainably (2023-2033)

### 4. Scope

This Policy is applicable to all streets within the municipality. Those directly affected by this Policy are all residents, schools, businesses and other organisations in an area where parking restrictions are required or requested. Those indirectly affected by the Policy include

all other users of these streets.

## 5. Policy statement

The provision of on-street parking should support the primary activities and land uses in an area. It should also support the different parking user groups, who have differing priorities and needs, from both a safety and amenity perspective. This can vary from street to street depending on the surrounding land uses, with priority informed by an on-street user hierarchy. When different parking user groups compete for the same parking space and demand exceeds supply, there is often tension in the allocation of parking spaces.

This Policy and its associated Procedure specify the means by which Council will protect and enhance road safety, residential amenity and economic viability through the allocation and management of on-street parking.

### 5.1 Managing Car Parking Demand on the Street Network

Car parking restrictions are implemented for a variety of reasons including the following:

- Promotion of safety for all road users.
- Protection of residential amenity.
- Promotion of economic viability of activity and strip shopping centres and commercial areas, including provision for safe loading.
- Support for road users with needs for high levels of access such as bicycle riders, public transport users, people with disabilities and emergency services vehicles.
- Support for safe movement of pedestrians.
- Encourage high turnover of parking spaces at locations where there is high on-street parking demand.

The On-Street User Hierarchy is provided in the Parking Strategy and details the high-level framework to guide the allocation of parking for the following land use environments:

- *Activity Centre/Commercial Areas*  
Mixed use commercial areas that accommodate a mixture of long stay and short stay parking generated by customers, visitors, traders and employees and often commuters when a railway station is located within the area.
- *Residential*  
Primarily residential areas, including those near an activity centre, commercial area, or other high demand use. These areas often accommodate a mixture of customer, trader and commuter overspill parking from nearby commercial and transport hubs. These areas must balance overspill parking needs from the nearby land uses with the on-street parking needs of residents and their visitors.
- *Foreshore*  
Foreshore areas provide specific parking to cater for access to the bay and beach. This hierarchy is applicable for foreshore public carparks and the kerbside parking immediately adjacent to the foreshore.
- *Community, recreational and educational facilities*  
Community, recreational and educational facilities include schools, kindergartens, childcare facilities, community halls, parks, sporting fields, and any other recreational facility that services the community. These uses are typically located within a wider area that may be predominantly residential or commercial, and subject to a potentially wide range of short- and long-term parking controls. However, the parking controls abutting these facilities will need to be consistent with their own unique operations and uses.

The user hierarchy is not intended to suggest that each type of parking will exist on any given street, or that higher priorities will have access to all the available parking. Rather it provides the highest level of framework to guide the allocation of parking where competing demands exist and facilitates reasonable access to the higher priority users. When a higher priority user is reasonably satisfied, the next user group would then be considered in the allocation of parking spaces. Council will need to consider all road users when making decisions on these matters to best meet the needs of the community.

### 5.2 Standard Approach to Implementing Car Parking Restrictions

Requests for car parking restrictions can originate from a number of sources, such as from residents and Councillors, responding to land use changes, or from internal sources such as Local Laws Officers. It is noted that requests for timed restrictions will not be considered from residents or traders for a street in which they neither reside nor operate their business.

Once a request for a review of car parking restrictions has been received (whether internal or external) the following process will be followed:

- **Step 1: Officer Investigation:** Define the scope of the review and undertake a site inspection of the nominated area. Identify the need for any supporting information, such as parking occupancy surveys or vehicle counts, and collect as required. Future changes in land use, observations and supporting data will be used to assess the need for any changes to the existing car parking restrictions. The traffic engineering criteria to justify proposal development are defined in the associated procedure to this Policy.
- **Step 2: Proposal Development:** Should the Officer investigation determine that a parking change may be appropriate, a suitable proposal will be developed to address identified issues, with reference to the On-Street User Hierarchy.
- **Step 3: Community Feedback:** Consultation material outlining the issues raised and the proposed changes to restrictions, including details of any impacts to the surrounding area, will be provide in writing to properties affected (typically those directly abutting the affected area). Feedback should be sought via a questionnaire and if sufficient support is expressed for a proposal, written communication to affected properties will be provided advising of the consultation results and timescale for any subsequent implementation. Affected properties will also be advised if the proposal is not supported.
- **Step 4: Implementation and Enforcement:** Should a proposal be implemented, including installation of associated signage, Council's Local Laws Officers will be advised of the restriction changes. Vehicles contravening the restrictions will be liable to receive infringement notices no less than two weeks after the introduction of any changes.

The Director Environment, Recreation and Infrastructure may decide to by-pass parts of this process provided affected residents are informed appropriately.

Alternatively, the Director Environment, Recreation and Infrastructure may refer the issue to Council for consideration and any subsequent authorisation.

### 5.3 Community Feedback

Council's Community Engagement Policy governs consulting activities associated with altering parking restrictions. Consultation will generally provide affected parties with the opportunity to indicate their support for the changes, and to provide feedback. However, when there is an identified safety or operational issue requiring urgent changes to on-street parking restrictions, then affected parties will be informed of the changes, including relevant justification.

#### *5.4 Inclusion of Properties into the Residential Parking Permit Scheme*

In order to protect the residential amenity of an area and restrict long-term use by commuters, traders and other demands generated by non-residential uses, it may be necessary for short-term parking restrictions (greater than one hour) to be introduced into streets which are primarily residential. To ensure that residents and their visitors continue to have access to appropriate on-street car parking in the street in which they reside, the street may be incorporated into the Residential Parking Permit Scheme.

The Scheme will be introduced only to streets that are primarily residential in nature or in primarily residential sections of mixed-use streets. The inclusion of properties located in predominantly commercial and industrial areas will not be considered.

For consideration of new parking restrictions in residential streets, Council will typically facilitate at least three site inspections on different days and at different times of the day to determine parking occupancy conditions across the day. The development of new or modified parking restrictions to enhance residential amenity is generally considered when the combined parking occupancy exceeds 70% most days.

In a street without any parking restrictions, it is intended that restrictions will generally be installed on one side of the street in the first instance. This balances the needs of different users, and reduces the risk of parking transfer to nearby streets.

Where community feedback is sought for new parking restrictions in residential streets, a response rate of 50%, and at least 50% support, is required to proceed.

Eligible Properties included in Council's scheme are listed in Council's Parking Permit Register. Parking permits may be issued to residents of eligible properties where the property fronts or sides a signed street that is within a Parking Permit Scheme Area (refer Parking Permit Scheme Policy for permit eligibility and entitlement details).

#### *5.5 Construction Sites and Parking Impact*

The implementation of permit zone restrictions in residential streets is generally not supported for short term works that are having minimal impacts on an area.

In circumstance where there are two or more developments occurring concurrently in the same street or local area, Council will consider introducing temporary time limited parking control measures and permit zones to protect residential amenity and enable adequate parking opportunities for local residents. Council will consider the type and complexity of the developments and the number and type of construction vehicles expected throughout the construction phases in its determination of the suitability of these interventions.

The implementation process of the above temporary parking controls will be facilitated as per the above.

### **6. Monitoring, evaluation & review**

This Policy will be reviewed every five years to monitor the effectiveness and level of community satisfaction. Resident and officer feedback collected throughout the monitoring period will inform the evaluation.

### **7. Roles & responsibilities**

The Director Environment, Recreation and Infrastructure is responsible for the recommendation of changes to the Managing On-Street Car Parking Demand Policy to Council and for approval of Procedures in respect of the Policy. The Director may exercise discretion to by-pass parts of the process outlined in this Policy (including moving straight to

implementation) in special circumstances.

The Manager Climate, Waste and Integrated Transport is responsible for development, review, implementation and provision of advice in relation to this Policy.

#### 8. Related documents

<b>Legislation</b>	Road Safety Road Rules 2017, and Road Management Act 2004.
<b>Policies</b>	Parking Permit Scheme Policy Community Engagement Policy
<b>Strategies/Plans</b>	Bayside Parking Strategy, Parking Sustainably (2023-2033) Integrated Transport Strategy (2018-2028)
<b>Procedures/Processes</b>	Managing On-Street Car Parking Demand Procedure Parking Permit Scheme Administration Procedure
<b>Guidelines</b>	Driveway Clearance (Hockey Stick) Markings

**Please note:** This policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) to ensure this is the latest version.



<b>Council policy title:</b>	<b>Managing On-Street Car Parking Demand</b>
<b>Council policy ref no:</b>	C/POL/INF/050
<b>Council policy owner:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
<b>Date adopted:</b>	20 August 2019
<b>Scheduled review:</b>	August 2022
<b>Document reference number:</b>	DOC/19/171628

(Council Policy is a public statement formally resolved by Council, which clearly states Council's requirements in relation to a particular matter or issue. For Council policy approval process see Section 10 and Appendix 1 of the Policy Handbook.)

## 1 Policy intent

The intent of this Policy is to provide consistent and transparent guidance for the introduction of new parking restrictions in areas where on-street car parking may be causing a road safety hazard or where on-street car parking spaces are in high demand and this has resulted in car parking congestion.

This Policy has been developed to ensure a consistent, equitable and inclusive approach to the investigation, consultation, design, implementation and subsequent monitoring of parking restrictions. The Policy considers allocation of existing on-street parking spaces relevant to the demand. It does not consider the supply or number of parking spaces available.

## 2 Purpose/Objective

This Policy:

- demonstrates a commitment to managing on-street car parking demand to best satisfy the needs of all users of the road space;
- will guide effective community engagement in relation to car parking restrictions and support good decision making;
- ensures that expectations are managed in an appropriate way in response to community needs; and
- establishes a framework to ensure that restrictions are implemented in a structured, consistent, inclusive and cost effective manner.

### 3 Scope

This Policy is applicable to all streets within the municipality. Those directly affected by this Policy are all residents, schools, businesses and other organisations in an area where parking restrictions are required or requested. Those indirectly affected by the Policy include all other users of these streets.

### 4 Roles & Responsibilities

The Director Environment, Recreation and Infrastructure is responsible for recommendation of changes to the Managing On-Street Car Parking Demand Policy to Council and for approval of Procedures in respect of the Policy. The Director can also exercise discretion to by-pass parts of the process outlined in this Policy (including moving straight to implementation) where traffic evidence, data and engineering assessment reveals an urgent and significant safety issue.

The Manager Sustainability and Transport is responsible for development, review, implementation and provision of advice in relation to this Policy.

### 5 Monitoring, evaluation & review

This Policy will be reviewed every three years to monitor the effectiveness and level of community satisfaction. Resident and officer feedback collected throughout the monitoring period will inform the evaluation.

### 6 Policy statement

Competition for on-street car parking is increasing throughout the Municipality. Council is faced with the challenge of balancing the competing demands of all users of the road space and is committed to providing shoppers, residents, traders, people with disabilities, workers and commuters with a reasonable likelihood of finding parking in close proximity to their destination.

This Policy and its associated Procedure specify the means by which Council will protect and enhance road safety, resident amenity and economic viability through the application of car parking restrictions.

#### 6.1 *Managing Car Parking Demand on the Street Network*

Car parking restrictions are implemented for a variety of reasons including the following:

- Promotion of Road Safety;
- Protection of resident amenity;
- Promotion of economic viability of activity and strip shopping centres and commercial areas;
- Provision of accessible car parking for people with disabilities; and
- To encourage a high turnover of parking spaces at other locations where there is high on-street parking demand, e.g. schools and other community facilities.

The needs of all road users will be considered and a hierarchy of road users based on street type (residential/business/commercial) will guide the most appropriate type and extent of restrictions required. In the first instance, restrictions will be implemented on one side of a residential street only (not applicable to locations where restrictions are implemented for safety reasons). This provides a balance between long term and short term car parking availability.

### 6.2 Standard Approach to Implementing Car Parking Restrictions

Requests for car parking restrictions can originate from a number of sources, such as from residents and Councillors, responding to land use changes, or from internal sources e.g. Local Laws Officers. Once a request for car parking restrictions has been received (whether internal or external) the following process will be followed:

- **Step 1: Officer Investigation:** Site surveys and observations to determine the extent of the problem and whether car parking occupancy levels and/or safety issues justify car parking restrictions. The traffic engineering criteria to justify proposal development are defined in the associated procedure to this Policy;
- **Step 2: Proposal Development:** A suitable proposal will be developed to provide all road users with a reasonable likelihood of finding on-street car parking to suit their individual needs;
- **Step 3: Community Feedback:** Affected frontages will be advised, in writing, of the issues raised and the proposed restrictions. Feedback should be requested via a questionnaire and if sufficient support is expressed for a proposal, affected property owners/residents will be advised of the consultation results and timescale for any subsequent implementation. If the proposal is not supported then affected property owners/residents should be advised accordingly.
- **Step 4: Implementation and Enforcement:** Following signage implementation, Council's Local Laws Officers will be advised of the restriction changes. Infringement notices will be issued to vehicles contravening the restrictions two weeks after the change has been in place.

In the event that the analysis of traffic evidence, data and engineering assessment reveals an urgent and significant safety issue, then the Director Environment and Infrastructure may decide to by-pass parts of this process, (including moving straight to implementation) provided affected residents are informed appropriately. Alternatively the Director Environment and Infrastructure may refer the issue to Council for consideration and any subsequent authorisation.

### 6.3 Community Feedback

Council's Community Engagement Policy governs consulting activities associated with altering parking restrictions. Consultation will generally provide affected parties with the opportunity to indicate their support for the changes, and to provide feedback. However, when there is an identified safety or operational issue requiring the introduction of restrictions (such as "no-stopping" restrictions on corners), then affected parties should be informed of the changes, and the reasons behind the changes.



#### 6.4 Inclusion of properties into the residential parking permit scheme.

To ensure that residents and their visitors have a reasonable likelihood of finding car parking to suit their needs in the street in which they reside, a Residents Parking Permit Scheme will be introduced.

The Scheme will be introduced only to streets that are primarily residential in nature or in primarily residential sections of mixed use streets. The inclusion of properties located in predominantly commercial and industrial areas will not be considered.

Eligible residents can apply for permits which will provide exemption from time limited restrictions.

#### 7. Related documents

<b>Policies</b>	C/POL/INF/029 Residential Parking Permit Scheme Policy C/POL/EXE/016 Community Engagement Policy
<b>Strategies</b>	Areas Impacted by Zone 1 Railway Stations – Parking Management Strategy (2004) Integrated Transport Strategy (2013)
<b>Procedures</b>	PR/INF/051 Managing On-Street Car Parking Demand Procedure PR/INF/052 Residential Parking Permit Scheme Administration Procedure
<b>Guidelines</b>	G/INF/010 - Driveway Clearance (Hockey Stick) Markings

#### 8. Definitions & Abbreviations

<b>Term</b>	<b>Meaning</b>
Parking occupancy	The percentage of occupied car parking spaces.
Resident	A person whose primary place of residence is the applicable property, being either a tenant or the owner.
(the) Scheme	The Residential Parking Permit Scheme.
Scheme Area	A residential area where the Scheme applies.

**Please note:** This procedure is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) or staff intranet to ensure this is the latest version.



## 10.10 PARKING PERMIT SCHEME - POLICY REVIEW

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: PSF/23/176 – Doc No: DOC/23/235706

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### **Executive summary**

#### ***Purpose and background***

The purpose of this report is to present the revised Parking Permit Scheme Policy (Attachment 1) which is due for a periodic update. The existing Policy (Attachment 2) was adopted by Council on 20 August 2019.

#### ***Key issues***

The intent of the Parking Permit Scheme Policy is to provide transparent and equitable application and management of the Parking Permit Scheme.

The Policy provides a mechanism by which eligible permit holders are exempt from some parking restrictions and so have a reasonable likelihood of finding car parking in close proximity to their destination, while still preserving opportunities for parking for other road users such as shoppers, traders, people with disabilities, workers and commuters.

This Policy specifies the criteria by which the various types of Parking Permits will be allocated and defines the process by which permits will be considered.

The revision to the Policy does not alter the existing resident eligibility or allocation. The key change to the Policy is the introduction of Community Centre Parking Permits, which allow four permits to be issued to eligible Community Centres.

The revised draft Policy also incorporates editorial changes from its previous version and the duration of the Policy has been increased from three to five years. The Policy also allows for the Director Environment, Recreation and Infrastructure to exercise discretion in issuing or renewing a parking permit in special circumstances.

The title has been updated to remove the word 'Residential' recognising that the Policy also includes provision for Community Centres.

There is no change to the intent of the Policy.

#### **Recommendation**

That Council:

1. notes the report and the changes to the revised Parking Permit Scheme Policy 2023
2. Adopts the Parking Permit Scheme Policy 2023.

#### **Support Attachments**

1. Parking Permit Scheme Policy 2023 ↓
2. Residential Parking Permit Scheme Policy 2019 ↓

## **Considerations and implications of recommendation**

### **Social**

The management of parking influences how residents live and travel in Bayside, and can have an impact on employment, car ownership, and mobility. Enabling car parking to be available for residents and community members closer to their intended destination will ensure greater community equity across the municipality.

### **Natural Environment**

The Parking Permit Scheme Policy will have a minimal impact on the natural environment.

### **Climate Emergency**

The Bayside Parking Strategy – *Parking Sustainably 2023-33* has been developed to consider and reduce the impact that carparking and carparking facilities have on the Climate Emergency response. This Policy is subservient to the Parking Strategy and enacts some of its actions.

The Bayside Parking Strategy aligns with Theme 3 of the Climate Emergency Action Plan, 'Move to zero carbon transport', by considering how car parking spaces can be reprioritised or repurposed to create an environment which balances the needs of driving, walking, and cycling and reducing vehicle greenhouse gas emissions to zero.

### **Built Environment**

The Parking Permit Scheme Policy will have a minimal impact on the built environment.

### **Customer Service and Community Engagement**

Community engagement was not undertaken to inform the renewal of this draft Policy for the following reasons:

- This Policy is subservient to the Bayside Parking Strategy – *Parking Sustainably 2023-33* which was developed through extensive community consultation.
- There is no change to the resident parking permit eligibility or allocation as a result of this revision.
- The substantive changes made are to include Community Centre Parking Permits, which has been developed as a result of stakeholder consultation on this allocation and application during the development of the Parking Strategy.
- Other changes made are limited to editorial and the number of years this Policy will be active before requiring a renewal.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

In development of this plan review, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this policy review does meet the requirement for a comprehensive Equity Impact Assessment (EIA). The EIA was completed and approved on 7 July 2023.

## Human Rights

The implications of the report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

In accordance with the *Road Management Act 2004*, Bayside City Council is the responsible road authority for all local streets in the Municipality. The Act requires that a responsible road authority must exercise its powers to manage traffic on roads in a manner that enhances their safe and efficient operation, and that it ensures:

- the efficient and effective management and use of the road network and infrastructure to meet the needs of the community and road users;
- the most efficient use of the resources available for road management; and
- that the public road network and infrastructure is as safe for users as is reasonably practicable.

These responsibilities are relevant when considering whether car parking restrictions and introduction of a residents parking permit scheme are justified.

## Finance

The administration of the Parking Permit Scheme Policy is delivered through the annual operational budget.

## Links to Council policy and strategy

The relevant policies and strategies associated with this draft Policy are:

- Bayside Parking Strategy – *Parking Sustainably 2023–33*
- Parking Permit Scheme Policy
- Community Engagement Policy
- Integrated Transport Strategy (2018–28).

# Council Policy

<b>Council policy title:</b>	Parking Permit Scheme 2023
<b>Council policy sponsor:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
<b>Date adopted:</b>	TBC
<b>Scheduled review:</b>	2028
<b>Document reference:</b>	DOC/23/206672

### Human Rights Charter

This Policy has been assessed against the principles of the *Victorian Charter of Human Rights and Responsibilities Act 2006* (the Charter) and is considered to be compatible with the Charter. In assessing the proposed changes, consideration has also been given to the *Equal Opportunity Act 2010*.

### Gender Equality Act 2020

In the development of this Policy, the requirement for Equity Impact pre-assessment has been completed. The pre-assessment concluded that this policy does meet the requirement and must complete the full Equity Impact Assessment (EIA).

The EIA was completed and signed on 7 July 2023. EIA TRIM reference can be found in DOC/23/154610.

**Governance Principles**

In the development of this Policy, the requirements of the Governance Principles as per the *Local Government Act 2020* have been considered and are summarised below:

<b>LGA S 9.1</b>	<b>Governance Principle</b>	<b>Consideration</b>
a)	Compliance with the law	This policy details the administrative management of parking permits as applicable under the Road Safety Road Rules 2017 and Road Management Act 2004.
b)	Achieve best outcomes for the community	This policy demonstrates Council's commitment to providing resident access to parking in residential streets, and allows for improved parking opportunities for community centres.
c)	Promote the sustainability of the municipality	This policy does not directly impact on the sustainability of the municipality. It relates to the administrative management of parking permits.
d)	Engage the community in strategic planning and decision making	This policy supports the Parking Strategy - Parking Sustainably 2023-2033 which was developed with robust community consultation.
e)	Strive for innovation and continuous improvement	This policy supports continuous improvement opportunities through the review cycle of the policy.
f)	Collaborate with all other levels of government and government agencies	This policy is Bayside specific and does not require collaboration under the Road Management Act 2004.
g)	Secure the ongoing financial viability of Council	This policy has minimal impact on Council's ongoing financial viability.
h)	Strategic planning and decision making must take into account plans and policies in operation at all levels.	This policy supports the actions and objectives of the Parking Strategy - Parking Sustainably 2023-2033.
i)	Council decisions, actions and information must be transparent.	This policy will be reviewed and adopted through the public decision-making forum – Council Meetings, and the policy will be publicly available via Council's website in accordance with Council's Transparency Policy.

### 1. Policy intent

To provide transparent and equitable application and management of the Parking Permit Scheme.

### 2. Policy purpose

Competition for on-street car parking spaces is increasing throughout the Municipality. Demand is already high in areas close to Activity Centres, commercial centres, shopping centres and train stations. Residents in these areas, particularly those who have limited access to private off-street car parking, have to compete with all road users for the available on-street spaces.

Without intervention, residents and their visitors can find it difficult to locate a parking space close to their homes.

The objective of this Policy is to provide a mechanism by which eligible permit holders are exempt from some parking restrictions and so have a reasonable likelihood of finding car parking in close proximity to their destination, while still preserving opportunities for parking for other road users such as shoppers, traders, people with disabilities, workers and commuters.

This Policy also outlines the eligibility and entitlement for Community Centre Parking Permits.

This Policy specifies the criteria by which the various types of Parking Permits will be allocated and will define the process by which permits will be considered.

This Policy is administered through two Procedures:

- The Parking Permit Scheme Administration Procedure; and
- The Managing On-Street Car Parking Demand Procedure, for inclusion of new areas into the scheme.

### 3. Glossary – Definitions and Abbreviations

Term	Definition
Alternative vehicle	A temporary vehicle used by a resident in place of a vehicle they own. This includes courtesy cars, rental, and car-share vehicles.
Community Centre	A property defined as either a Community Centre or Youth Centre
Community Centre Parking Permit	A permit issued to an eligible Community Centre to allow visitors access to convenient parking in close proximity to the eligible property.
Eligible Community Centre	A property that is defined as a Community Centre, and is staffed, and is included on the Eligible Community Centre Register, and where the property fronts or sides a signed street that is within a Parking Permit Scheme Area.
Eligible Community Centre Register	A list of community centres which are eligible for permits which is held by Council
Eligible Resident	A person whose primary place of residence is an Eligible Residential Property, as either the tenant or the owner.
Eligible Residential Property	A residential property that is eligible to participate in the Scheme.



Multi-Unit Developments	Where three or more dwellings have been constructed on a lot.
Residential Parking Permit	A permit that may only be issued to residents of an Eligible Residential Property for parking their own vehicles in close proximity to their primary place of residence.
Residential Parking Permit Register	A database held by the Council containing details of Eligible Residential Properties and associated restrictions.
Residential Visitor Parking Permit	A permit issued to an Eligible Residential Property for use by visitors for one-off gatherings, short stays of up to one month at the property, and for use by residents when they have the use of an alternative vehicle for a short period of time.
(the) Scheme	The Parking Permit Scheme.
Scheme Area	An area where the Scheme applies.
“Shop-top” Dwelling	A dwelling in business zoned land, or where there is a ground floor use of the property other than residential.
Temporary Parking Permit	A permit issued to an Eligible Residential Property for use by visitors for a temporary purpose such as a one-off gathering or event and is issued to apply to a registration number.

#### 4. Scope

This Policy details:

- vehicle and property eligibility;
- permit entitlements; and
- where permits apply.

The types of permits this Policy applies to are:

- Residential Parking Permits
- Residential Visitor Parking Permits
- Community Centre Parking Permits
- Temporary Parking Permits.

#### 5. Policy statement

##### Residential Parking Permits

###### *Purpose*

To allow eligible residents of properties in streets that are located within a designated Parking Permit Scheme Area to park on-street in certain locations without restriction or charge.

###### *Eligibility*

Parking permits will only be issued for a resident’s passenger vehicle where the resident’s property fronts or sides a signed street that is within a Parking Permit Scheme Area. Permits are not to be used at any other location or for any other purpose.

Eligible Residential Properties included in Council’s scheme are listed in Council’s Residential Parking Permit Register.

There are three general categories of ineligible properties:

- *Multi-unit developments:* Multi-unit development properties are those developments where the number of residential dwellings increased on a property on or after 1 July 2007. Residents living within multi-unit developments where there are three or more

dwellings are not eligible to participate in the scheme if the Occupancy Certificate was issued on or after 1 July 2007. Residential buildings occupied before 1 July 2007, where subsequent subdivision of the property has occurred are also classed as multi-unit developments under this Policy and are also ineligible regardless of their date of construction. Properties with three or more dwellings are excluded on the basis that multi-unit developments constructed on or after 1 July 2007 are required to have sufficient off-street parking as to not place an excessive demand on the availability of existing on street car parking spaces.

- *Shop-top dwellings*: residents living in shop-top dwellings are ineligible to participate in the Scheme. This policy is concerned with properties located within residential streets.
- *Business related properties*: occupiers of business properties are ineligible to participate in the Scheme. This Policy is concerned with properties located within residential streets.

#### *Entitlement*

- General entitlement:

For Eligible Residential Properties on streets located within a designated Parking Permit Scheme Area, there are two options available for permits:

- Option 1: four free Residential Parking Permits issued to specific vehicles. No Visitor Parking Permits are available under this option.
- Option 2: three free Residential Parking Permits, plus one Residential Visitor Parking Permit for an annual fee as determined by Council. Only one Residential Visitor Parking Permit per household will be issued (refer Residential Visitor Parking Permits below).

Additional Residential Parking Permits can be purchased for specific vehicles registered/garaged at the address in line with fees and charges as determined by Council.

- Areas impacted by paid on-street parking entitlement:

For areas impacted by the on-street paid parking measures, including residential streets with short term 1P parking restrictions along both sides of a residential street, there are two options available for permits:

- Option 1: three free Residential Parking Permits issued to specific vehicles, plus four free Residential Visitor Parking Permits.
- Option 2: two free Residential Parking Permits, plus four free Residential Visitor Parking Permits, plus one Residential Visitor Parking Permit for an annual fee as determined by Council (refer Residential Visitor Parking Permits below).

Additional Residential Parking Permits can be purchased for specific vehicles registered/garaged at the address in line with fees and charges as determined by Council.

The issuing of a permit does not guarantee the availability of any parking space in front of the permit holder's place of residence or within the designated street(s).

#### Residential Visitor Parking Permits

##### *Purpose*

To allow visitors to Eligible Residential Properties in streets that are located within a designated Parking Permit Scheme Area to park on-street in certain locations without restriction or charge.

##### *Eligibility*

Property eligibility is outlined above as per Residential Parking Permits.

Residential Visitor Parking Permits are to be used by bona fide visitors only and cannot be sold or transferred to anyone else (including commuter or business parking).

These permits may also be used when residents have the use of an alternative vehicle for a short period of time.

#### *Entitlement*

- General entitlement:

A maximum of one Residential Visitor Parking Permit per household will be issued where up to three Residential Parking Permits have been issued (subject to an annual fee as determined by Council).

- Areas impacted by paid parking entitlement:

Residential Visitor Parking Permits will be issued as follows:

- Option 1: up to four free Residential Visitor Parking Permits for a property where up to three free Residential Parking Permits have been issued, or
- Option 2: four free Residential Visitor Parking Permits, plus one Residential Visitor Parking Permit for an annual fee as determined by Council, for a property where up to two free Residential Parking Permits have been issued.

The issuing of a permit does not guarantee the availability of any parking space in front of the permit holder's place of residence or within the designated street(s).

#### Community Centre Parking Permits

##### *Purpose*

To allow regular visitors to an Eligible Community Centre to have access to convenient parking in close proximity to the community centre that is also exempt from timed on-street parking restrictions or charges.

##### *Eligibility*

Parking permits will only be issued to Eligible Community Centres as included on the Eligible Community Centres Register. Eligible centres are staffed, and generally defined by the following categories:

- Community Centres
- Youth Centres

Centres will only be issued permits where the property fronts or sides a signed street that is within a Parking Permit Scheme Area.

The Eligible Community Centres Register is included as Addendum 1 to this Policy.

Community Centre Parking Permits are only valid for use within the street that the eligible centre fronts or sides, and apply to on-street parking only.

Permits are not valid for use at any other location or for any other purpose.

##### *Entitlement*

Each Eligible Community Centre has access to up to four free Community Centre Parking Permits.

Registration of permits is attached to the Eligible Community Centre to allow permits to be transferable between vehicles.

The issuing of a permit does not guarantee the availability of any parking space in front of the Eligible Community Centre or within the designated street(s).

### Temporary Parking Permits

If a resident has a need for additional parking permits for a temporary purpose, an application can be made to the Manager Amenity Protection. Permits issued will be restricted and be issued to apply to a vehicle registration number. They are typically valid for the day of the event.

## **6. Conditions of Use**

### *Residential Parking Permits, Residential Visitor Parking Permits, Temporary Parking Permits*

A Residential Parking Permit Application Form is required to support an application for the following purposes:

- New or additional residential parking permits if you live on a road with parking restrictions
- On-road paid parking scheme parking permits if you live on an eligible street
- Visitor parking permits under one of the above schemes
- An additional beach parking permit
- A temporary parking permit where special circumstances apply.

The Residential Parking Permit Application Form must be submitted with a current Motor Registration Certificate for each vehicle to demonstrate that the vehicle is registered/garaged at the address. If an existing permit does not conform to this Policy (such as where issued under an old version of the policy), the permits will be renewed only until such time as there is a change in ownership or tenancy of the property. At that time, the entitlement to the permits will cease for the property.

Application for a Residential Visitor Parking Permit is subject to a fee payable at the time of application. The Residential Visitor Parking Permit is assigned to an Eligible Residential Property and not linked to a specific vehicle.

### *Community Centre Parking Permits*

A representative of an Eligible Community Centre must apply to Council to request Community Centre Parking Permits be issued. Registration of permits is attached to the Eligible Community Centre to allow permits to be transferrable between vehicles.

The permits should be stored in a secure location within the centre, except for when in use, and should be made available for all visitors across the various activities held at the centre. It is the responsibility of the centre to manage the allocation of permits to visitors to the centre and ensure that permits are returned to the centre after each use.

### *All Permits*

All parking permits will exempt eligible vehicles from time restrictions of one hour or longer in designated residential streets.

Permits do not apply:

- outside or adjacent to single/mixed use business premises (except for those properties which have been assessed as an Eligible Community Centre); or
- to off-street car parks.

The parking permit must be displayed inside the vehicle on the bottom corner of the passenger side of the front windscreen.

Parking permits do not allow vehicles to be parked contrary to the Victorian Road Rules and permit holders are liable for any infringements incurred whilst parked in contravention of the road rules.

Fines incurred as a result of failing to display a permit will not be withdrawn.

The permit is to be retained by the permit holder at all times whilst not in use.

Permits, once issued, can only be used for passenger vehicles less than 6 metres in length and with a kerb weight of less than 2500kgs (Community Centre Parking Permits can be used for larger vehicles up to 7.5 metres in length and a weight up to 4500kgs). Other ineligible vehicles include those used for commercial purposes such as vans, buses, heavy or long vehicles (as defined in Section 200 of Road Rules Victoria) and earthmoving equipment. Towed vehicles such as trailers, caravans and boats and motor homes are also ineligible.

Residential Parking Permits are not transferable between vehicles, being specific to the vehicle registration number for which that permit was issued.

Community Centre Parking Permits, Residential Visitor Parking Permits, and Temporary Parking Permits are issued to a property and are not tied to specific vehicle registration. These permit types are not to be sold, transferred, or assigned to another party and must be solely used for the purpose they were issued.

## 7. Monitoring, evaluation & review

The Policy will be reviewed every five years to monitor its effectiveness and the level of community satisfaction. Community and officer feedback collected throughout the period will inform the evaluation.

## 8. Roles & Responsibilities

The Director Environment, Recreation and Infrastructure oversees the development and implementation of the Parking Permit Scheme Policy and may exercise discretion in issuing or renewing a parking permit in special circumstances.

The Manager Amenity Protection oversees the administration of the Parking Permit Scheme Policy.

## 9. Related documents

<b>Legislation</b>	Road Safety Road Rules 2017 and Road Management Act 2004.
<b>Policies</b>	Managing On-Street Car Parking Demand Policy Community Engagement Policy
<b>Strategies/ Plans</b>	Bayside Parking Strategy - Parking Sustainably (2023-2033) Integrated Transport Strategy (2018-2028)
<b>Procedures/ Processes</b>	Managing On-Street Car Parking Demand Procedure Parking Permit Scheme Administration Procedure
<b>Guidelines</b>	Driveway Clearance (Hockey Stick) Markings

**Please note:** This policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) to ensure this is the latest version.

#### Addendum 1 – Eligible Community Centres Register

<b>Properties that are eligible</b>	
Brighton Recreation Centre	93 Outer Cres, Brighton
Hampton Community Centre	14 Willis St, Hampton
Highett Neighbourhood Community House	2 Livingston St, Highett
Sandybeach Centre	2 Sims St, Sandringham
BayCISS Community Centre	12 Katoomba St, Hampton East
<b>Properties not yet eligible until a residential parking area scheme is introduced</b>	
Castlefield Community Centre	505 Bluff Rd, Hampton
Peterson Youth Club	371A Highett Rd, Highett



<b>Council policy title:</b>	<b>Residential Parking Permit Scheme</b>
<b>Council policy ref no:</b>	C/POL/INF/029
<b>Council policy owner:</b>	Director Environment, Recreation and Infrastructure
<b>Adopted by:</b>	Bayside City Council
<b>Date adopted:</b>	20 August 2019
<b>Scheduled review:</b>	August 2022
<b>Document reference number:</b>	DOC/19/171649

(Council Policy is a public statement formally resolved by Council, which clearly states Council's requirements in relation to a particular matter or issue. For Council policy approval process see Section 10 and Appendix 1 of the Policy Handbook.)

## 1 Policy intent

To provide transparent and equitable application and management of the Residential Parking Permit Scheme.

## 2 Purpose/Objective

Competition for on-street car parking spaces is increasing throughout the Municipality. Demand is already high in areas close to Activity Centres, commercial centres, shopping centres and train stations. Residents in these areas, particularly those who have limited access to private off-street car parking, have to compete with all road users for the available on-street spaces.

Without intervention, residents and their visitors can find it difficult to locate a parking space close to their homes.

The objective of this Policy is to provide a mechanism by which residents and their visitors are exempt from some parking restrictions and so have a reasonable likelihood of finding car parking in close proximity to their homes, while still preserving opportunities for parking for other road users such as shoppers, traders, people with disabilities, workers and commuters.

This Policy specifies the criteria by which Residential Parking Permits will be allocated to households for use by themselves and their visitors and will define the process by which permits will be considered.

This Policy is administered through two Procedures:

- The *Residential Parking Permit Scheme Administration Procedure*; and
- The *Managing On-Street Car Parking Demand Procedure*, for inclusion of new areas into the scheme.

Version 20 August 2019

Page 1

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### 3 Scope

This Policy details:

- vehicle and property eligibility;
- permit entitlements; and
- where permits apply.

### 4 Roles & Responsibilities

The Director Environment, Recreation and Infrastructure oversees the development and implementation of the Resident Parking Permit Policy.

The Manager Amenity Protection oversees the administration of the Resident Parking Permit Scheme.

### 5 Monitoring, evaluation & review

The Policy will be reviewed every three years to monitor its effectiveness and the level of community satisfaction. Resident and officer feedback collected throughout the period will inform the evaluation.

### 6 Policy statement

Parking permits will be issued to properties within streets that are included in the Resident Parking Permit Scheme and qualify for a permit.

#### *Eligibility Criteria*

Residential properties included in the Council's scheme are listed in the Council's Resident Parking Permit Register. There are three general categories of ineligible properties:

- *Multi-unit developments:* Multi Unit Development Properties are those developments where the number of residential dwellings increased on a property on or after 1 July 2007. Residents living within multi-unit developments where there is three or more dwellings are not eligible to participate in the scheme if the Occupancy Certificate was issued on or after 1 July 2007. Residential buildings occupied before 1 July 2007, where subsequent subdivision of the property has occurred are also classed as multi-unit developments under this Policy, and are also ineligible regardless of their date of construction. Properties with three or more are excluded on the basis that multi-unit developments constructed on or after 1 July 2007 are required to have sufficient off-street parking as to not place an excessive demand on the availability of existing on-street car parks.
- *Shop-top dwellings:* residents living in shop-top dwellings are ineligible to participate in the Scheme. These properties are typically located in activity centres where interest of residential amenity is not applicable.
- *Business related properties:* occupiers of business properties are ineligible to participate in the Scheme. This policy is concerned with impacts to residential amenity.





Permits, once issued, can only be used for passenger vehicles less than 6 metres in length and with a kerb weight of less than 2500kgs. Ineligible vehicles include those used for commercial purposes such as vans, buses, heavy or long vehicles (as defined in Section 200 of Road Rules Victoria) and earthmoving equipment. Towed vehicles such as trailers, caravans and boats and motor homes are also ineligible.

#### *Permit Entitlements*

Parking permits will only be issued for a resident's passenger vehicle where the resident's property fronts or sides a signed street that is within a resident parking permit scheme area. Permits are not to be used at any other location or for any other purpose. Permits are not transferable between vehicles, being specific to the vehicle registration number for which that permit was issued.

#### General entitlement:

For most areas within Bayside where parking restrictions have been installed within local residential streets, there are two options available for permits:

- *Option 1: four free resident parking permits issued for specific vehicles. No visitor parking permits are available under this option.*
- *Option 2: three free resident parking permits, plus one visitor parking permit for an annual fee as determined by Council. Only one visitor parking permit per household will be issued.*

Additional resident parking permits can be purchased for specific vehicles registered/garaged at the address in line with fees and charges as determined by Council.

#### Areas impacted by Beach Road paid parking entitlement:

For areas impacted by the Beach Road paid parking measures with short term 1P parking restrictions along both sides of a residential street, there are two options available for permits:

- *Option 1: three free resident parking permits issued for specific vehicles, plus four free visitor parking permits.*
- *Option 2: two free resident parking permits, plus four free visitor parking permits, plus one visitor parking permit for an annual fee as determined by Council.*

Additional resident parking permits can be purchased for specific vehicles registered/garaged at the address in line with fees and charges as determined by Council.

Visitor parking permits are to be used by bona fide visitors only and cannot be sold or transferred to anyone else (i.e. for commuter or business parking). These permits may also be used when residents have the use of an alternative vehicle for a short period of time. The permit is to be retained by the resident at all times whilst not in use.

A Resident Parking Permit Application Form is required to support an application for a Permit with a current Motor Registration Certificate for each vehicle to demonstrate that the vehicle is registered/garaged at the address. If an existing permit does not conform to this Policy (such as where issued under an old version of the policy), the permits will be renewed only until such time as there is a change in ownership or tenancy of the property. At that time, the entitlement to the permits will cease for the property.



*Temporary Permits*

If a resident has a need for additional parking permits for a temporary purpose, an application can be made to the Manager Amenity Protection. Permits issued will be restricted and be issued to apply to a registration number. They are typically valid for the day of the event.

*Where Permits Apply*

Parking permits, including visitor parking permits will exempt eligible vehicles from time restrictions of one hour or longer in designated residential streets. Permits do not apply to:

- outside or adjacent to single/mixed use business premises; and
- off-street car parks.

The issue of a permit does not guarantee the availability of any parking space in front of the permit holder's place of residence or within the designated street(s).

Resident parking permits do not exempt vehicles to be parked contrary to the Victorian Road Rules and permit holders are liable for any infringements incurred whilst parked in contravention of the road rules.

**7 Related documents**

<b>Policies</b>	C/POL/INF/050 Managing On-Street Car Parking Demand Policy C/POL/EXE/016 Community Engagement Policy
<b>Strategies</b>	Areas Impacted by Zone 1 Railway Stations – Parking Management Strategy (2004) Integrated Transport Strategy (2013)
<b>Procedures</b>	PR/AM/052 - Residential Parking Permit Scheme Administration Procedure PR/AM/051 – Managing On-Street Parking Demand Procedure
<b>Guidelines</b>	G/AM/010 - Driveway Clearance (Hockey Stick) Markings

**8 Definitions & Abbreviations**

<b>Term</b>	<b>Meaning</b>
Alternative vehicle	A temporary vehicle used by a resident in place of a vehicle they own. This includes courtesy cars, rental, and car-share vehicles.
Eligible Resident	A resident who is eligible to participate in the Scheme.
Residential Parking Permit	A permit that may only be issued to eligible residents for parking their own vehicles in close proximity to their primary place of residence
Multi-Unit Developments	Where three or more dwellings have been constructed on a lot.
Resident	A person whose primary place of residence is the applicable property, being either a tenant or the owner.
Resident Parking Permit Register	A database held by the Council containing eligible properties and associated restrictions.



(the) Scheme	The Residential Parking Permit Scheme.
Scheme Area	A residential area where the Scheme applies.
"Shop-top" Dwelling	A dwelling in business zoned land, or where there is a ground floor use of the property other than residential.
Visitor Parking Permit	A permit issued to a resident for use by visitors for one-off gatherings, short stays of up to one month at the resident's home, and for use by residents when they have the use of an alternative vehicle for a short period of time
Temporary Parking Permit	A permit issued to a resident for use by visitors for a temporary purpose such as a one-off gathering or event and is issued to apply to a registration number.

**Please note:** This policy is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) or staff intranet to ensure this is the latest version.





## 10.11 NAMING OF THE OVAL SITUATED WITHIN R G CHISHOLM RESERVE TO BE KNOWN AS 'SHANE WARNE OVAL'

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/236368

### Executive summary

#### **Purpose and background**

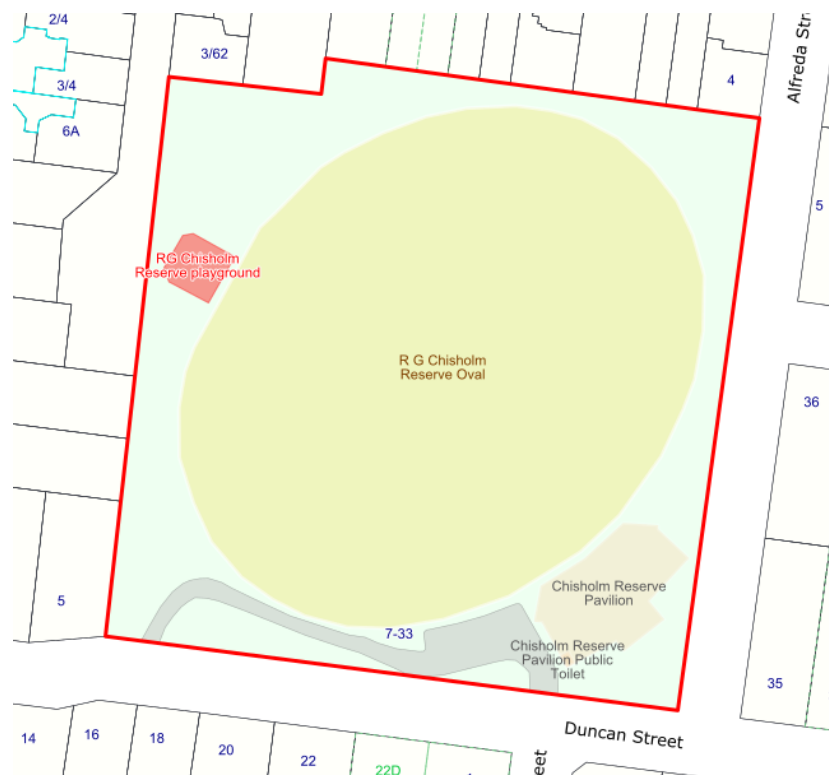
To propose the naming of the sports oval within R G Chisholm Reserve to be known as 'Shane Warne Oval' in recognition of the late Shane Warne's participation at the East Sandringham Cricket Club which led to his successful national and international cricket career.

Council has received a joint submission from the East Sandringham Cricket Club and the East Sandringham Junior Football Club to rename the R G Chisholm Reserve to '*Shane Warne Reserve*' to recognise the late, great Australian sporting icon, and lifelong Bayside resident.

This request has been supported by the local Member of Sandringham Brad Rowswell.

#### **Key issues**

R G Chisholm Reserve is located in Duncan Street Sandringham and has been named and known as R G Chisholm Reserve after a long serving former Mayor of Sandringham R G Chisholm from 1929 to 1931 and 1949 to 1969. The naming of this reserve may have occurred over 50 years ago. The reserve and all structures are named R G Chisholm Reserve. It is considered inappropriate to rename the oval, therefore the proposal is not supported to rename R G Chisholm Reserve.



However, following further engagement with the President of the East Sandringham Cricket Club a discussion was held to consider naming the oval only as the “*Shane Warne Oval*” which is within the boundary of the R C Chisholm Reserve.

The President of the East Sandringham Cricket Club has reached out to the family of the Late Shane Warne to seek their approval, and shown below is an extract from email received:

*“Speaking on behalf of the Warne family, we are all delighted to hear of your applications to have the oval at Chisholm Reserve named after Shane.*

*It was Chisholm Reserve, with the then East Sandringham Boys Club where Shane, as a junior first started playing his club football and cricket.*

*Shane never forgot his roots and always considered himself an East Sandy boy and without doubt would be super proud to know we are being offered such a wonderful tribute”.*

A naming of a similar oval within a holistic reserve has previously been done, an example is the Holmes-Todd Oval at Elsternwick Park Oval 2, and Jack Barker Over at Cheltenham Park.

However, it should be noted that similar oval at Mentone Grammer School, at Braeside Playing Fields has been named: Shane Warne Oval which has been registered as a cultural landmark. It is not our intention to register the oval within R G Chisholm Reserve.

Given the Late Shane Warne’s contribution to cricket and football during his early years (9 to 15 years) and his significant contribution to cricket on national and international level and his significant lifetime connection as a resident of Bayside, it is appropriate that the oval at R G Chisholm Reserve be named ‘*Shane Warne Oval*’ in honour and tribute of Shane’s early beginnings at this oval.

This proposition has the full support of both the East Sandringham Cricket Club and East Sandringham Junior Football Club.

It should be noted that the proposal is to name an oval, not a specific reserve, park or feature therefore the naming of streets and reserve policy is not directly applicable.

The family members of the late Shane Warne are humbled by this proposal to recognise their contribution to the clubs that he loved.

## **Recommendation**

That Council:

1. approves of the naming of the oval located within R G Chisholm Reserve to be named and known as ‘Shane Warne Oval’ and suitable signage be erected in consultation with the clubs at the reserve, and assist the clubs with an officially naming ceremony
2. congratulates both the East Sandringham Cricket Club and East Sandringham Junior Football Club for the collegiate way the proposal has been put forward.

## **Support Attachments**

Nil

## **Considerations and implications of proposition**

### **Social**

The proposal to name the oval has enabled both sporting codes to come together and celebrate the significant contribution by a local sporting icon that is well known and respected by both clubs, and more importantly provides a name to an oval.

### **Natural Environment**

There are no environmental impacts associated with this report.

### **Built Environment**

There are no built environment impacts associated with this report.

### **Customer Service and Community Engagement**

Both Executive Committees of the clubs have unanimously agreed to support this proposal and the family of the late Shane Warne are delighted with this wonderful honour bestowed on them.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Legal**

Given the oval is located within the reserve which has been previously registered as R G Chisholm Reserve it is not necessary to register the naming of the oval.

### **Finance**

To assist the clubs in naming this oval and to acknowledge the good will of both clubs it is intended that Council installs suitable signage in consultation with the Clubs and Council will assist in a small naming ceremony in conjunction with both clubs.

### **Links to Council policy and strategy**

Whilst Council has a policy on the naming of streets and reserve, it is silent on the naming of features such as an oval within a reserve.





**10.12 NAMING OF LANEWAY AT THE REAR OF 168–176 WERE STREET AND SIDE BOUNDARY TO 30 AND 30A CHAMPION STREET AND 663 AND 663A HAMPTON STREET, BRIGHTON**

Corporate Services - Governance  
 File No: PSF/23/167 – Doc No: DOC/23/236359

**Executive summary**

**Purpose and background**

The purpose of this report is to assign a name to the laneway at the rear of 168–176 Were Street and side boundary to 30 and 30A Champion Street and 663 and 663A Hampton Street, Brighton.

Council is required to assign a name to unnamed laneways where properties’ sense of address is via the laneway, and to enable access for emergency services.

The laneway which is located at the rear and side of properties which provides access to existing properties. Residents abutting the laneway have requested the laneway to be named given difficulty in Australia Post and Emergency Services finding their properties.

Council is therefore required to give this laneway a sense of address. Please refer to the plan shown below:



Council officers consulted with the owners of all properties abutting the laneway, to seek feedback on the proposed name '*Figtree Lane*'. The proposed name was submitted by a number of residents given a Figtree in an abutting property provides a prominent canopy over the laneway. It should be noted that the name '*Figtree Lane*' has not be used elsewhere within 20 kilometres of Bayside therefore meets the criteria for naming of roads and laneways.

### **Key issues**

As a result of the community consultation, Seven out of nine residents responded and all indicated the need for the lane to be named and were supportive of the proposed name '*Figtree Lane*'.

Given the need to name the laneway to provide a sense of address to properties fronting the laneway, it is recommended that the laneway as identified within the map be named '*Figtree Lane*'. It is recommended that Council advises the Registrar of Geographical Names of Council's preferred name being '*Figtree Lane*'.

### **Recommendation**

That Council:

1. approves the use of the name '*Figtree Lane*' for the laneway at the rear of 168–176 Were Street and side boundary to 30 and 30A Champion Street and 663 and 663A Hampton Street, Brighton
2. advises the Registrar of Geographical Names of Council's decision
3. advises abutting owners of the laneway once advice has been received from the Registrar of Geographical Names and the laneway has been formally gazetted
4. erects appropriate street name signage once the laneway name has been formally gazetted.

### **Support Attachments**

Nil

## **Considerations and implications of recommendation**

### **Social**

The naming of this laneway will provide those residents whose property fronts the laneway a sense of address but, more importantly, provide an address for emergency services.

### **Natural Environment**

There are no natural environment implications associated with this report.

### **Built Environment**

There are no built environment implications associated with this report.

### **Customer Service and Community Engagement**

All properties abutting the laneway were letterbox dropped to advise of the proposal to name the laneway.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Legal**

*The Local Government 2020* provides that Council may approve, assign or change the name of a road and in exercising that power must act in accordance with the guidelines in force for the time, being under the *Geographical Place Names Act 1998* and must advise the Registrar under the Act of the action taken.

### **Finance**

Approximate cost for Council for the installation of signage is approximately \$500 and can be accommodated within the maintenance account.

### **Links to Council policy and strategy**

This report relates to Council's policy on naming of streets and roads and places and has regard to the guidelines of the Geographical Place Names.



## 10.13 AUDIT & RISK MANAGEMENT COMMITTEE - RE-APPOINTMENT OF EXTERNAL INDEPENDENT MEMBER

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/237238

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### Executive summary

#### **Purpose and background**

This report proposes to re-appoint one External Independent Member to the Audit and Risk Management Committee.

The Audit and Risk Management Committee is an independent formally appointed Advisory Committee to Council and was first in 2020. The primary objective of the Committee is to assist Council to fulfil its corporate governance responsibilities through the effective conduct of its responsibilities for financial reporting, management of risk, and other key governance oversight.

The Committee does not have executive powers or authority to implement actions in areas over which management has responsibilities and does not have any delegated authority or delegated financial responsibilities.

In accordance with the Charter, membership comprises five members (two Councillors and three external independent members). All members have full voting rights.

#### **Key issues**

Independent member, Ms Jenny Johanson's term concludes on 30 September 2023 after having served one full three-year term on the Committee. In accordance with the Audit and Risk Committee Charter, members are eligible for re-appointment by Council on the recommendation of the Chief Executive Officer.

The re-appointment of the current independent member Ms Jenny Johanson is recommended based on positive performance, continued capability as required by the Charter.

This re-appointment will also provide the Audit and Risk Management Committee with continuity of independent members throughout the early part of the new Council term in 2024.

Mr Johanson has expressed a keen desire to be re-appointed to the Committee for a further 3-year term. The Chairman of the Audit and Risk Management Committee has also agreed with this proposal.

The proposed recommendation will also continue the orderly rotation of members for effective succession planning:

- Mr Mich Jaensch – Independent member term expires 30 September 2024.
- Mr Geoff Harry (Chair) – Independent member term expires 30 September 2025 (second term no further extension).
- Ms Jenny Johanson -Independent member proposed term expires 30 September 2026 (proposed second term no further extension).

**Recommendation**

That Council reappoints Ms Jenny Johanson as an external independent member of the Audit and Risk Management Committee for a three-year term effective from 1 October 2023 to conclude on 30 September 2026.

**Support Attachments**

Nil

## **Considerations and implications of recommendation**

### **Social**

There are no social implications associated with this report.

### **Natural Environment**

There are no natural environment implications associated with this report.

### **Built Environment**

There are no built environment implications associated with this report.

### **Customer Service and Community Engagement**

This matter was discussed with all members of the Audit and Risk Management Committee.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Legal**

The re-appointment of the external independent member is in accordance with the *Local Government Act 2020* and the Committee's Charter.

### **Finance**

The meeting allowance is provided for within the 2023–24 budget allocation for supporting the audit function for the organisation.

### **Links to Council policy and strategy**

This report supports the Council Plan Goal 4 – Promise – providing open and transparent decision making processes.





## 10.14 COUNCIL ACTION AWAITING REPORT

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/236975

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### **Executive summary**

#### **Purpose and background**

This report presents to Council a schedule of actions pending for the period to 15 August 2023.

#### **Key issues**

This report contains resolutions of Council that require a further report to Council.

#### **Recommendation**

That Council notes the Council Action Awaiting Report.

#### **Support Attachments**

1. Council Action Awaiting Report - August 2023 ↓

Council Action Awaiting Report

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
24/05/16	10.7	<p><b><u>Children's Sensory Garden Investigation</u></b>                      That Council:</p> <ol style="list-style-type: none"> <li>1. notes the typical elements of a suburban sensory garden;</li> <li>2. proposes the CSIRO site is the preferred location for the establishment of a sensory garden in Bayside;</li> <li>3. seeks community feedback regarding the concept of establishing a sensory garden in Bayside to inform future decisions on this matter; and</li> <li>4. receives a further report detailing the financial implications associated with the establishment of a sensory garden.</li> </ol>	ERI	<p>A report will be provided to a future Council meeting detailing the implications of including a sensory garden in the planning of the one hectare passive open space in the CSIRO site.</p> <p>The timeline of this report will be subject to the transfer of land (one hectare passive open space) is confirmed and planning can commence.</p>
18/08/20	10.22	<p><b><u>CONTRACT CON/20/82 Moorabbin West, Hampton East and Sandringham Oval Reconstruction</u></b>                      That Council:</p> <p>...</p> <ol style="list-style-type: none"> <li>5. receives a report at a future meeting detailing the outcomes of a review of the Sportsground Reconstruction Program.</li> </ol>	ERI	<p>A report will be submitted to a future meeting.</p>

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
17/5/22	12.1	<p><u>Planning controls to address cumulative impacts associated with the fast pace of development activity</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a report that articulates the impacts of the lack of planning controls associated with the fast pace of development and explores regulatory changes</p>	CPA	<p><b>A report is included in this Agenda.</b></p>
16/8/22	10.4	<p><u>Proposed Bicycle Route Connecting Cheltenham and Sandringham</u></p> <p>That Council:</p> <p>...</p> <p>3. receives a report at a future Council Meeting on the community engagement findings, alongside the final design of stage one of the proposed cycling route connecting Cheltenham and Sandringham.</p>	ERI	<p>A report will be submitted to a future Council Meeting.</p>
16/8/22	10.9	<p><u>Integrated Transport Strategy 2018–28 Implementation Progress</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a report with the updated Integrated Transport Strategy at the August 2023 Council Meeting.</p>	ERI	<p><b>A report is included in this Agenda.</b></p>

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
20/9/22	10.8	<p><b><u>Climate Emergency Action Plan Update</u></b>                      That Council:                      ...                      4. receives a further report in the first quarter of 2023–24 detailing delivery of Year 3 actions, including a roadmap that highlights the action-based approach and sphere of influence to meet the community emissions target.</p>	ERI	A report will be submitted at or before the September 2023 Council Meeting.
20/9/22	10.9	<p><b><u>Bayside Environmental Sustainability Framework - Annual Progress Report</u></b>                      That Council:                      ...                      2. receives a report detailing progress against targets and the overall success of actions by September 2023                      3. receives the Environmental Sustainability Framework Action Plan 2023–25 for the final two years of the Environmental Sustainability Framework by September 2023</p>	ERI	A report will be submitted to the September 2023 Council Meeting.
20/9/22	10.12	<p><b><u>Update on the Inquiry into the Protections within the Victorian Planning Framework</u></b>                      That Council:                      ...                      2. receives a further report once the committee's substantive findings and the Government response to the Committee's recommendations and proposed actions are publicly available.</p>	CPA	A report will be submitted to a future Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
22/11/22	10.9	<p><b><u>CONTRACT CON/22/74 Thomas Street, Hampton Reconstruction (Foam Street - Bluff Road)</u></b>                      That Council:                      ...                      2. defers consideration of this matter to a future Council Meeting</p>	ERI	A report will be submitted to a future Council Meeting.
20/12/22	10.1	<p><b><u>Inter War Heritage Study - Next Steps</u></b>                      That Council:                      ...                      2. defers the commencement of the Inter-War Heritage Study and the allocation of the relevant funding to the newly elected Council in November 2024 for further consideration at the March 2025 Council Meeting</p>	CPA	A report will be submitted to the March 2025 Council Meeting.
20/12/22	10.8	<p><b><u>Dendy Street Beach erosion mitigation - Update</u></b>                      That Council:                      1. undertakes further investigation into the long-term option presented by The Nature Conservancy to address erosion at Dendy Street Beach                      2. engages a third-party independent consultant to review and compare all options recommended, including beach amenity and habitat for marine life, and report back to Council at a future meeting.</p>	ERI	A report will be submitted to a future Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
18/4/23	7.2	<p><b><u>Joint Letter from resident of Ardoyne Street Black Rock - Parking Restrictions</u></b>                      That Council:                      ...                      That the joint letter be received and a report be submitted to Council at a future meeting following the outcomes of the community consultation.</p>	ERI	A report will be submitted to a future Council Meeting.
16/5/23	13.1	<p><b><u>Notice of Motion - 328 - Community Groups involvement in the planning of Council events</u></b>                      That Council:                      .....                      3. undertakes a critical review of the trial and reports back to Council in June 2024.</p>	ERI	A report will be submitted to the June 2024 Council Meeting.
27/6/23	10.5	<p><b><u>Draft Urban Forest Precinct Plans Consultation</u></b>                      That the matter be deferred to enable further consideration by Councillors at the July 2023 Strategic Issues Discussion and further considered by Council at the August 2023 Council Meeting.</p>	CPA	<b>A report is included in this Agenda.</b>

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
27/6/23	10.7	<p><u>Concept Design for Hampton Hub</u></p> <p>That Council:</p> <p>...</p> <p>5. considers a report before 30 December 2023 on the findings of the feasibility analysis and community feedback on the development scenarios and considers the next steps.</p>	CPA	A report will be submitted at or before the December 2023 Council Meeting.
27/6/23	10.10	<p><u>Local Law Policy Review - Management of Tree Protection on Private Property</u></p> <p>That Council:</p> <p>...</p> <p>2. notes a report will be presented, post consultation, to the November 2023 Council Meeting.</p>	CPA	A report will be submitted to the November 2023 Council Meeting.
27/6/23	10.10	<p><u>Road Management Plan review</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a further report at the 15 August 2023 Council meeting to consider the community feedback and present the Road Management Plan for adoption</p>	ERI	A report is included in this Agenda.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
27/6/23	10.14	<p><u>Wangara Road Rehabilitation Plan and Masterplan</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a further report once the Rehabilitation Plan has been endorsed by EPA Victoria</p>	ERI	A report will be submitted to a future Council Meeting.
27/6/23	10.17	<p><u>Proposed Discontinuance and Sale of Road adjoining 2 Cowper Street, Brighton</u></p> <p>That Council:</p> <p>...</p> <p>5. following the consideration of any submissions, receives a further report at a future Council Meeting.</p>	CPA	A report will be submitted to a future Council Meeting.
18/7/23	10.7	<p><u>Proposed Discontinuance and Sale of part of Road adjoining 11 Normanby Street, Brighton</u></p> <p>That Council:</p> <p>...</p> <p>5. following the consideration of any submissions, receives a further report at a future Council Meeting.</p>		A report will be submitted to a future Council Meeting.



## 11. Reports by Delegates

1. **Association of Bayside Municipalities** – Cr Fiona Stitfold
2. **Metropolitan Transport Forum** – The Director Environment, Recreation and Infrastructure
3. **Municipal Association of Victoria** – Cr Alex del Porto
4. **Inner South Metropolitan Mayors' Forum** – The Mayor, Cr Hanna El Mouallem
5. **South East Councils Climate Change Alliance** – Crs Clarke Martin and Fiona Stitfold
6. **South Eastern Councils Biodiversity Network** – Crs Jo Samuel-King MBBS (Deputy Mayor) and Fiona Stitfold

## 12. Urgent Business



## 13. Notices of Motion

### 13.1 NOTICE OF MOTION - 329 - STRAY GOLF BALLS - BRIGHTON GOLF COURSE

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/235990

**I, Cr Jo Samuel-King, hereby give notice that I intend to move at the Council Meeting to be held on 15 August 2023 at 6.30pm at the Council Chamber, Civic Centre, Boxshall Street, Brighton the following Notice of Motion:**

#### **Motion**

That Council:

1. works with residents and the tenant of Brighton Golf Course to create and implement a plan to reduce the number of stray golf balls from the Brighton Golf Course into neighbouring properties. The plan will include:
  - a schedule of actions to be put in place by 30 October 2023 that includes potential changes to the golf course to reduce stray golf balls as well as key dates for completing work
  - a clear, streamlined and documented process for reporting incidents and for residents to claim when property damage occurs
  - a process for all parties to collectively track and manage golf balls now and during the implementation of mitigation strategies
2. on implementation of the above strategies and following a six month trial period, if Council does not consider that there has been a sufficient reduction in golf balls escaping the course, alternative options will be presented to Council for consideration
3. receives a report at the June 2024 Council meeting on the impacts of the mitigation strategies implemented.

#### **Cr Jo Samuel-King**

#### **Rationale:**

The Brighton Golf Course is operated by a third party under a lease. The lease creates obligations on the tenant to manage stray golf balls. Residents sharing a boundary with Brighton Golf Course have reported a recent escalation in the number of stray golf balls being projected into their properties. Despite mitigations put in place they are continuing to experience (a) significant house property damage to wall render, window glass and roof tiles; and (b) an increase in reports of near-miss strikes to humans plus one recent strike to a person after a golf ball ricocheted off a roof.

Residents are concerned about lack of clear pathways to report incidents, make claims for damage to their properties. They are concerned by the increasing risk to safety and are seeking strategies to mitigate the risk to residents and their properties as well as clarification in relation to liability and compensation for personal and property damage caused by stray golf balls.



**13.2 NOTICE OF MOTION - 330 - STREET LIGHTING IN BRIGHTON**

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/238065

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**I, Cr Alex del Porto, hereby give notice that I intend to move at the Council Meeting to be held on 15 August 2023 at 6.30pm at the Council Chamber, Civic Centre, Boxshall Street, Brighton the following Notice of Motion:**

**Motion**

That Council:

1. implements a program to upgrade inefficient streetlighting, and where necessary add additional lighting throughout Brighton to improve lighting quality, pedestrian and traffic safety, and increase perceptions of safety
2. continues to consult with residents and work with Victoria Police and other community partners to identify areas where street trees or gardens can be pruned or modified to address public safety concerns
3. explores external funding opportunities to deliver the improved lighting program.

**Cr Alex del Porto****Rationale**

Updating streetlights will assist to create a more natural light output as compared to previous lighting technology options and present colours more realistically. This helps pedestrians and drivers better identify objects at night and generally improve light output to enhance safety and road conditions.

Council has already changed a number of existing streetlights to energy efficient LEDs, with the continued roll out addressing Action 7.4 of the Climate Emergency Action Plan.

Council regularly works with Victoria Police and other organisations around community safety. A key part of this includes public safety in the public realm and the relationship between safety and the built and natural environment. Council can work with community agencies to understand areas where it may be suitable to prune trees or modify garden beds to improve surveillance to and from the public realm.



## 14. Confidential Business

*That pursuant to Section 66(2)(a) of the Local Government Act 2020 (the Act), the Council resolves that so much of this meeting be closed to members of the public, as it involves Council consideration of matters coming within some or all of the following categories listed in Section 3(1) (confidential information) of such Act:*

- (a) Council business information*
- (b) security information*
- (c) land use planning information*
- (d) law enforcement information*
- (e) legal privileged information*
- (f) personal information*
- (g) private commercial information, being information provided by a business, commercial or financial undertaking that—*
  - (i) relates to trade secrets; or*
  - (ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;*
- (h) confidential meeting information*
- (i) internal arbitration information*
- (j) Councillor Conduct Panel confidential information*
- (k) information prescribed by the regulations to be confidential information for the purposes of this definition*
- (l) information that was confidential information for the purposes of section 77 of the Local Government Act 1989.*

### 14.1 BAYSIDE BUILT ENVIRONMENT AWARDS 2023 - JUDGING PANEL RECOMMENDATIONS

*(LGA 2020 Section 3(1)(f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.)*

### 14.2 MINUTES OF THE CHIEF EXECUTIVE OFFICER'S EMPLOYMENT MATTERS ADVISORY COMMITTEE HELD ON 25 JULY 2023

*(LGA 2020 Section 3(1)(f) personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.)*

As Chief Executive Officer, I hereby declare that the contents of this agenda relating to the closed meeting of the ordinary meeting of Council are deemed confidential and accordingly members of Council are reminded that the contents of the agenda are not to be disclosed to any other party.

Mick Cummins

**Chief Executive Officer**