



Ordinary Council Meeting

Agenda

27 May 2025



City of
Belmont

Notice of Meeting

An **Ordinary Council Meeting** will be held in the Council Chamber of the **City of Belmont Civic Centre**, 215 Wright Street, Cloverdale, on **Tuesday 27 May 2025**, commencing at 6:30pm.

John Christie
Chief Executive Officer

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CITY OF BELMONT

Ordinary Council Meeting

Agenda

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Alternative Formats

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**Councillors are reminded to retain any
confidential papers for discussion with the minutes.**

1 Official Opening

The Presiding Member will read aloud the Acknowledgement of Country.

Acknowledgement of Country

Before I begin, I would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and pay my respects to Elders past, present and emerging.

I further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

The Presiding Member will cause the Affirmation of Civic Duty and Responsibility to be read aloud by a Councillor.

Affirmation of Civic Duty and Responsibility

I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability.

I will observe the City's Code of Conduct and Standing Orders to ensure efficient, effective and orderly decision making within this forum.

2 Apologies and leave of absence

Mr S Downing (apology)

Director Corporate and Governance

3 Declarations of interest that might cause a conflict

Councillors/Staff are reminded of the requirements of s5.65 of the *Local Government Act 1995 (WA)*, to disclose any interest during the meeting when the matter is discussed, and also of the requirement to disclose an interest affecting impartiality under the City's Code of Conduct for Council Members, Committee Members and Candidates and the Code of Conduct for Employees.

3.1 Financial Interests

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration.

Other members may allow participation of the declarant if the member further discloses the extent of the interest and the other members decide that the interest is trivial or insignificant or is common to a significant number of electors or ratepayers.

Name	Item No and Title	Nature of Interest (and extent, where appropriate)

3.2 Disclosure of interest that may affect impartiality

Elected Members and staff are required (Code of Conduct), in addition to declaring any financial interest, to declare any interest that might cause a conflict. The member/employee is also encouraged to disclose the nature of the interest. The member/employee must consider the nature and extent of the interest and whether it will affect their impartiality. If the member/employee declares that their impartiality will not be affected then they may participate in the decision-making process.

Name	Item No and Title	Nature of Interest (and extent, where appropriate)

4 Announcements by the Presiding Member (without discussion) and declarations by Members

4.1 Announcements

4.2 Disclaimer

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4.3 Declarations by Members who have not given due consideration to all matters contained in the business papers presently before the meeting

5 Public question time

5.1 Responses to questions taken on notice

5.1.1 Ms L Hollands, Redcliffe

The following questions were taken on notice at the 15 April 2025 Ordinary Council Meeting. Ms Hollands was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

1. At the 8 April 2025 Agenda Briefing Forum, Mrs Glenys Godfrey requested to make a submission, at which point the Mayor asked how she was directly affected. Whilst Mrs Godfrey was providing her reason for being directly affected, the submission timer was counting down. When the time limit is three minutes, why is the clock started before the submission commences?

Response

The response provided by the Chief Executive Officer will be implemented and the timing clock will not commence until those providing a submission or deputation actually commence their submission or deputation.

2. Some residents have received flyers about bin inspections and education. The letter to residents goes on to say all 3 bins will be checked for content, and if there is a high level of contamination, they could be stickered shut, and residents would need to remove items and contact Veolia to have these collected. How much is it costing for the 'bin police'? and,
 - i) What steps has the Council taken to ensure that a resident is not blamed for such contamination when it could've been put there by an unknown person?

Response

The process is referred to as bin tagging which plays a vital role in reducing waste to landfill and maximising materials recovery. FOGO bin loads with over 10% contamination incur additional charges and loads with over 15% contamination are sent to landfill which is an additional cost to the City.

Bin tagging so far has been conducted by City officers. Bins at some properties are monitored up to four times over a two-month period to assist residents in improving the sorting of waste. If residents are aware of, and have concerns around contamination by others they can discuss options with the City's waste team.

3. Can I please have a costing for the consultant's report provided to Council for the Redcliffe Area Traffic Study?

Response

The cost of the Redcliffe Area Traffic Study was \$123,000 plus GST.

5.1.2 Ms Hollands on behalf of Belmont Resident and Ratepayer Action Group

The following questions were taken on notice at the 15 April 2025 Ordinary Council Meeting. Ms Hollands was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

1. At the 25 March 2025 Ordinary Council Meeting, I asked a question why the Mayor was announcing at the start of the meeting the rules of Public Question Time as per the rules on the back of the Public Question Time form, when they were not in the Standing Orders. The response states that the Mayor had already provided me a response and referred to a letter dated 19 December 2024. Where does it say anywhere in the *Local Government Act 1995 (WA)*, the *Local Government (Administration) Regulations 1996 (WA)*, or in the City's Standing Orders that the rules of Public Question Time can be made up on the back of the Public Question Time form, and that the Standing Orders are not the rules? and,
 - i) On what date did Council actually pass those rules that are on the back of the Public Question Time form?

Response

The rules of public question time cannot "be made up", and none of those pieces of legislation and documents cited enable the City to set the rules for public question time without recourse to the appropriate legislative authority, nor do they state that the Standing Orders do not apply.

The *Local Government Act 1995 (WA)* ("Act"), the *Local Government (Administration) Regulations 1996 (WA)* ("Regulations"), the Standing Orders and the Public Question Time Form together govern public question time as previously communicated by the Mayor to BRRAG in the Mayor's letter to BRRAG dated 19 December 2024. To recap, Section 5.24(2) of the Act requires question time procedures to be set according to regulations. Regulation 7 of the Regulations allows the presiding member to determine public question time procedures. The Standing Orders Local Laws have been validly made (per section 3.5 of the Act) and gazetted. The Public Question Time Form sets out the "rules" for public question time and is a summary of the requirements and procedures for Public Question Time in the Act, Regulations and Standing Orders to assist participants understand public question time.

The rules listed on the Public Question Time Form are consistent with these instruments. The form is not a matter for Council and is operational.

i) The form has been in place since 2007.

2. At the 25 March 2025 Ordinary Council Meeting, we were advised that Perth Airport got a discount on rates of \$900,000 during COVID. We also heard that discounts were not awarded to other businesses who may have been shut down during this time. Did any other businesses apply for discount rates due to the COVID closures? and,

i) If so, how many? and,

ii) Was the decision to discount the rates for Perth Airport an administration decision or a Council decision? and,

iii) What date was that passed?

Response

i) No other business applied for relief.

ii) Rates relief for Perth Airport was part of the October 2020 Budget Review at the October 2020 Ordinary Council meeting.

iii) The date of the meeting was 27 October 2020.

3. After the last Council Meeting, Belmont Resident and Ratepayer Action Group (BRRAG) received a letter from the Mayor, responding to a letter we had sent. In this letter the Mayor commented on his concerns that the BRRAG President needed to be careful and reminded her of disturbance rules, which can include calling the police to remove a person from the Chamber. As disturbance is not defined in the Standing Orders, I would like the Mayor to define it for me.

Response

The reference by Ms Hollands to the contents of the Mayor's response letter to BRRAG is not quite correct. The Mayor's letter made no reference to the term "disturbance rules". What the Mayor did explain in his response to BRRAG's letter is that Ms Hollands' actions in repeatedly disputing the Mayor's responses as Presiding Member contravenes the Standing Orders, particularly Clause 6.3(2) and (3).

The Mayor's letter further noted that if Ms Hollands continues with this behaviour, including the behaviour referenced at Clause 6.3(2), being a failure to extend due courtesy and respect to the Council and failing to comply with any direction by the Presiding Member, then the Mayor will not hesitate to invoke Standing Orders 6.3(7) to 6.3(9).

As for a definition of "disturbance", clause 6.3(3) provides a definition in relation to any observer of a meeting, and requires that any observer must not create a disturbance, which is defined in clause 6.3(3) as "interrupting or interfering with the proceedings, whether by

expressing approval or dissent, by conversing aloud or by any other means”.

5.1.3 Mr A Bell, Redcliffe

The following question was taken on notice at the 15 April 2025 Ordinary Council Meeting. Mr Bell was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

3. The City recently published a bar graph showing traffic growth on Lyall Street. Can the City publish equivalent bar graphs for Moreing Street traffic volumes from 2018–2024, with a clear line showing when traffic calming measures were installed?

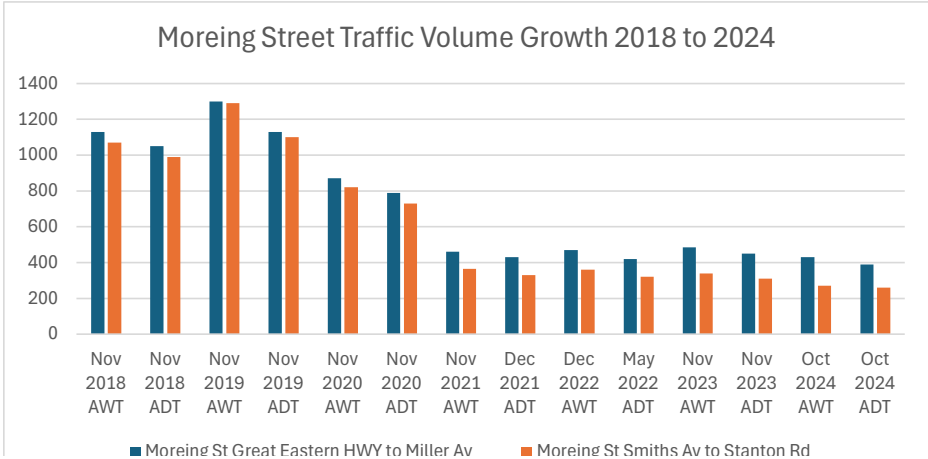
Response

The traffic calming measures on Moreing Street were installed in May 2021 (refer attachment 5.1.3.1).

Road	Location	Suburb	Speed Limit	Count #	Average Day Traffic (ADT) Count - Date Range - Friday 18 October 2024 to Monday 28 October 2024													
					MON ADT	6pm to 6am	TUE ADT	6pm to 6am	WED ADT	6pm to 6am	THU ADT	6pm to 6am	FRI ADT	6pm to 6am	SAT ADT	6pm to 6am	SUN ADT	6pm to 6am
Moreing St	Great Eastern HWY to Miller Av	Redcliffe	50	3465	400	78	400	73	430	92	440	87	450	101	400	108	270	92
Moreing St	Smiths Av to Stanton Rd	Redcliffe	50	3467	280	66	250	44	250	73	260	65	300		240		230	

Road	Location	Nov 2018 AWT	Nov 2018 ADT	Nov 2019 AWT	Nov 2019 ADT	Nov 2020 AWT	Nov 2020 ADT	Nov 2021 AWT	Dec 2021 ADT	Dec 2022 AWT	May 2022 ADT	Nov 2023 AWT	Nov 2023 ADT	Oct 2024 AWT	Oct 2024 ADT
Moreing St	Great Eastern HWY to Miller Av	1130	1050	1300	1130	870	790	460	430	470	420	485	450	430	390
Moreing St	Smiths Av to Stanton Rd	1070	990	1290	1100	820	730	365	330	360	320	340	310	270	260

AWT - Average Week day (Monday to Friday) Traffic
ADT - Average Day (Monday to Sunday) Traffic
Treatments Installed May 2021



5.1.4 Ms N Celenza, Redcliffe

The following question was taken on notice at the 15 April 2025 Ordinary Council Meeting. Ms Celenza as provided with a response on 15 May 2025. The response from the City is recorded accordingly:

3. Can the City publish the percentage of traffic from Stanton Road, using Lyall Street to access GEH based on the October 2024 traffic count?

Response

As noted by the Director Infrastructure Services at the 15 April 2025 Ordinary Council Meeting it is not possible to definitively answer this question. The traffic counts that have been taken on Lyall St have recorded traffic at the Stanton Road and the Great Eastern Highway ends only. It is not possible to definitively interpret from these numbers the percentage of traffic that has passed directly from Stanton Road, via Lyall Street to Great Eastern Highway.

5.1.5 Ms C Padua, Redcliffe

The following questions were taken on notice at the 15 April 2025 Ordinary Council Meeting. Ms Padua was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

1. The Redcliffe Traffic Report notes that some traffic calming exists on streets like Lyall and Moreing but suggests that these are insufficient or ineffective in deterring through traffic. Can the City advise whether the 5 existing speedbumps on Moreing Street have been effective in deterring through traffic? and,
 - i) Whether they are expected to remain effective following the revised Stanton LCURS project?

Response

As noted by the Director Infrastructure Services at the 15 April 2025 Ordinary Council Meeting the details of the modelling outcomes arising from the Redcliffe Area Traffic Study will be detailed when the officer report comes to Council.

2. The Lyall and Victoria Street intersection has seen significant accidents and near-misses, similar to Moreing and Victoria Street intersection. We are concerned that post-LCURS revision, more traffic will use Victoria Street to reach Stanton Road. Given that the Redcliffe Area Traffic Study Traffic Analysis Report, Table 8 'Comparison of Scenarios' was recently updated to include Moreing Street, can the City also include Victoria Street so the community can track any changes in traffic behaviour?

Response

Refer figures below, the traffic changes along Victoria Street are not significant.

			Without Treatment	With Treatment	Difference	
					Value +/-	% +/-
AM	Combination of the Preferred Scenarios	Victoria Street	93	100	7	8%
PM	Combination of the Preferred Scenarios	Victoria Street	96	97	1	1%

5.1.6 Mrs G Godfrey, Redcliffe

The following question was taken on notice at the 15 April 2025 Ordinary Council Meeting. Mrs Godfrey was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

1. At last week's Agenda Briefing Forum (ABF), I submitted a deputation form in the afternoon before the meeting. Later in the afternoon, I received a call from a City Officer to advise me as the item is confidential I would only be able to give a submission at the meeting. Do the Standing Orders state that all confidential items are to be submissions?

Response

As Confidential items are heard behind closed doors, only Council and relevant officers can be present during discussion on the matter.

A submission, which can be made at Public Submission Time at a Agenda Briefing Forum is the opportunity during an Agenda Briefing Forum for anyone directly affected by an item before Council to present to Elected Members.

5.1.7 Ms J Gee, Cloverdale

The following question was taken on notice at the 15 April 2025 Ordinary Council Meeting. Ms Gee was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

3. In the history of Council, how long has 'directly affected' been used to prevent a resident from asking a question or putting forward a submission?

Response

The current Standing Orders have been in place since 2017. Directly affected has been included since that date.

5.1.8 Ms B Scharfenstein, Redcliffe

The following questions were taken on notice at the 15 April 2025 Council Meeting. Ms Scharfenstein was provided with a response on 15 May 2025. The response from the City is recorded accordingly:

3. Could you tell me where in the Redcliffe Area Traffic Study Report that the social and affordable housing development on Boorn Street and associated growth impact on traffic is outlined?

Response

The Boorn Street project is being led by the State Government's development agency, DevelopmentWA. At this time, it has not yet been lodged with any relevant authority for determination. Until such time as a formal application is lodged and the specific details are confirmed, it is considered premature to seek to quantify any potential impacts on the road network.

The assumptions related to traffic growth in the Redcliffe area included in the modelling are as outlined in sections 6 and 7 of the Traffic Analysis Report.

4. Will the City of Belmont support the extension of Central Avenue from Boorn Street to First Street to prevent increased traffic flow from Bulong Avenue for vehicles seeking to access the Boorn Street project?

Response

This is a potential state-led project. Until such time as the specific project details and their impact on traffic flows are confirmed, it is premature to provide comment.

5.2 Questions from members of the public

6 Confirmation of Minutes/receipt of Matrix

6.1 Matrix for the Agenda Briefing Forum held 20 May 2025

Officer Recommendation

That the Matrix of the Agenda Briefing Forum held on 20 May 2025, as printed and circulated to all Elected Members, be received and noted.

6.2 Ordinary Council Meeting held 15 April 2025

Officer Recommendation

That the Minutes of the Ordinary Council Meeting held on 15 April 2025, as printed and circulated to all Elected Members, be confirmed as a true and accurate record.

6.3 Special Council Meeting held 29 April 2025

Officer Recommendation

That the Minutes of the Special Council Meeting held on 29 April 2025, as printed and circulated to all Elected Members, be confirmed as a true and accurate record.

7 Questions by Members on which due notice has been given (without discussion)

8 Questions by members without notice

8.1 Responses to questions taken on notice

8.2 Questions by members without notice

9 New business of an urgent nature approved by the person presiding or by decision

10 Business adjourned from a previous meeting

11 Reports of committees

Nil.

12 Reports of administration

12.1 Amendment No. 23 to Local Planning Scheme No. 15 and modifications to Local Planning Policy No.19

Voting Requirement	:	Simple Majority
Subject Index	:	LPS15/023
	:	LPP15/019
Location/Property Index	:	Various
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	23 July 2024 Ordinary Council Meeting – Item 12.1 - Local Planning Policy No. 19
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Legislative

Includes adopting local laws, local planning schemes and policies.

Purpose of report

For Council to consider initiating Amendment No. 23 to Local Planning Scheme No. 15 (LPS 15) and modifications to Local Planning Policy No. 19 Short-term Rental Accommodation (LPP 19) for the purpose of advertising.

Summary and Key Issues

- In late 2024, the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)* (Regulations) were amended to create consistency in how short-term rental accommodation is assessed across local governments.
- The key changes relate to:
 - The inclusion of new definitions and modifications to existing definitions.
 - A State-wide exemption for 'hosted' Short-term Rental Accommodation (STRA).

- A 90-night (cumulative) exemption within a 12-month period for 'unhosted' STRA in the Perth metropolitan area.
- The City is required to amend LPS 15 to be consistent with the State Regulations by the end of 2025.
- The required amendments to LPS 15 include the addition, modification and deletion of various definitions, as well as updates to the Zoning Table.
- At the 23 July 2024 Ordinary Council Meeting (Item 12.1), Council adopted LPP 19 - Short-term Rental Accommodation. This Policy provides guidance on the location and management of STRA across the City, while protecting long-term housing availability and preserving residential character and amenity.
- Local Planning Policy No. 19 is proposed to be updated concurrently to align with the changes proposed to LPS 15. These changes are minor in nature, and do not change the substantive policy objectives or application.
- It is recommended that Council initiate Amendment No. 23 as a 'standard' amendment and supports modifications to LPP19 for public advertising.

Officer Recommendation

That Council:

1. Pursuant to *Section 75 of the Planning and Development Act 2005 (WA)*, adopts for the purpose of advertising the following amendment to Local Planning Scheme No. 15:
 - i. Deleting the existing definition of 'Short-Term Accommodation' in Schedule 1 – General Definitions of the Scheme Text.
 - ii. Amending the existing definition of Cabin in Schedule 1 – General Definitions of the Scheme Text to:

“means a building that —

 - (a) is an individual unit other than a chalet; and
 - (b) forms part of —
 - (i) tourist and visitor accommodation; or
 - (ii) a caravan park;

and

 - (c) if the unit forms part of a caravan park — is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.”

- iii. Amending the existing definition of Chalet in Schedule 1 – General Definitions of the Scheme Text to:
- “means a building that —
- (a) is a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and
 - (b) forms part of —
 - (i) tourist and visitor accommodation; or
 - (ii) a caravan park; and
 - (c) if the unit forms part of a caravan park — is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.”
- iv. Insert terms ‘Short-term Rental Accommodation’ and ‘Short-term Rental Arrangement’ in Schedule 1 – as follows:
- “Short-term rental accommodation —
- (a) means a dwelling provided, on a commercial basis, for occupation under a short-term rental arrangement; but does not include a dwelling that is, or is part of, any of the following —
 - (i) an aged care facility as defined in the *Land Tax Assessment Act 2002* section 38A(1);
 - (ii) a caravan park;
 - (iii) a lodging-house as defined in the *Health (Miscellaneous Provisions) Act 1911* section 3(1);
 - (iv) a park home park;
 - (v) a retirement village as defined in the *Retirement Villages Act 1992* section 3(1);
 - (vi) workforce accommodation.”
- “Short-term rental arrangement means an arrangement under which —
- (a) a dwelling, or part of a dwelling, is provided for occupation by a person; and
 - (b) the person occupies the dwelling, or part of the dwelling, for a period or periods not exceeding a total of 3 months in any 12-month period.”
- v. Deleting the ‘Bed and Breakfast’, ‘Holiday Accommodation’, ‘Holiday House’, ‘Motel’, ‘Serviced Apartment’, ‘Short Stay Accommodation’

and 'Tourist Development' definitions in Schedule 1 – Land Use Definitions of the Scheme Text.

- vi. Insert the following definition for Tourist and Visitor Accommodation in Schedule 1 – Land Use Definitions:

“(a) means a building, or a group of buildings forming a complex, that —

- (i) is wholly managed by a single person or body; and
- (ii) is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and
- (iii) may include on-site services and facilities for use by guests; and
- (iv) in the case of a single building — contains more than one separate accommodation unit or is capable of accommodating more than 12 people per night; and

(b) includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest’s stay by the owner or manager of the apartment or an agent of the owner or manager; but

(c) does not include any of the following —

- (i) an aged care facility as defined in the *Land Tax Assessment Act 2002* section 38A(1);
- (ii) a caravan park;
- (iii) hosted short-term rental accommodation;
- (iv) a lodging-house as defined in the *Health (Miscellaneous Provisions) Act 1911* section 3(1);
- (v) a park home park;
- (vi) a retirement village as defined in the *Retirement Villages Act 1992* section 3(1);
- (vii) a road house;
- (viii) workforce accommodation.”

- vii. Insert the following definition for Hosted short-term rental accommodation in Schedule 1 – Land Use Definitions:

“means any of the following —

- (a) short-term rental accommodation where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the dwelling, resides at the same dwelling during the short-term rental arrangement;
 - (b) short-term rental accommodation that is an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the other dwelling on the same lot, resides at that other dwelling during the short-term rental arrangement;
 - (c) short-term rental accommodation that is a dwelling on the same lot as an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the dwelling, resides at the ancillary dwelling during the short-term rental arrangement.”
- viii. Insert the following definition for Unhosted short-term rental accommodation in Schedule 1 – Land Use Definitions:

“means short-term rental accommodation that —

 - (a) is not hosted short-term rental accommodation; and
 - (b) accommodates a maximum of 12 people per night.”
- ix. Deleting reference to ‘Bed and Breakfast’, ‘Holiday Accommodation’, ‘Motel’ and ‘Serviced Apartments’ in Table 1 – Zoning Table.
- x. Inserting ‘Hosted Short-term Rental Accommodation’, ‘Unhosted Short-term Rental Accommodation’ and ‘Tourist and Visitor Accommodation’ in Table 1 – Zoning Table with the permissibilities outlined below.

ZONES										
USE CLASSES	Residential	Town Centre	Commercial	Mixed Use	Mixed Business	Industrial	Service Station	Places of Public Assembly	Residential and Stables	Special Development Precinct
Hosted Short-term Rental Accommodation	P	P	P	P	P	X	X	X	P	P
Unhosted Short-term Rental Accommodation	A	A	A	A	X	X	X	X	A	A
Tourist and Visitor Accommodation	X	X	X	D	A	X	X	X	X	A

- xi. Remove reference to 'Motel' from Table 2 – Car Parking Requirements and Table 3 – Bicycle Parking Requirements.
 - xii. Remove all references to 'Serviced Apartments' from Schedule No. 2 – Additional Uses.
2. Pursuant to Clause 35(2) of the *Planning and Development (Local Planning Schemes (Regulations) 2015 (WA)*, determines that Amendment No. 23 to Local Planning Scheme No 15 is a 'Standard' amendment for the following reasons:
 - i. The amendment would have minimal impact on land in the scheme area that is not the subject of the amendment;
 - ii. The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
 - iii. The amendment relates to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve.
3. Forwards Amendment No. 23 to Local Planning Scheme No. 15 to the Western Australian Planning Commission for comment, pursuant to Clause 46A of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)* and subject to no objection being received from the Commission, advertise the amendment for public comment for a period of 42 days in accordance with Clause 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*.

4. Endorses modified Local Planning Policy No. 19 Short-term Rental Accommodation, contained as Attachment 12.1.1 for advertising in accordance with the requirements of Schedule 2 – Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*.

Location

Amendment No. 23 and modified LPP 19 relate to the entire City of Belmont local government area.

Consultation

No consultation has been undertaken on the proposed Amendment or modified LPP 19 at this point in time.

The Regulations outline the requirements for advertising a scheme amendment and local planning policy modifications. The details of this are outlined in the 'Statutory Environment' section of this report.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Place

Outcome: 6. Sustainable population growth with responsible urban planning.

Policy implications

Local Planning Policy No. 19 – Short-term Rental Accommodation

While the intent of the Policy remains unchanged, the updates to LPP 19 will ensure terminology and references align with the Regulations. Should Council ultimately approve the modifications to LPP 19, the amended Policy will guide the assessment of future applications for STRA.

Statutory environment

Planning Bulletin 115/2024 – Short-term Rental Accommodation – Guidance for Local Government

The Bulletin provides guidance for local governments on amending their local planning scheme to address STRA in a manner consistent with the Regulations. It also clarifies how such amendments should be classified as well as providing guidance on land use permissibility.

The Bulletin states that if a scheme amendment only replaces existing land use terms with new short-term rental accommodation terms without changing permissibility, it will generally be a basic amendment. However, if it introduces new land uses or changes the permissibility of existing ones, it will usually be treated as a standard amendment.

Local Planning Scheme No. 15

Schedule 1 of LPS 15 includes both general definitions and land use definitions for each use listed in the Zoning Table. The relevant definitions relating to this Amendment are outlined in Table 1 and Table 2 in the Report section below.

Table 1 (Zoning Table) of LPS 15 sets out the permissibility of uses using the symbols 'P', 'D', 'A' and 'X'. The meaning of the symbols is listed below:

- 'P' Means the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.
- 'D' Means that the use is not permitted unless the local government has exercised its discretion by granting development approval.
- 'A' Means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with the provisions contained in Clause 64 of the Regulations Schedule 2.
- 'X' Means a use that is not permitted by the Scheme.

Planning and Development (Local Planning Schemes) Regulations 2015 (WA)

Model Provisions

Schedule 1 of the Regulations contains the Model Provisions for local planning schemes. The Model Provisions provide the form and content for all new local planning schemes and apply when a scheme is revised, prepared or amended by a local government.

The Model Provisions, along with any essential local variations approved by the Minister, should be gradually integrated into Local Planning Schemes through the scheme amendment process whenever an opportunity arises. All local governments are required to have their schemes align with the updated Regulations for STRA by the end of 2025.

Local Planning Scheme Amendments

Section 75 of the *Planning and Development Act 2005 (WA)* provides for an amendment to be made to a local planning scheme. The procedures for

amending a local planning scheme, including public consultation requirements, are set out within Part 5 of the Regulations.

The Regulations specify three different types of Scheme amendments, being 'basic', 'standard' and 'complex'. The main differences between the amendment classifications are the differing advertising requirements. Clause 35(2) of the Regulations requires a resolution of the local government specifying the type of amendment and the reasons for the classification.

When a local government resolves to amend a scheme, the proposed scheme amendment is required to be referred to the Department of Planning, Lands and Heritage to obtain consent to advertise. Where an amendment is deemed to have an environmental impact, it is also required to be referred to the Environmental Protection Authority.

Following consent to advertise, the responsible authority shall advertise the amendment in accordance with the Regulations by:

- Displaying the amendment and associated public notice on the local government's website.
- Publishing the notice in a local newspaper and displaying this on the local government's public notice boards.
- Giving a copy of the notice to each public authority that the local government considers is likely to be affected by the amendment.

After the conclusion of the advertising period, Council is required to consider the submissions and pass a resolution to either support the amendment, with or without modification, or not support the amendment. After passing a resolution, the amendment is to be forwarded to the Western Australian Planning Commission (WAPC) to review and provide a recommendation to the Minister for Planning.

Local Planning Policy Amendments

Schedule 2, Part 2, Clause 5 of the Regulations outlines the procedure for amending a local planning policy. When a local government resolves to amend a policy, it is required to advertise the document for a period not less than 21 days. Modifications to a local planning policy are required to be advertised by displaying a notice on the local governments website and in a local newspaper, as well as making a copy of the revised policy available for viewing at the local government's office. After the conclusion of the advertising period, the local government must consider submissions and determine whether to proceed with the policy with or without modification or not proceed with the policy. Should the local government proceed with the modified policy, it must publish a notice advising of its decision.

Background

The rise of online booking platforms has significantly increased the number of properties originally approved for residential use, being used for STRA. Belmont's proximity to Perth Airport, the Perth CBD, Optus Stadium, and the Swan River has made it a desirable location for both traditional tourist accommodation and STRA land uses.

Recognising the need for local guidance, Council adopted LPP 19 to set standards for operators seeking to establish and operate STRA. Since then, the State has amended the Regulations to modify the STRA land use definitions and include exemptions from the requirement for development approval in certain instances. More specifically:

- The land uses of 'hosted short-term rental accommodation', 'unhosted short-term rental accommodation' and 'tourist and visitor accommodation' have been included.
- The 'bed and breakfast', 'holiday accommodation', 'holiday house', 'motel', 'serviced apartment' and 'tourist development' land uses have been deleted.
- Development approval is not required for 'hosted' STRA. "Unhosted" STRA also does not require development approval where it is used for no more than 90 nights in a 12-month period.

To align the local planning framework with the State's Regulations, modifications are proposed to LPS 15 and LPP 19. These include updates to definitions, the zoning table, and land use permissibility in LPS 15, as well as concurrent amendments to LPP 19 to ensure consistency. An overview of these modifications is provided in the Report section.

A marked-up version of LPP 19 illustrating the proposed modifications is provided in Attachment 12.1.1.

Report

Definitions

General Definitions

Local Planning Scheme No. 15 currently contains general definitions for 'Cabin', 'Chalet' and 'Short-term Accommodation'. To align with the Model Provisions of the Regulations, Amendment No. 23 proposes the following changes:

- Modifying the definitions of 'Cabin' and 'Chalet'.
- Deleting the definition of 'Short-term Accommodation'.
- Introducing definitions for 'Short-term Rental Accommodation' and 'Short-term Rental Arrangement'.

These amendments will ensure LPS 15 is consistent with the Regulations. The changes to the existing definitions and new definitions are shown in Table 1 below.

Current LPS 15 General Definitions to be deleted	New Definition
<p>Cabin</p> <p>means a dwelling forming part of a tourist development or caravan park that is —</p> <ul style="list-style-type: none"> (a) an individual unit other than a chalet; and (b) designed to provide short-term accommodation for guests. 	<p>Cabin</p> <p>means a building that —</p> <ul style="list-style-type: none"> (a) is an individual unit other than a chalet; and (b) forms part of — <ul style="list-style-type: none"> (i) tourist and visitor accommodation; or (ii) a caravan park; <p>and</p> <ul style="list-style-type: none"> (c) if the unit forms part of a caravan park — is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.
<p>Chalet</p> <p>means a dwelling forming part of a tourist development or caravan park that is —</p> <ul style="list-style-type: none"> (a) a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and (b) designed to provide short-term accommodation for guests. 	<p>Chalet</p> <p>means a building that —</p> <ul style="list-style-type: none"> (a) is a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and (b) forms part of — <ul style="list-style-type: none"> (i) tourist and visitor accommodation; or (ii) a caravan park; and (c) if the unit forms part of a caravan park — is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.
<p>Short-Term Accommodation</p> <p>means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totaling more than 3 months in any 12-month period.</p>	<p>Short-term Rental Accommodation</p> <ul style="list-style-type: none"> (a) means a dwelling provided, on a commercial basis, for occupation under a short-term rental arrangement; but (b) does not include a dwelling that is, or is part of, any of the following:

Current LPS 15 General Definitions to be deleted	New Definition
	<ul style="list-style-type: none"> (i) an aged care facility as defined in the <i>Land Tax Assessment Act 2002</i> section 38A(1); (ii) a caravan park; (iii) a lodging-house as defined in the <i>Health (Miscellaneous Provisions) Act 1911</i> section 3(1); (iv) a park home park; (v) a retirement village as defined in the <i>Retirement Villages Act 1992</i> section 3(1); (vi) workforce accommodation.
	<p>Short-term Rental Arrangement</p> <p>means an arrangement under which:</p> <ul style="list-style-type: none"> (a) a dwelling, or part of a dwelling, is provided for occupation by a person; and (b) the person occupies the dwelling, or part of the dwelling, for a period or periods not exceeding a total of 3 months in any 12-month period.

Table 1 General Definition Changes

Land Use Definitions

Local Planning Scheme No. 15 currently contains various land use definitions relating to forms of STRA. Amendment No. 23 proposes to delete several of these definitions as they are no longer contained within the Model Provisions of the Regulations. Various new definitions are also proposed to be introduced into LPS 15 to align with the Model Provisions of the Regulations.

Table 2 shows the existing LPS 15 definitions that are proposed to be deleted and the definitions they are proposed to be replaced with as part of Amendment No. 23.

Current LPS 15 Land Use and Definition to be deleted	New Land Use and Definition
<p>Bed and breakfast</p> <p>means a dwelling —</p> <ul style="list-style-type: none"> (a) used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial 	<p>Hosted short-term rental accommodation</p> <p>means any of the following —</p> <ul style="list-style-type: none"> (a) short-term rental accommodation where the owner or occupier, or an agent of the owner or occupier who ordinarily

Current LPS 15 Land Use and Definition to be deleted	New Land Use and Definition
<p>basis for not more than 4 adult persons or one family; and</p> <p>(b) containing not more than 2 guest bedrooms.</p>	<p>resides at the dwelling, resides at the same dwelling during the short-term rental arrangement;</p> <p>(b) short-term rental accommodation that is an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the other dwelling on the same lot, resides at that other dwelling during the short-term rental arrangement;</p> <p>(c) short-term rental accommodation that is a dwelling on the same lot as an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the dwelling, resides at the ancillary dwelling during the short-term rental arrangement.</p>
<p>Holiday accommodation</p> <p>means two or more dwellings on one lot used to provide short-term accommodation for persons other than the owner of the lot.</p>	<p>Tourist and visitor accommodation</p> <p>(a) means a building, or a group of buildings forming a complex, that —</p> <ul style="list-style-type: none"> (i) is wholly managed by a single person or body; and (ii) is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and (iii) may include on-site services and facilities for use by guests; and (iv) in the case of a single building — contains more than one separate accommodation unit or is capable of accommodating more than 12 people per night; <p>and</p> <p>(b) includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest's stay by the owner or manager of the apartment or an agent of the owner or manager; but</p>

Current LPS 15 Land Use and Definition to be deleted	New Land Use and Definition
	<p>(c) does not include any of the following —</p> <ul style="list-style-type: none"> (i) an aged care facility as defined in the <i>Land Tax Assessment Act 2002</i> section 38A(1); (ii) a caravan park; (iii) hosted short-term rental accommodation. <p>or</p> <p>Unhosted short-term rental accommodation</p> <p>means short-term rental accommodation that — (a) is not hosted short-term rental accommodation; and (b) accommodates a maximum of 12 people per night;</p> <p>Classification dependent on specific details of the proposal.</p>
<p>Holiday House</p> <p>A single dwelling on one lot used to provide means a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast;</p>	<p>Unhosted short-term rental accommodation</p> <p>As above.</p>
<p>Serviced Apartments</p> <p>means a group of units or apartments providing —</p> <ul style="list-style-type: none"> (a) self-contained short stay accommodation for guests; and (b) any associated reception or recreational facilities. 	<p>Tourist and visitor accommodation</p> <p>As above.</p>
<p>Motel</p> <p>A premises providing hotel-like accommodation with facilities for guests traveling with motor vehicles, and it may be licensed under the <i>Liquor Control Act 1988</i>.</p>	<p>Tourist and visitor accommodation</p> <p>As above.</p>
<p>Tourist Development</p> <p>means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide —</p> <ul style="list-style-type: none"> (a) short-term accommodation for guests; and 	<p>Tourist and visitor accommodation</p> <p>As above.</p>

Current LPS 15 Land Use and Definition to be deleted	New Land Use and Definition
(b) onsite facilities for the use of guests; and (c) facilities for the management of the development.	
Short Stay Accommodation means the accommodation of short stay guests providing on site facilities for the convenience of guests and, management of the development, where occupation by any person is limited to a maximum of 3 months in any 12-month period, and excludes any other use falling within a use class specifically defined in this scheme.	This land use is proposed to be deleted, as it is a broad term covering accommodation limited to a maximum of three months within a 12-month period. This is now encompassed under the general definition of 'Short-term Rental Accommodation'.

Table 2 Land Use Definition Changes

Zoning Table and Land Use Permissibility Changes

The various land use definitions outlined in Table 2 above for deletion will also be removed from the Zoning Table.

The following new land use definitions are required to be included within the Zoning Table as part of the subject amendment:

- Hosted Short-term Rental Accommodation
- Tourist and Visitor Accommodation
- Unhosted Short-term Rental Accommodation.

The permissibility proposed to be assigned to each of these land uses is shown in Table 3.

ZONES										
USE CLASSES	Residential	Town Centre	Commercial	Mixed Use	Mixed Business	Industrial	Service Station	Places of Public Assembly	Residential and Stables	Special Development
Hosted Short-term Rental Accommodation	P	P	P	P	P	X	X	X	P	P
Unhosted Short-term Rental Accommodation	A	A	A	A	X	X	X	X	A	A
Tourist and Visitor Accommodation	X	X	X	D	A	X	X	X	X	A

Table 3 Proposed land use permissibility for new land uses

The following justification is provided for the proposed permissibility's.

Hosted Short-term Rental Accommodation

Under the Regulations, this use is exempt from requiring development approval. Accordingly, Planning Bulletin 115/2024 recommends a 'P' permissibility be assigned where residential development is capable of approval. It is therefore proposed to apply this permissibility in the 'Residential,' 'Mixed Use,' 'Commercial,' 'Town Centre,' 'Residential and Stables,' and 'Special Development Precinct' zones.

Conversely, 'Hosted Short-term Rental Accommodation' is not considered appropriate in the 'Industrial,' 'Service Station,' or 'Places of Public Assembly' zones and is therefore proposed to be assigned an 'X' permissibility in these areas.

Unhosted Short-term Rental Accommodation

Planning Bulletin 115/2024 outlines that 'Unhosted Short-term Rental Accommodation' should be assigned the following permissibilities:

- 'A' in zones where any type of dwelling is capable of approval
- 'P' (Permitted) in Tourism zones
- 'X' in all other zones.

Consistent with this approach, this use is proposed to be assigned an 'A' designation in the 'Residential,' 'Town Centre,' 'Commercial,' 'Mixed Use,' 'Residential and Stables' and 'Special Development Precinct' zones.

This designation would require any proposal to be advertised to surrounding residents and landowners for comment prior to the application being determined.

Although dwellings may be considered in the 'Mixed Business' zone, 'Unhosted Short-term Rental Accommodation' is not considered appropriate due to the commercial and light industrial nature of the area and the potential for land use conflicts.

Tourist and Visitor Accommodation

This use is typically more intensive and operates at a larger scale than both 'hosted' and 'unhosted short-term rental accommodation'. Examples include motel operations and large-scale chalet developments, which generally involve a higher concentration of guests and more commercial-style management.

Given this, it is proposed to restrict the use to the 'Mixed Use,' 'Mixed Business' and 'Special Development Precinct' zones, with different permissibility

designations to reflect the nature of each area. This approach aligns with the current zones where the previous land uses could be considered.

In the 'Mixed Use' zone, which is predominantly located along Great Eastern Highway and has a stronger commercial focus, a 'D' designation is proposed. Whilst the use could be considered without advertising, this may be required depending on the specific circumstances and location of a proposal. In contrast, the 'Special Development Precinct' zone accommodates a broader mix of land uses. Due to this variability, an 'A' designation is proposed to ensure all proposals undergo public advertising.

An 'A' designation is also proposed for the 'Mixed Business' zone, consistent with the existing ability to consider Motel uses in this zone. This designation also provides the flexibility to assess the appropriateness of this use on a case-by-case basis, recognising that locations closer to Great Eastern Highway are likely to be more suitable due to their higher level of accessibility.

The use is proposed to be assigned an 'X' use in all other zones.

Other Changes

Parking

Tables 2 and 3 of LPS 15 contain car and bicycle parking requirements for the 'Motel' land use. As this land use is being deleted, reference to 'Motel' in the parking provisions will be removed.

In terms of the land uses proposed to be introduced into LPS 15, parking will need to be provided in accordance with LPP 19, which contains the below parking standards:

Dwelling type/ <u>Unit</u>	Location A ¹	Location B ²
1 bedroom dwelling/ <u>unit</u>	1 bay per dwelling/ <u>unit</u>	1 bay per dwelling/ <u>unit</u>
2+ bedroom dwellings/ <u>units</u>	1 bay per dwelling/ <u>unit</u>	2 bays per dwelling/ <u>unit</u>

¹Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop of a high-frequency route or within the defined boundaries of an activity centre.

²Location B: Not within Location A.

Table 4 – LPP 19 parking standards

Local Planning Policy No. 19 has been modified to include reference to 'unit' in the parking standards table to address situations where STRA is provided outside of a dwelling, such as in tourist or visitor accommodation. A point has also been included under the parking requirements to provide clearer guidance on how parking should be calculated for developments that include units or dwellings with separate, self-contained components on the same site. This ensures parking is calculated separately for these components, reflecting their individual functions.

Additional Uses

Local Planning Scheme No. 15 currently identifies 'Serviced Apartments' as an 'Additional Use' which can be considered at the following locations:

- 101, 103, 105, 107, 111 and 113 Orrong Road, Rivervale
- 289, 291A, 293 and 295 Orrong Road, Kewdale
- 2, 347 and 351 Orrong Road, Kewdale.

As this land use is proposed to be deleted, its reference as an 'Additional Use' will also be removed. An alternative form of STRA is not proposed as an 'Additional Use' for these sites. Most have already been developed, with the exception of 347 Orrong Road and 293 Orrong Road. 347 Orrong Road is owned by the State Government, who have not indicated any development intentions for the site. . In addition, there are no existing approvals or operations for 'Serviced Apartments' on any of these sites. This change does not preclude consideration of other forms of STRA at these sites, where permitted under the Scheme.

Amendment Classification

The Regulations define three types of Scheme amendments: 'basic,' 'standard,' and 'complex.' Clause 35(2) of the Regulations requires the local government to pass a resolution specifying the type of amendment and providing justification for its classification.

A Standard amendment is defined by the Regulations as:

- “(a) an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;
- (b) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
- (c) an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment;
- (ca) an amendment to the scheme to — (i) include a provision in the scheme that a specified planning code is to be read as part of the scheme; or (ii) provide for the modification of a planning code that is to be read as part of the scheme;
- (d) an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;

- (e) an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
- (f) an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;
- (g) any other amendment that is not a complex or basic amendment.”

The proposed amendment is considered to be a ‘standard’ amendment for the following reasons:

- The Amendment proposes changes to land use definitions and permissibility which align with the scheme's objectives for each zone.
- The Amendment would have minimal impact on land in the scheme area that is not the subject of the amendment, as it does not result in any significant environmental, social, economic, or governance impacts.
- Additionally, the amendment relates to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve.

Additionally, Planning Bulletin 115/2024, provides further guidance on amendment classifications. The bulletin outlines that if an amendment introduces or changes permissibility for STRA uses, it should generally be progressed as a ‘Standard’ amendment. The scope of Amendment No. 23 is considered to meet these considerations.

Advertising Period

The Regulations requires a ‘Standard’ Scheme Amendment to be advertised for a period of 42 days and a modification to a local planning policy to be advertised for a period of no less than 21 days. Due to the relationship between the Amendment and Policy modifications, it is proposed that these are advertised concurrently for a period of 42 days.

Conclusion

Amendment No. 23 aligns LPS 15 with the State planning framework by updating general and land use definitions and their associated permissibility. Modifications to LPP 19 reflect these changes, ensuring consistency in policy application. Given the scope of updates to LPS 15, the amendment is classified as a ‘Standard’ amendment.

Modifications to LPP 19 and Amendment No. 23 will be advertised concurrently to ensure a coordinated approach and streamline the consultation process.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The amendments to LPS 15 and LPP 19 aim to ensure that STRA uses are located and managed appropriately to protect the supply and amenity of long-term residential accommodation.

Attachment details

Attachment No and title
1. LPP 19 (Marked Up Version) [12.1.1 - 11 pages]



Local Planning Policy No. 19

Short-term Rental Accommodation



Publication date: 18/03/24

Local Planning Policy No. 19

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

1. Policy basis

The City of Belmont is an appealing location for short-term rental accommodation (STRA) uses due to its proximity to Perth Airport, the Perth CBD, Optus Stadium and the Swan River. Therefore, there is a need to ensure STRA uses are located and managed appropriately to protect the supply and amenity of long-term residential accommodation.

This Local Planning Policy contains the standards and objectives in which the City will assess applications for STRA.

2. Policy application

This Policy applies to development applications for STRA, ~~and Serviced Apartments.~~

STRA is the collective name given to holiday homes, units or apartments offered for short-term letting, often through an online booking platform or management agent.

STRA is either hosted (where a host is present) or unhosted (where guests have exclusive use of an entire house, unit or apartment). Commonly, they can be:

- a) a family holiday home, periodically offered as a short-term rental;
- b) a property purchased for the sole intent of operating a short-term rental operation; ~~and~~
- ~~c) spare bedrooms and areas within a home, offered to let on a short-term basis; and~~
- ~~e)d) motels and serviced apartments.~~

The land use definitions for the various forms of STRA and classification table is outlined in Section 7.

3. Policy exclusions

This Policy is not intended to apply to the following forms of traditional tourist accommodation and other forms of temporary accommodation that are subject to alternative guidance or legislation:

- ~~• Hotels and motels;~~
- Caravan parks (inclusive of chalets and cabins associated with this use);
- Lodging house and Boarding house;
- House swapping and house sitting;
- Personal use of a holiday home or the sharing of a holiday home with the owner's family and friends;
- Student exchange accommodation;
- Workforce accommodation; and
- Residential parks, park home parks, lifestyle villages.

4. Policy objectives

The objectives of this Policy are to:

- a) Provide guidance and standards for operators seeking to establish and operate STRA.
- b) Ensure STRA is appropriate for its location by being located near other short-term rental accommodation, ~~and~~ tourist accommodation uses ~~(such as and~~ hotels ~~and motels~~ along Great Eastern Highway) and accessible for visitors by being near a high frequency public transport stop along that road.
- c) Ensure STRA does not adversely impact on the character and amenity of the surrounding residential area or nearby residents.
- d) Safeguard the primary purpose of residential areas in providing residential dwellings which are affordable and available on a long-term basis.
- e) Ensure dwellings located within the flexible density coded areas which have been developed above the base density coding are providing long-term and affordable residential accommodation.

5. Terms used

Guest	A person who is accommodated within a short-term accommodation on a temporary basis for a fee but is not subject to a Residential Tenancy Agreement.
Host / Keeper	Means a person who permanently resides at the dwelling and is responsible for its upkeep and management of the accommodation. The host/keeper cannot reside on a different land parcel or in a different unit.
Anti-Social Behaviour	Means actions and behaviours that threaten the amenity of the locality, and includes but is not limited to swearing, shouting, abusive, threatening behaviour, raised voices, parties and loud music.
Strata Company	A body corporate constituted under section 32 of the Strata Titles Act 1985 whether for a strata scheme or a survey-strata scheme.
<u>Short-term Rental Arrangement</u>	<u>Means an arrangement under which:</u> <u>(a) a dwelling, or part of a dwelling, is provided for occupation by a person; and</u> <u>(b) the person occupies the dwelling, or part of the dwelling, for a period or periods not exceeding a total of 3 months in any 12-month period</u>

6. Accompanying information

Pursuant to Clause 63(1)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an application for development approval for any STRA use is to include the submission of a detailed Management Plan and Code of Conduct that addresses, but is not limited to, the following matters:

6.1. Management plan

The Management Plan is to address, but is not limited to, the following:

- Control of anti-social behaviour and the potential conflict between guests and permanent residents of the area;
- Minimum and maximum lengths of stay;
- Maximum occupancy limit, six guests or one family to a maximum of two people per bedroom;
- Guest arrival and departure procedures;
- Car parking management;
- Complaints management and after-hours complaints procedure including:
 - Nature of complaint
 - Date and time of complaint
 - Complainant
- Description of how complaint was addressed and whether feedback was provided to complainant.
- The provision of a contact telephone number of the accommodation owner and operator to neighbouring properties for business-hours and after-hours complaints; and
- Explanation of how guests are informed of the Code of Conduct prior to and on arrival.

6.2. Code of conduct

The Code of Conduct is to address, but is not limited to, the following matters:

- The expected behaviour of guests.
- Periods of 'quiet time', including between 10pm to 7am;
- Parties are not permitted;
- Reasonable noise expectations (in compliance with the *Environmental Protection (Noise) Regulations 1997*);
- Details regarding guest check-in and check-out procedures;
- Expected control and maintenance of pets (if permitted at the property);
- Details of any car parking restrictions applicable to the area, and clarification on:
 - the maximum number of vehicles that can park on a property; and
 - that parking on surrounding properties and within the street and verge area is not permitted;
- Details regarding waste management which specifies the expectations on guests about general rubbish and bin collection;

- Rules and maintenance relating to the use of all common property and common facilities (if applicable);
- Information on relevant strata by-laws (if applicable);
- Emergency contact information;
- Contact details of emergency services, the City's Rangers Department and the Belmont Community Watch; and
- Implications of breaching the code of conduct.

The Code of Conduct shall be provided in the form of an information booklet for guests at the accommodation, and online prior to arrival.

6.3. Complaint register

A complaints register should accompany any application proposing to amend or extend an existing approval.

6.4. Strata approval

For STRA proposals, the signature from all lot owners who own an undivided share of the Common Property in accordance with the Strata Titles Act 1985 is needed.

7. Land use definitions and classification table

The City's Local Planning Scheme No. 15 (LPS 15) contains the following general definition for ~~Short-term~~ Rental ~~a~~Accommodation:

~~"Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12-month period."~~

- (a) "Means a dwelling provided, on a commercial basis, for occupation under a short-term rental arrangement; but
- (b) Does not include a dwelling that is, or is part of, any of the following:
 - i. An aged care facility as defined in the Land Tax Assessment Act 2002 section 38A(1);
 - ii. A caravan park
 - iii. A lodging-house as defined in the Health (Miscellaneous Provisions) Act 1911 section 3(1);
 - iv. A park home park;
 - v. A retirement village as defined in the Retirement Villages Act 1992 section 3(1);
 - vi. A workforce accommodation."

LPS 15 defines various STRA land uses and outlines the associated permissibility as per the Zoning Table. If a defined land use is not contained within the Zoning Table, it will be treated as a 'Use Not Listed' and advertised accordingly.

The types of STRA that are subject to this policy are defined as follows:

Land use	LPS 15 definition	Characteristics and application
Short-stay accommodation	Means the accommodation of short stay guests providing on-site facilities for the convenience of guests and, management of the development, where occupation by any person is	This use shall apply where only a singular dwelling in a Grouped or Multiple Dwelling

	limited to a maximum of three months in any 12 month period and excludes any other use falling within a use class specifically defined in this scheme.	development is proposed for STRA.
Bed and breakfast	Means a dwelling — (a) — Used by a resident of the dwelling to provide short-term accommodation, including breakfast, on a commercial basis for not more than 4 adult persons or one family; and (b) — containing not more than 2 guest bedrooms.	This must be hosted accommodation, with the host of the accommodation residing at the premises at all times while the Bed and Breakfast is in operation. There should be access to a separate bathroom provided for guests, as well as access to a dining area and laundry facilities. This use may occur within a single house, grouped dwelling or multiple dwelling.
Holiday accommodation	Means two or more dwellings on one lot used to provide short stay accommodation for persons other than the owner of the lot.	Applies to Grouped Dwelling and Multiple Dwelling developments where two or more dwellings are proposed to be used for short term accommodation.
Holiday house	Means a single dwelling on one lot used to provide short stay accommodation but does not include a bed and breakfast.	This use shall apply to Single House developments, where the whole house is proposed to be used for the purposes of short term accommodation.
Serviced apartments	Means a group of units or apartments providing — (a) — self-contained short stay accommodation for guests; and (b) — any associated reception or recreational facilities.	Applications for serviced apartments shall include either an associated reception or recreational facilities as per the below: <u>Reception</u> An entrance, foyer or lobby, with a reception desk which shall be attended by staff. <u>Recreational Facilities</u> Amenities such as a sporting court, health studio, gym, pool, sauna, playground or games room.

<p><u>Hosted Short-term Rental Accommodation</u></p>	<p><u>means any of the following —</u></p> <p><u>(a) short-term rental accommodation where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the dwelling, resides at the same dwelling during the short-term rental arrangement;</u></p> <p><u>(b) short-term rental accommodation that is an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the other dwelling on the same lot, resides at that other dwelling during the short-term rental arrangement;</u></p> <p><u>(c) short-term rental accommodation that is a dwelling on the same lot as an ancillary dwelling where the owner or occupier, or an agent of the owner or occupier who ordinarily resides at the dwelling, resides at the ancillary dwelling during the short-term rental arrangement.</u></p>	
<p><u>Tourist and visitor accommodation</u></p>	<p><u>(a) means a building, or a group of buildings forming a complex, that —</u></p> <p><u>(i) is wholly managed by a single person or body; and</u></p> <p><u>(ii) is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and</u></p> <p><u>(iii) may include on-site services and facilities for use by guests; and</u></p> <p><u>(iv) in the case of a single building — contains more than 1 separate accommodation unit or is capable of accommodating more than 12 people per night;</u></p> <p><u>and</u></p>	

	<p>(b) <u>includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest's stay by the owner or manager of the apartment or an agent of the owner or manager; but</u></p> <p>(c) <u>does not include any of the following —</u></p> <p>(i) <u>an aged care facility as defined in the <i>Land Tax Assessment Act 2002</i> section 38A(1);</u></p> <p>(ii) <u>a caravan park;</u></p> <p>(iii) <u>hosted short-term rental accommodation;</u></p> <p>(iv) <u>a lodging-house as defined in the <i>Health (Miscellaneous Provisions) Act 1911</i> section 3(1);</u></p> <p>(v) <u>a park home park;</u></p> <p>(vi) <u>a retirement village as defined in the <i>Retirement Villages Act 1992</i> section 3(1);</u></p> <p>(vii) <u>a road house;</u></p> <p>(viii) <u>workforce accommodation.</u></p>	
<u>Unhosted short-term rental accommodation</u>	<p><u>means short-term rental accommodation that —</u></p> <p>(a) <u>is not hosted short-term rental accommodation; and</u></p> <p>(a) <u>accommodates a maximum of 12 people per night.</u></p>	

8. Assessment criteria

STRA and Serviced Apartments will generally only be supported where the following criteria (Section 8.1 to 8.5) are met:

8.1. Location

- Within 400 metres of a high frequency public transport stop located on Great Eastern Highway and an existing short-term rental accommodation, tourist accommodation use (i.e. hotel) or hotel on Great Eastern Highway.

8.2. Car parking

Car parking must be provided in accordance with the below minimum standards:

Dwelling type/ <u>Unit</u>	Location A ¹	Location B ²
1 bedroom dwelling/<u>unit</u>	1 bay per dwelling/ <u>unit</u>	1 bay per dwelling/ <u>unit</u>
2+ bedroom dwellings/<u>units</u>	1 bay per dwelling/ <u>unit</u>	2 bays per dwelling/ <u>unit</u>

¹Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop of a high-frequency route or within the defined boundaries of an activity centre.

²Location B: Not within Location A.

- For the purpose of calculating parking requirements, any dwelling or accommodation unit that either functions or has the ability to function as two separate and independent dwellings, such as having its own entrance, kitchen, or bathroom facilities, will be treated as separate dwellings or accommodation units.
- All car parking associated with the use must be wholly contained on the subject site.
- Strata and community title developments must not rely on the use of visitor car parking bays.
- A Transport Impact Statement or Assessment will be required in support of proposals in the instances outlined in the Department of Planning, Lands and Heritage Transport Impact Assessment Guidelines.

8.3. Amenity

- The City will evaluate the potential amenity impacts of each STRA proposal, considering their individual circumstances and the specific local context.
- STRA proposals that detrimentally impact the surrounding locality's amenity will not be supported.
- The evaluation of a proposal will focus on the inherent suitability of each proposed use, as presented in the application, with specific attention to its details and how it impacts amenity of the locality. Conditions of approval should not be used to support proposals that are inherently unsuitable.
- In reviewing STRA proposals, the City will assess proposed management measures to consider if they are reasonable, enforceable, and effective in maintaining amenity.
- STRA proposals must, at a minimum, demonstrate compliance with the Environmental Protection (Noise) Regulations 1997. However, compliance does not automatically translate

into acceptable noise impacts from a planning amenity perspective. The City will consider factors such as arrival times, use of outdoor areas, proximity to adjoining dwellings, and other relevant aspects.

8.4. Strata developments

- For lots that have 2 or more proposed STRA land uses, there will be the requirement to have appointed on-site personnel, or demonstrate modern technology will be used, for access control and monitoring.

8.5. Instances in which STRA will not be supported

Applications for STRA will not be supported in the following instances:

- a) Applications within multiple dwelling complexes proposing ad hoc STRA uses will not be supported. Instead, applications should seek to change the use of entire floors to ensure separation of uses within a building.
- b) STRA applications will not be supported where associated with a grouped dwelling which has a lot size of less than 350m².
- c) STRA will not be supported on flexible residential density coded sites which have been developed above the base density code.
- d) In the 'Residential and Stables' zone.
- e) Within 400m of a school.

9. Development approval

9.1. Approval period

If approved, the City will issue a time-limited approval of up to 12 months in the first instance. This approval will be of no further effect unless the City resolves to grant approval to a new development application, amends the original approval to delete the condition(s) limiting the time of approval or extends the terms of the approval under Clause 77 of the Deemed Provisions.

Where the Local Government is satisfied the STRA has been appropriately managed, an approval of the renewal application for a period of up to three years may be granted. In determining this, the City would have regard to the performance of the accommodation over the previous period, and if not satisfactory, the application may not be supported.

9.2. Conditions

In approving an application for development approval, the City may impose conditions including, but not limited to the following:

- There shall be no more than six short-stay guests or one family residing at the property at any one time to a maximum of two people per room.
- The whole property is to be rented as one booking only. No bedrooms or other areas of the house are to be rented on an individual basis.
- Prior to commencement of the use, the landowner shall implement the approved Management Plan (as well as any subsequently update and approved versions of the Management Plan) to the satisfaction of the City.

- The STRA operator shall supply the emergency contact details of the management agent or owner to address complaints from surrounding residents that require urgent attention.
- The landowner shall maintain a complaint register and outline the measures taken to address any complaints.
- The minimum length of stay.

9.3. Other approvals

This policy does not exempt STRA from the requirement to obtaining any other necessary approvals, including, but not limited to building or health approvals.

Governance references

Statutory compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry compliance	
Organisational compliance	
Process links	

Local planning policy administration

Directorate	Officer title	Contact
Development and Communities	Manager Planning Services	9477 7222

Document date	Review Cycle	Next due
	Triennial	

Version	Decision to advertise	Decision to adopt	Synopsis

12.2 Local Planning Policy No. 11 - Public Art Contribution

Voting Requirement	:	Simple Majority
Subject Index	:	LPP15/011 – LPP11 – Public Art Contribution
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	23 April 2024 Ordinary Council Meeting Item 12.2 26 November 2024 Ordinary Council Meeting Item 12.1
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Legislative	Includes adopting local laws, local planning schemes and policies.
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Purpose of report

For Council to consider Local Planning Policy No. 11 – Public Art Contribution (LPP 11) for final adoption following public advertising.

Summary and key issues

- Local Planning Policy No. 11 requires developments valued over \$4.5 million within specified precincts contribute at least 1% of the total construction cost towards public art.
- Although the Policy has operated effectively over time, it has not undergone substantive review since its adoption in 2011. A review of LPP 11 was undertaken with key changes made relating to:
 - Revised policy objectives;
 - Modified precinct areas;
 - Clarification on cash contributions in lieu of onsite public art; and
 - Clarification on the value of public art for significant developments.
- Council adopted the revised LPP 11 for public advertising at the Ordinary Council Meeting (OCM) on 23 April 2024.

- Draft LPP 11 was advertised from 16 May 2024 to 7 June 2024 (23 days), with one submission received.
- Following advertising and consideration of the submission received, the draft Policy was reviewed with the following modifications proposed:
 - References to the City’s Public Art Management Plan and Public Art Guidelines have been included.
 - Provisions have been simplified and refined to improve clarity.
 - Definitions of key terms have been refined.
 - An additional provision which clarifies that where art is integrated into a development, the art contribution must be in addition to the overall cost of the development.
 - Administrative modifications.
- Council considered the draft Policy and proposed modifications following public advertising at the 26 November 2024 OCM. At that meeting, Council resolved to refer the item to an Information Forum for further discussion on the proposed public art threshold and precinct areas.
- This has occurred and no further modifications are proposed to the draft Policy. It is recommended that Council adopt the revised LPP 11 contained as Attachment 12.2.1.

Officer Recommendation

That Council:

1. Adopts the revised Local Planning Policy No. 11 ‘Public Art Contribution’ in accordance with Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA).
2. Directs the Chief Executive Officer to:
 - a) Notify the submitter of Council’s resolution.
 - b) Publish a notice in the PerthNow newspaper.
 - c) Display Local Planning Policy No. 11 on the City’s website.
 - d) Make any changes to Local Planning Policy No. 11 which are necessary for administrative efficacy and clarity.

Location

The revised LPP 11 identifies various precincts for public art provision, as illustrated in Figure 1 below. These precincts generally represent significant redevelopment areas, activity centres and business precincts.

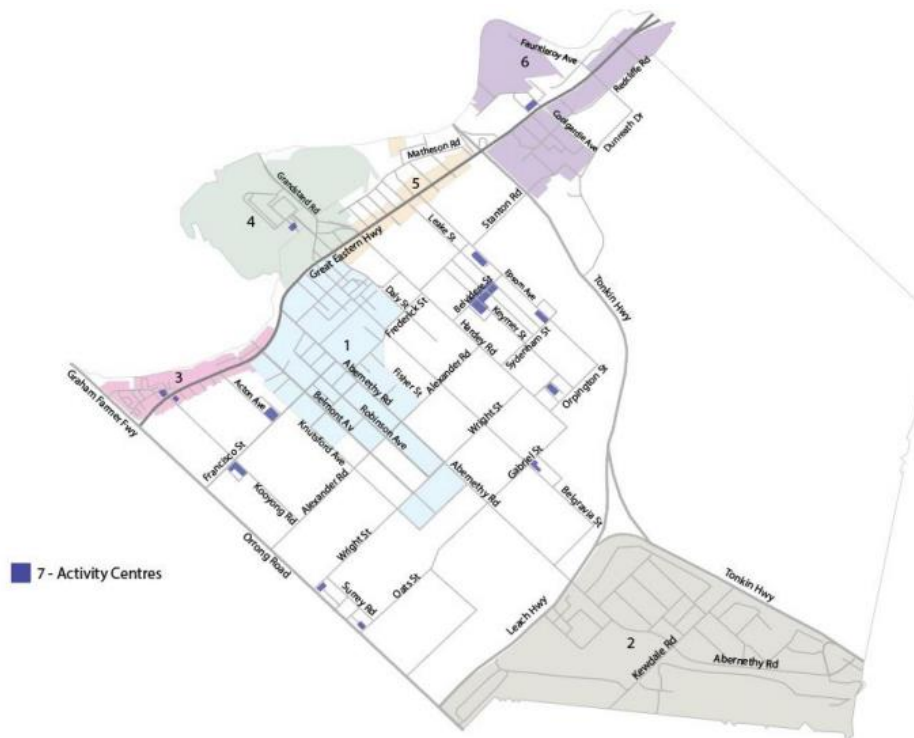


Figure 1: Revised LPP 11 Public Art Precincts

Consultation

The revised LPP 11 was advertised from 16 May 2024 to 7 June 2024 (23 days), by way of:

- Publishing a public notice in the PerthNow newspaper on 16 May 2024.
- Displaying a public notice and information on the City's website. The City received one submission during the advertising period.

The key points raised in this submission relate to:

- The wording of Policy definitions.
- A threshold for public art being included, to require contributions above a certain amount to be provided as a cash contribution.
- Increased discounts on cash contributions to incentivise this form of contribution. The Report section discusses these key points further.

A summary of this submission and the associated officer response is contained in the previous agenda item contained as Attachment 12.2.2.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

Key Performance Area: Place

Outcome: 7. Attractive and welcoming places.

Policy implications

Local Planning Policy No. 11 – Public Art Contribution

Local Planning Policy No. 11 establishes a basis for developers to provide and/or contribute towards public art through the development approval process. Should Council adopt the revised LPP 11, it will supersede the existing policy.

Public Art Management Plan

The Public Art Management Plan provides a framework for developing, commissioning, and managing public art in the City of Belmont. It guides how cash contributions from developers and City-led investments can be allocated to enhance public spaces, reflecting the City's heritage, transformation, and future vision. The Plan aims to facilitate public art projects which are strategically aligned with the City's goals, supports economic growth and tourism, and encourage community engagement. Additionally, the Plan outlines the approval process for public art proposals.

Statutory environment

The procedure for making and amending a local planning policy is outlined under Schedule 2, Part 2, Clauses 3 to 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA).

Background

The inclusion of 'percent for art' requirements is a long standing and accepted element of the Western Australian planning framework.

In 2011, Council adopted the City's Public Art Local Planning Policy. Under LPP 11, developers must contribute to public art if their project costs more than \$4.5 million and is in a designated precinct. The contribution is 1% of the development cost and can be met by either installing public art on the site or paying into the City's Public Art Reserve.

A review of LPP 11 was initiated to ensure it remains contemporary and effective. At the 23 April 2024 OCM, Council endorsed the revised LPP 11 for public advertising. Draft LPP 11 was advertised from 16 May 2024 to 7 June 2024. At the 26 November 2024 OCM, Council considered the item but resolved to refer it to an Information Forum for further discussion on the public art threshold and the identified precinct areas. Further discussion on these matters is provided in the Report section below.

Report

The matters raised in the submission and the proposed modifications to the Policy, along with the reasons for these changes, are outlined in the previous report item contained as Attachment 12.2.2. In light of Council's resolution to defer the item for further discussion on the public art threshold and precinct areas, these matters are addressed below.

Public Art Threshold

Local Planning Policy No. 11 requires developers to contribute to public art where the development cost is \$4.5 million or more, and the site is located within an identified precinct area. At the 26 November 2024 OCM, questions were raised about whether the \$4.5 million threshold remains appropriate and whether a lower threshold should be considered, noting that some other local governments apply a lower threshold value. In considering this matter, the following points are relevant:

- Since the adoption of the City's Percent for Art Local Planning Policy in 2011, there have been significant increases in construction costs. According to the Australian Bureau of Statistics, the Producer Price Index for non-residential building construction in Western Australia rose by approximately 51% between 2011/2012 and the December quarter of 2024. Given this escalation, it is considered that maintaining or increasing the threshold could be contemplated, however there is no basis for reducing it in this context. Retaining the current \$4.5 million threshold is considered reasonable as it continues to apply to an appropriate scale of development that has a clear nexus to public art outcomes.
- The \$4.5 million threshold originally aligned with the value that constituted significant development under the City's 2011 Planning Delegations. At that time, developments exceeding this amount could not be approved under officer delegation, reinforcing that it represented a significant scale of development.
- The intent of the Public Art Policy is to ensure that public art contributions are tied to developments where a clear nexus exists between the scale of and the delivery of public art outcomes. The policy is not intended to operate as a general financial contribution mechanism, but rather as a

means of embedding cultural and artistic value into the built environment in a way that is proportionate and planning-led.

This approach is consistent with the findings of the State Administrative Tribunal in *BGC (Australia) Pty Ltd and the Presiding Member of the Metropolitan East Joint Development Assessment Panel [DR 87 of 2018]*, which reaffirmed that public art conditions must serve a proper planning purpose, demonstrate a clear connection to the proposed development, and be reasonable in scope and application.

- Requiring public art contributions from smaller-scale developments particularly those outside activity centres or not involving significant activity-generating land uses may not satisfy these tests. This could expose the City to challenges in the State Administrative Tribunal (SAT), as has occurred elsewhere.
- Lowering the threshold may also result in unintended consequences including:
 - Capturing developments that do not reasonably generate a need for public art;
 - Imposing additional financial burden on marginal developments, potentially impacting project feasibility and affordability;
 - Reducing capacity to achieve better overall design or liveability outcomes, if resources are diverted to meet public art requirements; and
 - Creating situations where the Policy technically requires art, but a valid planning condition cannot be imposed.
- Some local governments have adopted lower thresholds for public art contributions to align with the State Government's Public Art Policy, which applies to public buildings valued at \$2 million or more. It is important to note that this threshold was introduced in 1989.
- The SAT confirmed in the case of *BGC (Australia) Pty Ltd and the Presiding Member of the Metropolitan East Joint Development Assessment Panel [DR 87 of 2018]* that the State Public Art Policy applies specifically to government projects, not private development. Applying the same benchmark to private proposals is not a valid comparison and should not form the basis of the City's policy position. There is a distinct difference between government projects, which are inherently public buildings that are publicly funded, and private proponent-led developments. It is not considered appropriate to seek to hold private individuals to similar requirements.
- While it is useful to be aware of the approaches taken by other local governments, thresholds adopted elsewhere should be considered with care. Local Planning Policies do not require State Government approval, and as such, may be unique to a particular local government area. Some

approaches may not reflect best practice across the board and could be difficult to enforce if applied in a different local government context.

Having regard to the above points, it is recommended that the existing \$4.5 million contribution threshold be retained.

Public Art Precinct Areas

At the November 2024 OCM, queries were raised regarding the rationale for identifying specific precinct areas in the Local Planning Policy, rather than applying the public art requirement across the entire local government area.

The selected precincts reflect key nodes and areas of activity, where there is a clear and direct relationship between development intensity, place character, and opportunities for public art to enhance the public realm. These locations also represent the areas where the highest levels of activity are generated, and where the contribution of public art can have the greatest impact and visibility. As such, the approach ensures a fair and reasonable nexus between the development and the requirement to provide public art.

Applying the requirement more broadly across all land in the City would not be equitable or appropriate. This is particularly the case in areas with lower development intensity or limited street-level activity, where there is no clear connection between the development and any resulting public art benefit.

Therefore, no further changes are proposed to the precinct areas.

Conclusion

It is recommended that Council adopts the revised LPP 11 contained as Attachment 12.2.1.

Financial implications

The draft LPP 11 allows for developers to provide a cash contribution to the City in lieu of delivering public art on their development site. Contributions are paid into the City's Public Art Reserve and will then be expended in accordance with the City's Public Art Management Plan.

The adoption of the Policy is not contingent upon the Public Art Management Plan, as LPP 11 simply serves as the initial trigger for contributions.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The provision of public art within the City can positively contribute to enhancing a sense of community and wellbeing, improving the overall vibrancy of the City of Belmont.

Attachment details

Attachment No and title	
1.	Local Planning Policy No 11 Public Art Contribution Tracked Changes Copy [12.2.1 - 7 pages]
2.	26 November 2024 OCM Minutes - Item 12.1 - Local Planning Policy No. 11 – Public Art Contribution [12.2.2 - 17 pages]



Local Planning Policy

No. 11

Public Art Contribution



Publication date: 11/12/24

Local Planning Policy No. 11

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

1. Policy Basis

The City of Belmont recognises that public art enhances the utility, amenity and identity of the municipality.

This Policy establishes a basis for developers to provide and/or contribute towards public art through the development approval process. The Policy outlines the objectives and standards which the City will use to evaluate public art proposals and the approval process.

[This Policy should be read in conjunction with the City of Belmont's Public Art Management Plan and Public Art Guidelines.](#)

2. Policy Application

This Policy requires landowners to make a 1% public art contribution where:

- (i) The estimated construction value of their development exceeds \$4.5 million; and
- (ii) The development proposal is located within a Public Art Precinct identified in Figure 1 of this Policy.

3. Policy Area

The Policy Area consists of the following Public Art Precincts which are illustrated in Figure 1:

1. Civic, Town Centre and Mixed Business Precinct
2. Kewdale Industrial Precinct
3. The Springs Special Development Precinct and surrounding areas along Great Eastern Highway
4. Golden Gateway, Ascot Waters and Ascot Racecourse Precinct
5. Great Eastern Highway and Ascot Inn Precinct
6. Garvey Park, Redcliffe Station (DA6) and Redcliffe Industrial Precinct
7. Local and Neighbourhood Centres*

~~*Cash in lieu payments will be expended within the activity centre from which they were received, subject to suitable locations for public art being available.~~



Figure 1: Public Art Precincts

The Public Art Precincts encompass key areas and future landmark locations within the City which accommodate or are proposed to accommodate increased levels of residents, employees or visitors. Contributions will increase the amenity, quality and appearance of these precincts and the surrounding environment.

4. Policy Objectives

- 4.1 To enhance a sense of place by encouraging public art forms which provide an interpretation and expression of the local area's culture, environment and built heritage.
- 4.2 To encourage innovation and creativity, and the community to interact with their environment and local cultural identity.
- 4.3 To improve legibility by introducing public art which assists in making streets, open spaces and buildings more identifiable.
- 4.4 To improve visual amenity ~~through the use of~~ using public art to screen unattractive views and improve the appearance of the public realm.

- 4.5 To create local landmarks acting as focal points for the City, enhancing public enjoyment, and understanding of places through the public's exposure to and understanding of public art.
- 4.6 To ensure that there is equitable access to public art by placing it in locations that are accessible to all members of the community.
- 4.7 To enhance the functionality and utility of public spaces by incorporating public art into the urban landscape.
- 4.8 To require or impose a levy for contributions for the placement of public artwork in accordance with the [City of Belmont's Public Art Management Plan and Public Art Guidelines](#).

5. Policy Definitions

The meaning of specific words and expressions used in this Policy are given below.

Public Art

The artistic expression and integration of a professional artist's concepts into areas which are capable of being viewed and appreciated by the public.

Public art is generally site specific and can include:

- Sculptures.
- Artwork features or enhancements.
- Murals or mosaic-covered floors, walls or walkways.
- [Multimedia including sound, video projection or lighting](#).

Public art does not include:

- Business or advertising logos and signage
- Supergraphics or colour coding;
- Mass produced objects such as fountains, statues or playground equipment.
- Art reproductions or mass-produced art.
- Landscaping or generic hardscaping elements which would normally be associated with the development.
- Services or utilities necessary to operate or maintain artworks.
- Architectural features located on a building.

Public Realm

The public realm refers to [outdoor](#) spaces accessible to the wider public, including parks, road reserves, and other publicly accessible [outdoor](#) areas [both indoors and outdoors](#).

Professional Artist*

A practicing visual artist who satisfies a minimum of two of the following criteria:

- Has completed a university degree or minimum 3-year full time TAFE diploma in fine art, visual art or multimedia forms of art;
- Has a track record of exhibiting ~~ingion~~ artwork at reputable art galleries selling the work of professional artists;
- Has had work ~~purchased~~ acquired by major public collections or university collections ~~or Artbank; or~~
- Earns more than 50% of their income from teaching art, selling art or undertaking public art commissions.

~~* This definition can be varied at the discretion of the City, in instances where it may be appropriate for an Indigenous or emerging artist to be engaged on a project. Depending on the specific needs and context of a project, the City may, at its discretion, allow individuals who do not meet the formal classification of a professional artist to produce artwork to satisfy the requirements of this Policy.~~

Cash Contributions

Refers to cash-in-lieu funds contributed from developers to provide public art as part of development requirements. These funds are accepted by the City to then deliver public art projects within the Public Art Precincts.

Construction Value

The total estimated cost of carrying out a development. This is generally the estimated cost of development as stated on a building permit application.

6. Policy Statement

6.1 Contribution Requirements

6.1.1 The City of Belmont requires all development proposals within the precincts identified in Figure 1 of a value greater than \$4.5 million to contribute no less than one percent of the total construction value towards public art. This contribution can be fulfilled by:

- (i) Providing public art on the development site commissioned by a professional artist. Other locations will only be contemplated when approved by the City's planning department on advice from the relevant advisory panel; or
- (ii) Making a cash contribution towards public art in lieu of (i) above and in accordance with the City's of Belmont's Public Art Management Plan and Public Art Guidelines; or
- (iii) A combination of both (i) and (ii).

6.1.2 For developments of significant value (greater than \$100 million), the City may apply a flexible approach to the standard artwork contribution requirement, subject to a proposal being supported by a Public Art Strategy and demonstrating that public art outcomes on the site meet the Policy objectives.

- 6.1.3 Where the Building Permit value is higher than the Development Application value, the higher of the two shall apply when calculating the public art contribution.

6.2 Public Art on development site

- 6.2.1 Prior to submission of a Building Permit, details of the public art proposal shall be provided to the City for approval in accordance with this Policy and thereafter installed prior to the occupation or use of the development.
- 6.2.2 Where public art is located on a private development site, this shall be maintained by the owners of the land for the life of the development.
- 6.2.3 Where art is proposed to be delivered on a site where the development is proposed to be completed in stages, a public art strategy shall be submitted to demonstrate how art can be delivered equitably across the relevant stages.

6.3 Cash Contributions

- 6.3.1 Where a developer elects, cash contributions ~~from private developers~~ will be accepted into the City's Public Art Reserve in accordance with the procedures detailed in the City of Belmont's Public Art Management Plan and Public Art Guidelines.
- 6.3.2 Funds will be used to deliver City art projects or to maintain civic art installations within the activity centre or relevant public art precincts from which the contributions were collected. This is subject to suitable locations for public art being available.
- 6.3.3 Developers providing an entire cash contribution to the City's Public Art Reserve are eligible for a 10% reduction on the Policy requirement. The maximum discount for eligible cash in lieu contributions is limited to \$10,000.
- 6.3.4 Contributions amounting to \$50,000 or less are encouraged to be paid as a cash contribution to the Public Art Reserve.
- 6.3.5 Where art is integrated into a development, the art contribution amount must be provided in addition to the overall cost of the development.
- ~~6.3.5 Cash in lieu payments eligible for the 10% discount will be accepted for developments with a cost up to a maximum of \$10 million; the maximum discount for eligible cash in lieu contributions is limited to \$10,000.~~
- ~~6.3.6 Cash in lieu payments will be expended within the activity centre or the public art precinct from which they were received, subject to suitable locations for public art being available.~~

6.4 Circumstances for Refunds of Cash-in-lieu Contributions

6.4.1 Cash-in-lieu contributions will only be refunded where it has been paid prior to the commencement of the development in the following circumstances:

- (i) The development is no longer proceeding; and
- (ii) The landowner/developer provides the City with a statutory declaration stating that the development will not be proceeding.
- (iii) An amendment to a development application results in the value of the development becoming less than the required contribution value. The City may require verification of this via an independent quantity surveyor report, or building contracts; and
- (iv) The landowner/developer provides the City with a statutory declaration confirming the amended cost of the development.

6.5. Separate Approval Generally Not Required for Public Art

Public Art, where provided on a development site in fulfilment of a condition of development approval, shall not require a further development approval.

Governance references

Statutory compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry compliance	
Organisational compliance	
Process links	Public Art Management Plan Public Art Guidelines

Local Planning Policy Administration

Directorate	Officer Title	Contact
Development and Communities	Manager Planning Services	9477 7222

Document Date	Review Cycle	Next Due
	Triennial	

Version	Decision to advertise	Decision to adopt	Synopsis
1	25/11/2008 Special Council Meeting (Item 6.1)	14/02/2011 Special Council Meeting (Item 10.1)	
2	23/04/2024 Ordinary Council Meeting (Item 12.2)		

Cr Sessions disclosed at Item 3 of the Agenda “Disclosure of Interest” an Impartiality Interest in the following item in accordance with Regulation 22 of the *Local Government (Model Code of Conduct) Regulations 2021 (WA)*.

12.1 Local Planning Policy No. 11 - Public Art Contribution

Voting Requirement	: Simple Majority
Subject Index	: LPP15/011 – LPP11 – Public Art Contribution
Location/Property Index	: N/A
Application Index	: N/A
Disclosure of any Interest	: N/A
Previous Items	: 23 April 2024 Ordinary Council Meeting Item 12.2 (Policy adopted for advertising)
Applicant	: N/A
Owner	: N/A
Responsible Division	: Development and Communities

Council role

Legislative

Includes adopting local laws, local planning schemes and policies.

Purpose of report

For Council to consider Local Planning Policy No. 11 – Public Art Contribution (LPP 11) for final adoption following public advertising.

Summary and key issues

- Local Planning Policy No. 11 requires that developments valued over \$4.5 million within specified precincts contribute at least 1% of the total construction cost to public art.
- While the Policy has operated satisfactorily over time, it has not had a substantive review since it was originally adopted in 2011. A review of LPP 11 was undertaken with key changes made relating to:
 - Revised policy objectives;
 - Modified precinct areas;
 - Clarification on cash contributions in lieu of onsite public art; and
 - Clarification on the value of public art for significant developments.

- Council adopted the revised LPP 11 for public advertising at the Ordinary Council Meeting (OCM) on 23 April 2024.
- Draft LPP 11 was advertised from 16 May 2024 to 7 June 2024 (23 days), with one submission received.
- Following advertising and consideration of the submission received, the draft Policy has been reviewed with the following modifications :
 - References to the City’s Public Art Management Plan and Public Art Guidelines have been included.
 - Provisions have been simplified and refined to improve clarity.
 - Definitions of key terms have been refined.
 - An additional provision which clarifies that where art is integrated into a development, the art contribution must be in addition to the overall cost of the development.
 - Administrative modifications.
- The revised LPP 11 establishes a contemporary framework for public art within the City and offers improved guidance for developers to meet their public art obligations.
- It is recommended that Council adopt the revised LPP 11 contained as Attachment 12.1.1.

Officer Recommendation

That Council:

1. Adopts the revised Local Planning Policy No. 11 ‘Public Art Contribution’ in accordance with Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*.
2. Directs the Chief Executive Officer to:
 - a) Notify the submitter of Council’s resolution.
 - b) Publish a notice in the PerthNow newspaper.
 - c) Display Local Planning Policy No. 11 on the City’s website.
 - d) Make any changes to Local Planning Policy No. 11 which are necessary for administrative efficacy and clarity.

Note:

Cr Sessions put forward the following Procedural Motion.

Procedural Motion

Sessions moved, Harris seconded

In accordance with the *Standing Orders Local Law 2017* section 11.1(g) this item is to be referred back to an Information Forum for further discussion.

Carried Unanimously 7 votes to 0

For: Davis, Harris, Kulczycki, Marks, Rossi, Ryan and Sessions

Against: Nil

Location

The revised LPP 11 identifies various precincts for public art provision, as illustrated in Figure 1 below. These precincts generally represent significant redevelopment areas, activity centres and business precincts.

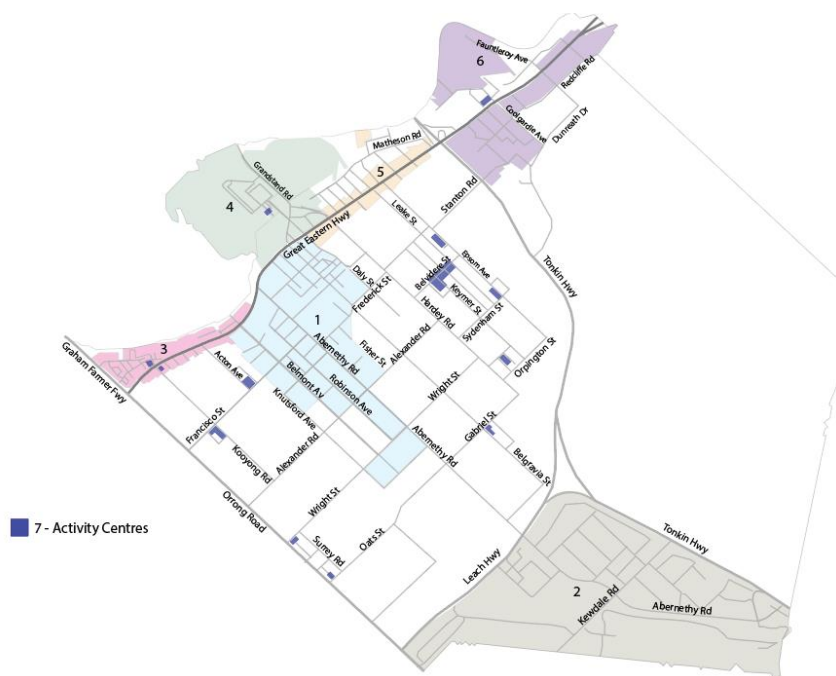


Figure 1: Revised LPP 11 Public Art Precincts

Consultation

The revised LPP 11 was advertised from 16 May 2024 to 7 June 2024 (23 days), by way of:

- Publishing a public notice in the PerthNow newspaper on 16 May 2024.
- Displaying a public notice and information on the City's website.

The City received one submission during the advertising period. The key points raised in this submission relate to:

- The wording of Policy definitions.
- A threshold for public art being included, to require contributions above a certain amount to be provided as a cash contribution.
- Increased discounts on cash contributions to incentivise this form of contribution.

The Report section discusses these key points further.

A summary of this submission and the associated officer response is contained as Attachment 12.1.2.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

Key Performance Area: Place

Outcome: 7. Attractive and welcoming places.

Policy implications

Local Planning Policy No. 11 – Public Art Contribution

Local Planning Policy No. 11 establishes a basis for developers to provide and/or contribute towards public art through the development approval process. The Policy outlines the objectives and standards which the City will use to evaluate public art proposals and the approval process.

Should Council adopt the revised LPP 11, it will supersede the existing policy.

Public Art Directions and Masterplan 2011

The Masterplan provides guidance on the delivery of public art throughout the City. Specifically, the Masterplan outlines the process that private developers shall follow when required to provide public art in accordance with LPP 11.

The Masterplan has been reviewed and a new Public Art Management Plan and Public Art Guidelines have been drafted to further support the revised LPP 11, particularly regarding the process for collecting and spending cash contributions. These draft documents will be presented to Council at a future meeting.

Statutory environment

The procedure for making and amending a local planning policy is outlined under Schedule 2, Part 2, Clauses 3 to 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*.

Background

The inclusion of 'percent for art' requirements is a long standing and accepted element of the Western Australian planning framework.

In 2011, Council adopted the City's Public Art Policy. Local Planning Policy No. 11 requires developers to contribute towards public art as a condition of development approval where the cost of their development exceeds \$4.5 million, and the development is located within one of the identified precinct areas. The contribution, which amounts to 1% of the estimated development cost, can be fulfilled by providing public art on the development site or making a monetary contribution to the City's Public Art Reserve.

Whilst LPP 11 has operated satisfactorily over time, it has not been reviewed since it was originally adopted in 2011. Therefore, a review of LPP 11 was initiated to ensure it remains contemporary and effective. At the 23 April 2024 OCM, Council endorsed the revised LPP 11 for public advertising. Draft LPP 11 was advertised from 16 May 2024 to 7 June 2024.

Report

At the conclusion of the advertising period, one submission was received on the revised Policy. The key points raised in this submission will be discussed in further detail below, in addition to several minor modifications which are proposed to the Policy following advertising.

Policy Definitions

Professional Artist

The advertised version of the draft Policy contained the following definition for 'Professional Artist':

"A practicing visual artist who:

- Has completed a university degree or minimum 3-year full time TAFE diploma in fine art, visual art or multimedia forms of art;
- Has a track record of exhibition artwork at reputable art galleries selling the work of professional artists;
- Has had work purchased by major public collections or university collections or Artbank; or
- Earns more than 50% of their income from teaching art, selling art or undertaking public art commissions."

The submission requested the definition be amended to state 'a practicing artist must comply with 2 of the 4 criteria'. This is considered appropriate as it offers flexibility and inclusivity for a range of artists to meet the Policy definition.

Therefore, the definition has been amended to state 'a practicing visual artist who satisfies a minimum of two of the following criteria'.

Public Art

The submission provided an alternative definition for 'public art' which included reference to building features and enhancements, 2D works such as murals, 3D artworks which are freestanding, and multimedia including sound, video or lighting.

The current definition is considered adequate in defining what constitutes public art. Specifically, the definition already references murals and sculptures, which are forms of 2D and 3D artworks. It is considered that making further mention of these is unnecessary. However, it is considered appropriate for the definition to be updated to reference 'multimedia, including sound, video, or lighting' as forms of public art.

The submission suggested rewording the reference to "architectural features located on a building," acknowledging that public art is often integrated into the building fabric. Amending the definition to specifically include architectural elements as public art could create ambiguity and blur the distinction between building costs and dedicated art costs. For this reason, it is recommended that the definition remain unchanged.

If a specific case arises where genuine public art is integrated into a building, it is important to note that, as a local planning policy, there is inherent discretion

to consider such cases. However, at its core, the policy should maintain a clear definition that distinguishes public art from standard architectural elements.

Contribution Required Separate to Development Cost

For clarity, a new provision has been introduced requiring that the public art contribution be made in addition to the overall development cost.

This provision will ensure that the full contribution is allocated exclusively to public art to achieve the bona fide artistic outcomes which are sought and avoid the contribution being absorbed by general development expenses.

On-Site Artwork Contribution Limit

The Policy does not set a maximum limit for the contribution amount that can be spent on art on a development site. The submission requested the introduction of a \$350,000 limit for on-site art, requiring any additional contribution amount to be made as a cash payment.

In considering this submission, it should be noted that the City aims to provide developers with flexibility as to how they fulfil their public art contribution requirements, whether this is through on-site installations or cash contributions. Imposing a cap for on-site public art is not considered appropriate as it restricts this flexibility.

Contribution Discount

The Policy offers a 10% discount to developers who provide the entire contribution amount as a cash payment, with the discount capped at \$10,000. The submission proposed increasing the discount beyond 10% to further incentivise cash contributions.

The 10% reduction aligns with practices adopted by other local governments, including the City of Melville, City of South Perth, and Town of Victoria Park. This discount is intended to encourage cash contributions to the City, supporting the implementation of the Public Art Management Plan and Public Art Guidelines, which are currently being drafted. It is considered that a 10% discount is appropriate, as it balances incentives without compromising the City's ability to deliver high-quality public art outcomes.

General and Administrative Modifications

- Reference has been made to the Public Art Management Plan and Public Art Guidelines throughout the document where appropriate.

- The statement 'Cash in lieu payments will be expended within the activity centre from which they were received, subject to suitable locations for public art being available' has been removed from the 'Policy Area' section and included in the 'Policy Statement' section.
- Definitions and provisions within the Policy have been refined to ensure clarity and remove repetition.

Conclusion

It is recommended that Council adopts the revised LPP 11 contained as Attachment 12.1.1.

Financial implications

The draft LPP 11 allows for developers to provide a cash contribution to the City in lieu of delivering public art on their development site.

Contributions are paid into the City's Public Art Reserve and will then be expended in accordance with the City's Public Art Guidelines and Public Art Management Plan. While these documents are currently under review to further support the implementation of LPP 11, the adoption of the policy is not contingent upon them, as LPP 11 simply serves as the initial trigger for contributions.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The provision of public art within the City can positively contribute to enhancing a sense of community and wellbeing, improving the overall vibrancy of the City of Belmont.

Attachment details

Attachment No and title
1. Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy [12.1.1 - 8 pages]
2. Schedule of Submissions [12.1.2 - 1 page]

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution -
Tracked Changes Copy



Local Planning Policy

No. 11

Public Art Contribution



Publication date: 11/12/24

Local Planning Policy No. 11

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

1. Policy Basis

The City of Belmont recognises that public art enhances the utility, amenity and identity of the municipality.

This Policy establishes a basis for developers to provide and/or contribute towards public art through the development approval process. The Policy outlines the objectives and standards which the City will use to evaluate public art proposals and the approval process.

[This Policy should be read in conjunction with the City of Belmont's Public Art Management Plan and Public Art Guidelines.](#)

2. Policy Application

This Policy requires landowners to make a 1% public art contribution where:

- (i) The estimated construction value of their development exceeds \$4.5 million; and
- (ii) The development proposal is located within a Public Art Precinct identified in Figure 1 of this Policy.

3. Policy Area

The Policy Area consists of the following Public Art Precincts which are illustrated in Figure 1:

1. Civic, Town Centre and Mixed Business Precinct
2. Kewdale Industrial Precinct
3. The Springs Special Development Precinct and surrounding areas along Great Eastern Highway
4. Golden Gateway, Ascot Waters and Ascot Racecourse Precinct
5. Great Eastern Highway and Ascot Inn Precinct
6. Garvey Park, Redcliffe Station (DA6) and Redcliffe Industrial Precinct
7. Local and Neighbourhood Centres*

~~*Cash in lieu payments will be expended within the activity centre from which they were received, subject to suitable locations for public art being available.~~

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy



Figure 1: Public Art Precincts

The Public Art Precincts encompass key areas and future landmark locations within the City which accommodate or are proposed to accommodate increased levels of residents, employees or visitors. Contributions will increase the amenity, quality and appearance of these precincts and the surrounding environment.

4. Policy Objectives

- 4.1 To enhance a sense of place by encouraging public art forms which provide an interpretation and expression of the local area's culture, environment and built heritage.
- 4.2 To encourage innovation and creativity, and the community to interact with their environment and local cultural identity.
- 4.3 To improve legibility by introducing public art which assists in making streets, open spaces and buildings more identifiable.
- 4.4 To improve visual amenity ~~through the use of using~~ public art to screen unattractive views and improve the appearance of the public realm.

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy

- 4.5 To create local landmarks acting as focal points for the City, enhancing public enjoyment, and understanding of places through the public's exposure to and understanding of public art.
- 4.6 To ensure that there is equitable access to public art by placing it in locations that are accessible to all members of the community.
- 4.7 To enhance the functionality and utility of public spaces by incorporating public art into the urban landscape.
- 4.8 To require or impose a levy for contributions for the placement of public artwork in accordance with the [City of Belmont's Public Art Management Plan and Public Art Guidelines](#).

5. Policy Definitions

The meaning of specific words and expressions used in this Policy are given below.

Public Art

The artistic expression and integration of a professional artist's concepts into areas which are capable of being viewed and appreciated by the public.

Public art is generally site specific and can include:

- Sculptures.
- Artwork features or enhancements.
- Murals or mosaic-covered floors, walls or walkways.
- [Multimedia including sound, video projection or lighting](#).

Public art does not include:

- Business or advertising logos and signage
- Supergraphics or colour coding;
- Mass produced objects such as fountains, statues or playground equipment.
- Art reproductions or mass-produced art.
- Landscaping or generic hardscaping elements which would normally be associated with the development.
- Services or utilities necessary to operate or maintain artworks.
- Architectural features located on a building.

Public Realm

The public realm refers to [outdoor](#) spaces accessible to the wider public, including parks, road reserves, and other publicly accessible [outdoor](#) areas [both indoors and outdoors](#).

Professional Artist*

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy

A practicing visual artist who satisfies a minimum of two of the following criteria:

- Has completed a university degree or minimum 3-year full time TAFE diploma in fine art, visual art or multimedia forms of art;
- Has a track record of exhibiting ~~ingion~~ artwork at reputable art galleries selling the work of professional artists;
- Has had work ~~purchased~~ acquired by major public collections or university collections ~~or Artbank; or~~
- Earns more than 50% of their income from teaching art, selling art or undertaking public art commissions.

~~* This definition can be varied at the discretion of the City, in instances where it may be appropriate for an Indigenous or emerging artist to be engaged on a project. Depending on the specific needs and context of a project, the City may, at its discretion, allow individuals who do not meet the formal classification of a professional artist to produce artwork to satisfy the requirements of this Policy.~~

Cash Contributions

Refers to cash-in-lieu funds contributed from developers to provide public art as part of development requirements. These funds are accepted by the City to then deliver public art projects within the Public Art Precincts.

Construction Value

The total estimated cost of carrying out a development. This is generally the estimated cost of development as stated on a building permit application.

6. Policy Statement

6.1 Contribution Requirements

6.1.1 The City of Belmont requires all development proposals within the precincts identified in Figure 1 of a value greater than \$4.5 million to contribute no less than one percent of the total construction value towards public art. This contribution can be fulfilled by:

- (i) Providing public art on the development site commissioned by a professional artist. Other locations will only be contemplated when approved by the City's planning department on advice from the relevant advisory panel; or
- (ii) Making a cash contribution towards public art in lieu of (i) above and in accordance with the ~~City's of Belmont's~~ Public Art Management Plan and Public Art Guidelines; or
- (iii) A combination of both (i) and (ii).

6.1.2 For developments of significant value (greater than \$100 million), the City may apply a flexible approach to the standard artwork contribution requirement, subject to a proposal being supported by a Public Art Strategy and demonstrating that public art outcomes on the site meet the Policy objectives.

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy

- 6.1.3 Where the Building Permit value is higher than the Development Application value, the higher of the two shall apply when calculating the public art contribution.

6.2 Public Art on development site

- 6.2.1 Prior to submission of a Building Permit, details of the public art proposal shall be provided to the City for approval in accordance with this Policy and thereafter installed prior to the occupation or use of the development.
- 6.2.2 Where public art is located on a private development site, this shall be maintained by the owners of the land for the life of the development.
- 6.2.3 Where art is proposed to be delivered on a site where the development is proposed to be completed in stages, a public art strategy shall be submitted to demonstrate how art can be delivered equitably across the relevant stages.

6.3 Cash Contributions

- 6.3.1 ~~Where a developer elects,~~ cash contributions ~~from private developers~~ will be accepted into the City's Public Art Reserve in accordance with the procedures detailed in the City of Belmont's Public Art Management Plan ~~and Public Art Guidelines.~~
- 6.3.2 Funds will be used to deliver ~~City~~ art projects or to maintain ~~civic~~ art installations within the ~~activity centre or~~ relevant ~~public art~~ precincts from which the contributions were collected. ~~This is subject to suitable locations for public art being available.~~
- 6.3.3 Developers providing an entire cash contribution to the City's Public Art Reserve are eligible for a 10% reduction on the Policy requirement. ~~The maximum discount for eligible cash in lieu contributions is limited to \$10,000.~~
- 6.3.4 Contributions amounting to \$50,000 or less are encouraged to be paid as a cash contribution to the Public Art Reserve.
- ~~6.3.5 Where art is integrated into a development, the art contribution amount must be provided in addition to the overall cost of the development.~~
- ~~6.3.5 Cash in lieu payments eligible for the 10% discount will be accepted for developments with a cost up to a maximum of \$10 million; the maximum discount for eligible cash in lieu contributions is limited to \$10,000.~~
- ~~6.3.6 Cash in lieu payments will be expended within the activity centre or the public art precinct from which they were received, subject to suitable locations for public art being available.~~

Attachment 12.1.1 Local Planning Policy No. 11 - Public Art Contribution - Tracked Changes Copy

6.4 Circumstances for Refunds of Cash-in-lieu Contributions

6.4.1 Cash-in-lieu contributions will only be refunded where it has been paid prior to the commencement of the development in the following circumstances:

- (i) The development is no longer proceeding; and
- (ii) The landowner/developer provides the City with a statutory declaration stating that the development will not be proceeding.
- (iii) An amendment to a development application results in the value of the development becoming less than the required contribution value. The City may require verification of this via an independent quantity surveyor report, or building contracts; and
- (iv) The landowner/developer provides the City with a statutory declaration confirming the amended cost of the development.

6.5. Separate Approval Generally Not Required for Public Art

Public Art, where provided on a development site in fulfilment of a condition of development approval, shall not require a further development approval.

Governance references

Statutory compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry compliance	
Organisational compliance	
Process links	Public Art Management Plan Public Art Guidelines

Local Planning Policy Administration

Directorate	Officer Title	Contact
Development and Communities	Manager Planning Services	9477 7222

Document Date	Review Cycle	Next Due
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1	25/11/2008 Special Council Meeting (Item 6.1)	14/02/2011 Special Council Meeting (Item 10.1)	
2	23/04/2024 Ordinary Council Meeting (Item 12.2)		

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Attachment 12.1.2 Schedule of Submissions

Schedule of Submissions			
No.	Submitter	Summary of Submission	Officer Comment
1	A. Barrett Arts Management Consultant	Requests that a brief summary of the standard approval process be included.	Further information on this process will be included in the Public Art Management Plan and Public Art Guidelines.
		Requests that Assessment Criteria for artwork approval be included.	The Policy establishes a basis for developers to provide and/or contribute towards public art through the development approval process. The objectives within the draft Policy will be used in conjunction with detailed assessment criteria in the Public Art Management Plan and Public Art Guidelines to determine the suitability of art proposals.
		Requests that a page of definitions be attached to the Policy, similar to the City of Vincent.	The location of the Policy Definitions within the draft Policy is consistent with the City's other local planning policies. It is not considered necessary to have a separate page of definitions.
		Provided the following definition for 'Public Art': <i>Public art is site specific and diverse and can include:</i> <ul style="list-style-type: none">• <i>Building features and enhancements such as bike racks, benches, gates, glass playground structures which are produced by a professional artist</i>• <i>2D works – such as painted murals or applied artworks</i>• <i>3D artworks which are freestanding</i>• <i>Multimedia including sound, video or lighting and</i>• <i>Community projects – e.g. community murals</i> <i>Public art does not include:</i> <ul style="list-style-type: none">• <i>Artwork that is not in the public view</i>	Noted. Refer to the 'Policy Definitions' section in the report.
		Requests that the word 'landscaping' be removed from the features not classified as public art, as nature play is considered a part of landscaping.	The Public Art Guidelines includes 'play based public artwork' under the definition of 'interactive/play-based' artwork. Landscaping in the draft Policy refers to living elements such as trees.
		Requests that reference to 'architectural features' be reworded due to considering that this is a grey area, and outlines that most public art these days is integrated into the building fabric.	Refer to the 'Policy Definitions' section in the report.
		Requests that the definition for Professional Artist be changed to: <i>A practicing artist must comply with 2 of the 4 criteria.</i>	Refer to the 'Policy Definitions' section in the report.
		Requests that a selection criteria for Indigenous artists be included in the Policy. The criteria for meeting this definition could require artists to demonstrate experience in completing public art or painting commissions, or having had their work purchased. States that for percent-for-art commissions, Indigenous artists with a registered business/ABN can be directly invited for projects up to \$250,000.	It is not considered necessary to offer different selection criteria for Indigenous artists. As a separate matter, the draft Policy has been amended to outline that depending on the specific needs and context of a project, the City may, at its discretion, allow individuals who do not meet the formal classification of a professional artist to produce artwork to satisfy the requirements of this Policy.
		Clause 6.1.2: Requests that the threshold be budgeted, similar to the City of South Perth. Possibly capping the art budget at \$350,000 and requiring the rest to be paid as a cash contribution.	Refer to the 'On-Site Artwork Contribution Limit' section in the report.
		Clause 6.2.1: States that developers must submit a detailed public art report identifying their approach, and also if they are engaging a public art consultant which is highly recommended.	This information will be detailed in the Public Art Management Plan and Public Art Guidelines.
		Clause 6.3.3: Requests that the reduction be higher than 10% to create more incentive. States that the City of Vincent offers a 15% discount.	Refer to the 'Contribution Discount' section in the report.

12.3 Arts and Culture Strategy 2025-2030

Voting Requirement	:	Simple Majority
Subject Index	:	6630
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To seek Council endorsement of the Arts and Culture Strategy 2025-2030, as provided in Attachment 12.3.1.

Summary and key issues

- The City's inaugural Arts and Culture Strategy 2025-2030 is an informing strategy developed to address the Strategic Community Plan 2024-2034 Desired Outcome 2: A strong sense of pride, belonging and creativity. It outlines the City's commitment to fostering a thriving cultural scene that reflects our diverse community.
- Extensive community consultation has been ongoing throughout the development phase of the Arts and Culture Strategy. The community feedback collated over the past two years has revealed a strong desire for greater investment in arts and culture, with more spaces and places to connect and more opportunities for regular participation, especially in creative workshops, exhibitions, and community-driven cultural projects.
- The scope of this Strategy extends across multiple domains, including public art, arts and culture programming, heritage preservation, creative industries development, and lifelong learning. It integrates the City's Library and Museum services, community building events, arts development and place-making initiatives under a unified cultural vision. The Strategy also takes into consideration the interplay these services

have with other key performance areas of the City such as Economic and Community Development.

- This strategic document is intended to guide the planning and implementation of arts and culture activities from 2025 onwards, ensuring that these efforts align with the City's broader goals of social, economic, and environmental sustainability.

Officer Recommendation

That Council:

1. Endorses the Arts and Culture Strategy 2025-2030.
2. Authorises the Chief Executive Officer to:
 - a. Approve minor changes to the Arts and Culture Strategy 2025-2030 as required.
 - b. Arrange for the Arts and Culture Strategy to be graphically designed prior to publication.

Location

Not applicable.

Consultation

Between March and July 2023, the City conducted a four-month engagement process that included electronic surveys, focus groups, and stakeholder interviews. In total, 198 participants contributed to the initial consultation, representing a broad cross-section of community members, local artists, and key cultural stakeholders.

Since the initial consultation, the City has continued to utilise annual surveys and post event feedback to progressively collate, analyse and identify new findings to be considered in the final draft of the Strategy. The Strategy has been informed by annual surveys such as the Catalyse 2023 and 2024 MARKYT Community and Wellbeing Scorecard, and the Ruth Faulkner Library Surveys 2019-2024 facilitated by Culture Counts, an independent research analyst platform, with a record number of 842 respondents in the 2024 annual survey.

Additionally, the Strategy has considered the findings of post-event surveys captured from participants attending the City's community events as well as feedback from attendees at activities delivered by the Library and Museum over the past three years, ensuring a consistent understanding of community sentiment has been captured over the course of the Strategy's development.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

Key Performance Area: Place

Outcome: 7. Attractive and welcoming places.

Key Performance Area: Prosperity

Outcome: 9. A progressive, vibrant and thriving economy with active participation in long-life learning.

Key Performance Area: Performance

Outcome: 11. A happy, well-informed and engaged community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The City's inaugural Arts and Culture Strategy 2025-2030 was developed over a period of two years with extensive research and consultation undertaken over the course of its development. Community feedback has been a key driver for its development with the community continuing to express a desire for more opportunities to participate in the arts, stronger support for local artists and programs that reflect Belmont's diverse heritage.

In 2023 the City engaged arts specialist Liesbeth Goedhart, from Goedhart Consulting to undertake research, and to facilitate and evaluate the community consultation phase of the Strategy's development. This consultation ensured the Strategy genuinely reflected local aspirations and addressed identified gaps.

The community feedback collated over the past two years has revealed a strong desire for greater investment in arts and culture, with more spaces and places to connect and more opportunities for regular participation, especially in creative workshops, exhibitions, and community-driven cultural projects.

Report

The scope of the Arts and Culture Strategy 2025-2030 extends across multiple domains, including public art, arts and culture programming, heritage preservation, creative industries development, and lifelong learning. It integrates the City's Library and Museum services, community events, and place-making initiatives under a unified cultural vision. The Arts and Culture Strategy 2025-2030 also takes into consideration the interplay these services have with other key performance areas of the City such as Economic and Community Development.

The Arts and Culture Strategy 2025-2030 is intrinsically aligned to the City of Belmont Strategic Community Plan 2024-2034 with its five key themes of People, Place, Prosperity, Planet, and Performance, guiding the City's future direction. These themes have been considered and interwoven with the goals and aspirations of the Arts and Culture Strategy 2025-2030, ensuring that arts and culture are integral to the City's broader social, economic, and environmental well-being.

The Arts and Culture Strategy focusses on the community's top priorities as identified through ongoing consultation:

- **More Creative Spaces:** More spaces to meet and connect with like-minded people as well as spaces for individual learning, self-growth and dedicated cultural facilities such as artist studios, performance venues, and arts precincts.
- **Increased Programming:** Development of a regular program of workshops, classes, and exhibitions that provide opportunities for active participation, lifelong learning, and accommodate all sectors of the community.
- **Support for Local Artists:** Implementation of professional development initiatives, residencies, and grants to support local creatives and position Belmont as a centre for artistic excellence.
- **Cultural Inclusion:** Ensuring that programming reflects the City's diverse cultural identity and includes opportunities for intercultural exchange and shared learning.
- **Stronger Community Connections:** More arts and culture initiatives that foster social cohesion, reduce isolation, and build stronger connections between different groups.

- **Increased Promotion:** Increase marketing and promotion of art and culture programming to ensure more people in the community are aware of what is available.

To address the community's top priorities, the Arts and Culture Strategy is structured around three core pillars that focus on cultivating a vibrant cultural environment, enhancing community identity, and using arts and culture as tools for social connection, environmental sustainability, and economic prosperity:

Pillar 1: Places and Spaces – Buildings, places, spaces, along with technology make up our cultural infrastructure, creating an environment that supports, encourages and enables activity, participation, connection and lifelong learning.

Pillar 2: Culture = Life – Arts and culture are at the heart of a livable, prosperous, harmonious, and enlightened community.

Pillar 3: Power of Connection – An empowered community is one where people create, collaborate, share and connect with each other.

Each pillar, as detailed in the Arts and Culture Strategy 2025-2030 has a set of specific actions that contribute to achieving the broader goals of the City's Strategic Community Plan across the key areas of People, Place, Prosperity, Planet, and Performance.

The City is actively addressing these priorities through Corporate Business Plan key actions and business as usual activities. The Arts and Culture Strategy 2025-2030 reaffirms the City's ongoing commitment to creating a community with a strong sense of pride, belonging and creativity.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The Arts and Culture Strategy 2025-2030 supports the City's social objectives within the Key Performance Areas: People, Place and Prosperity.

Attachment details

Attachment No and title
1. Arts and Culture Strategy 2025 - 2030 Draft [12.3.1 - 28 pages]

Arts and Culture Strategy 2025 - 2030

**Placing Creativity & Lifelong
Learning at the Heart of
Prosperity**



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Acknowledgement of Country

The City of Belmont acknowledges the Whadjuk Noongar people as the Traditional Owners of this land and we pay our respects to Elders past, present and emerging. We further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today. We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont.



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Foreword

Arts and culture bring people together. They help us share our stories, brighten our streets and parks, and offer new ways to see the world — and each other.

As Mayor, I see how powerful that connection can be. It's why we're committed to making creativity a visible, everyday part of life in the City of Belmont.

The City of Belmont's Arts and Culture Strategy 2025–2030 is our shared vision to celebrate creativity, support local talent, and bring our community closer together.

Making space for art and culture means creating opportunities — to connect, to honour our heritage, to support artists and cultural groups, and to inspire people of all ages. Whether it's a performance, a mural, a museum exhibition, a story shared at the library, or one of our popular activations in a local park, arts and culture should be part of everyday life in the City of Belmont.

This Strategy was shaped by local voices — residents, artists, elected members, cultural groups, and organisations who all care deeply about our City. It reflects a strong and growing desire for more creative spaces, local stories, and events that celebrate who we are.

Thank you to everyone who helped shape this Strategy. Your ideas and passion will help bring it to life. As Mayor, I believe anything that unites our community and builds pride in who we are and where we live is both important and essential. Together, we'll make the City of Belmont a place where creativity thrives — and where everyone has the opportunity to feel connected and belong.

Robert Rossi

Mayor

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Arts & Culture Vision Statement

To foster a vibrant, inclusive, and sustainable arts and cultural environment that reflects our diverse community and inspires connection, creativity, and discovery.



Purpose and Scope of the Strategy

This Strategy was developed in response to community feedback, which highlighted the need for more frequent, diverse, and accessible arts and culture activities. People want more opportunities to participate in the arts, stronger support for local artists and programs that reflect Belmont's multicultural heritage.

Feedback also showed there are not enough creative spaces, local talent is not very visible, and there are barriers for groups such as working professionals, young people, and marginalised communities to participate.

The findings match the results of the Catalyse MARKYT® Community Scorecard and other consultation. Residents see arts and culture as important to the City's identity, community connection, and quality of life. Many also want to see high quality cultural places like galleries, performance spaces, and public art that reflects Belmont's character.

The Strategy aims to make the City a leader in creative development, cultural engagement, and community well-being through arts and culture. It outlines the City's commitment to fostering a thriving cultural scene that reflects our diverse community.

By investing in cultural spaces, supporting local talent, and encouraging community-driven creative projects, the Strategy will help turn the City into a cultural hub that can improve everyone's lives.

The Strategy focuses on:

- **Arts and cultural programming**
- **Lifelong learning**
- **Heritage preservation**
- **Creative industry development**
- **Public Art**

It includes the City's Library, Museum, community events, arts development, and placemaking initiatives under one cultural vision. This document will guide arts and cultural development from 2025 onwards, making sure these efforts match the City's broader goals of social, economic, and environmental sustainability.

Definitions of Arts and Culture

Arts and culture include a wide range of creative activities, traditions, and practices that shape a community's identity and values. In the City of Belmont, this includes:

- **Creative Expression:** Visual and performing arts, literature, digital media, music, dance, and public art that enrich community life and promote lifelong learning.
- **Creative Participation:** Opportunities for people of all ages, backgrounds, and abilities to engage in creative activities as artists, participants, or audiences.
- **Heritage and History:** Preservation and celebration of the City's diverse cultural heritage, and the local stories that shape the community's identity.
- **Place-making:** Using arts and culture to activate public spaces, foster community pride, and create places that reflect Belmont's character.

The City's approach to arts and culture is inclusive and holistic. This Strategy recognises creative expression as a powerful tool for well-being, social connection, and a sustainable future.



Integration with the Strategic Community Plan

This Strategy aligns with the City of Belmont Strategic Community Plan 2024–2034, ensuring that arts and culture contribute to broader goals for social, economic, and environmental well-being.

It is framed around the Strategic Community Plan's five key themes:

- ✓ **People** – Creating a sense of belonging, pride, and creativity through inclusive cultural experiences.
- ✓ **Place** – Enhancing Belmont's unique identity through public art, placemaking, and cultural infrastructure.
- ✓ **Prosperity** – Strengthening the local economy by supporting creative industries, cultural tourism, and arts entrepreneurship.
- ✓ **Planet** – Promoting sustainable cultural practices and using the arts to raise environmental awareness.
- ✓ **Performance** – Ensuring effective and sustainable arts initiatives through good governance and evaluation.

Broader Strategic Alignment

This Strategy aligns with local, state, and national policies to ensure an integrated approach to cultural development. Key alignments include the City's:

- Economic Development Strategy 2023-2028 - Promoting creative industries, cultural tourism, and Belmont's identity as a cultural hub.
- Public Art Management Plan & Guidelines / Local Planning Policy 11 (LPP 11) – Supporting high-quality public art that enhances urban spaces and reflects local identity

And State and National Cultural Policies, including:

- Creative WA – A 10-year plan for strengthening WA's creative sector.
- WA Cultural Infrastructure Framework 2030+ – Focuses on cultural infrastructure, inclusion, and accessibility.
- WA Public Libraries Strategy 2022–2026 – Advocates for modern, accessible libraries that foster cultural engagement.
- National Cultural Policy 'Revive' – Prioritises cultural inclusion, diversity, and resilience.

A full list of relevant strategies and plans can be found at the end of this document.

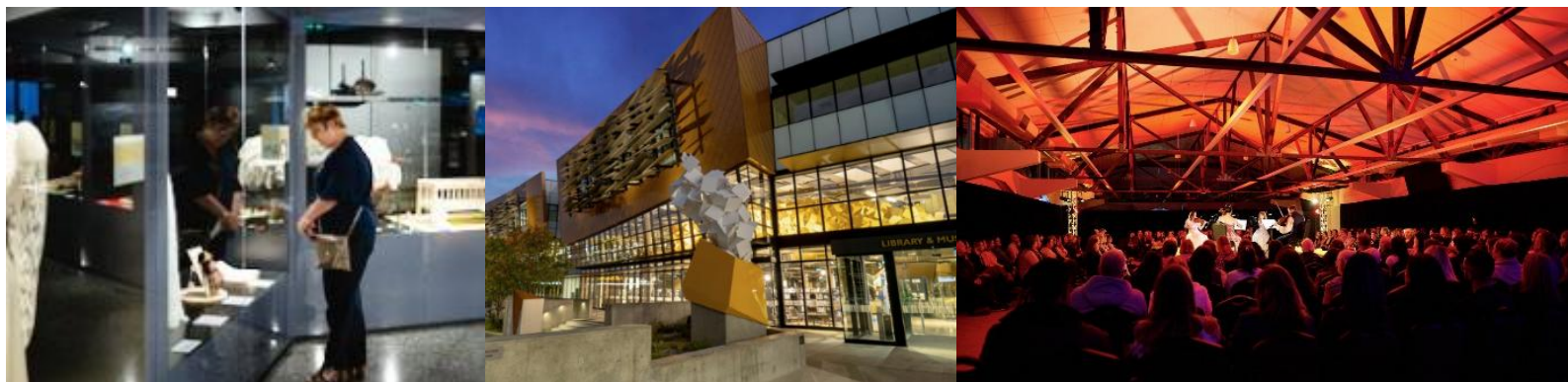


Arts & Culture –What the City is already doing

The City of Belmont has long supported creativity, cultural expression, and community engagement. As we work towards achieving the vision for a culturally vibrant community, it is important to recognise what the City has already achieved:

Belmont Hub is a testament to this leadership, serving as a state-of-the-art cultural facility and home to the City's **Ruth Faulkner Library** and **Belmont Museum**. Belmont Hub is a beacon of cultural activity, offering a rich array of programs and events that connect people to local heritage, creative learning, and community storytelling.

Ruth Faulkner Library, originally built in 1971, was named after the City's first female Councillor who fought tirelessly for the Belmont community to have its own public library. After 49 years, Ruth Faulkner Library moved to its forever home in Belmont Hub, and delivers more than ever before. In 2025, reaching a record breaking one-million visitors since opening in 2020, the new library offers a vast range of physical and digital collections, programs and services catering to the diverse needs and interests of the entire community. The Library boasts an array of spaces to support the arts including an impressive **Multimedia Recording Studio and Editing Suite**, a 100 seat capacity **Performance Space** and an **Innovation Lab** and **Demonstration Kitchen** for hands on activities.



Belmont Museum was originally housed in a purpose-built building constructed in 1988 as part of the Australian Bicentennial. At the time, with the dedicated and passionate Belmont Historical Society as the custodians, the small Museum was a cherished institution that reflected the past experiences and everyday lives of local residents. Following a significant commitment from Council to invest in its local heritage, the Belmont Museum is now fully funded and managed by the City. Co-located with Ruth Faulkner Library within Belmont Hub, the Belmont Museum is recognised as one of the most impressive local government museums in Western Australia.

The Glasshouse, overlooking the picturesque Faulkner Park, is the City's premier function and event space hosting an array of arts and culture experiences catering up to 600 people from ticketed performance art events and exhibitions, through to civic functions such as Citizenship Ceremonies. Repurposing the old library into an impressive function space has allowed the City to expand on its cultural offerings and bring new experiences to local residents.

Belmont Resource Centre and Activity Hall, situated on the border of Faulkner Park, has for over 30 years offered a dedicated space for the Belmont Potters Group, and other spaces to deliver the City's **Creative Clinics** and cultural networking activities.

Multipurpose Community Centres located across the City provide the space and opportunity for the community to run their own cultural programs and ad hoc community based arts activities.



The annual **City of Belmont Art Awards and Exhibition** is celebrated for its role in showcasing local talent and enriching the City's Civic Art Collection. Held in the stunning Glasshouse exhibition space, the annual event is a highly anticipated fixture on the community calendar, drawing widespread participation and adding cultural value to the City's public art holdings. Complementing the annual Art Awards, the City delivers the **Art Awards Professional Development Series** to upskill local artists and support their capacity to enter the awards.

Public and Civic Art Collections, highlight the City's investment in building a collection of art featuring **contemporary visual art, sculptures, murals, and installations** in key locations across the City.

The Artist's Place Shop & Gallery, located within Ruth Faulkner Library, offer local artisans, particularly new and emerging artists with an opportunity to showcase, exhibit and sell their works. Stocking The Artist's Place Shop with locally made art and craft wares, the City purchases directly from local artisans and sells each item at cost recovery to ensure artists fully benefit from the sale of their work. The City also acquires new artworks from the Gallery to add to **The Artist's Place Civic Art Collection**, which is steadily growing in size to feature a range of impressive works from local emerging artists.

The City's approach to **place-making** further demonstrates its leadership in arts and culture, embracing community-driven ideas and skills to create unique public spaces that reflect local character and identity. The **Let's Celebrate Local** initiatives have successfully brought people together to enhance Belmont's cultural, social, and environmental wellbeing.

In addition, the **City's calendar of community events and festivals** are attended by residents of all ages, promoting social connection and cultural celebration throughout the year. These events are complemented by the programming offered by the **Library, Museum and Community Development areas**, providing a diverse range of activities, including English language classes, computer literacy, creative clinics, and intergenerational workshops that can enrich the lives of all residents.

The City's premier **Outdoor Event Spaces** such as Faulkner Park, Tomato Lake and Garvey Park host cultural festivals, concerts, and community events.

These initiatives provide a strong foundation for future cultural growth, ensuring that arts and culture continue to thrive in Belmont.

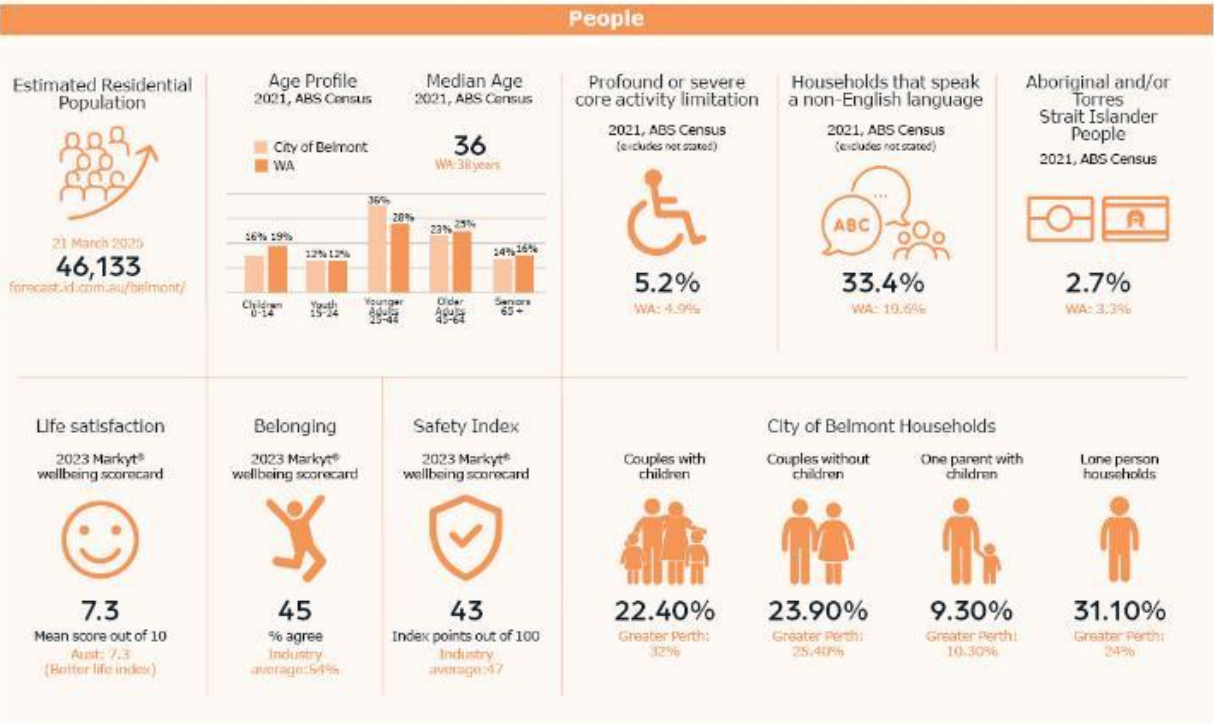


Understanding Our Community

The City of Belmont is a vibrant community characterised by a high level of diversity, with more than 50.9% of its residents born overseas and over 63 languages spoken within its borders. This makes Belmont one of the most multicultural areas in the region, creating a unique opportunity for the City to celebrate and leverage its diverse cultural heritage.

The City’s multiculturalism, combined with its rising population of young people, positions Belmont as a dynamic community with immense potential for cultural growth and innovation. This Strategy is intended for everyone.

By addressing the needs of the City’s diverse cultural makeup, people of all ages and abilities, and local creatives, the Strategy ensures that arts and culture are accessible, inclusive, and meaningful to all.



Community Consultation and Engagement Findings

The journey to develop the Arts and Culture Strategy commenced in 2023, starting with extensive community consultation to ensure it genuinely reflected local aspirations and addressed identified gaps. Between March and July 2023, the City conducted a four-month engagement process that included electronic surveys, focus groups, and stakeholder interviews. In total, 198 participants contributed to the initial consultation, representing a broad cross-section of community members, local artists, and key cultural stakeholders.

Engagement Methodology:

- **Surveys:** Two electronic surveys were distributed to residents and stakeholders, capturing quantitative and qualitative data on the community's cultural engagement patterns, preferences, and perceived gaps.
- **Focus Groups:** Two focus group sessions were held at Belmont Hub, bringing together artists, cultural practitioners, and community members to discuss their experiences and vision for arts and culture in the City.
- **Stakeholder Interviews:** Twelve internal and external stakeholders, including representatives from the Ruth Faulkner Library, Belmont Museum, local schools, and community groups, were interviewed to gain deeper insights into organisational and community needs.
- **Ongoing Feedback:** Since the initial consultation, the City has continued to utilise annual surveys and post event feedback to progressively collate, analyse and identify new findings that should be considered in the final development of the Strategy. The Strategy has been informed by annual surveys such as the *Catalyse 2023 & 2024 MARKYT Community and Wellbeing Scorecard*, and the Ruth Faulkner Library Surveys 2019-2024 facilitated by independent market research analyst 'Culture Counts' with a record number of 842 respondents in the 2024 annual survey. Additionally, the Strategy has considered the findings of post-event surveys captured from participants attending the City's community events as well as feedback from attendees at activities delivered by the Library and Museum over the past 3 years, ensuring a consistent understanding of community sentiment has been captured over the course of the Strategy's development phase.



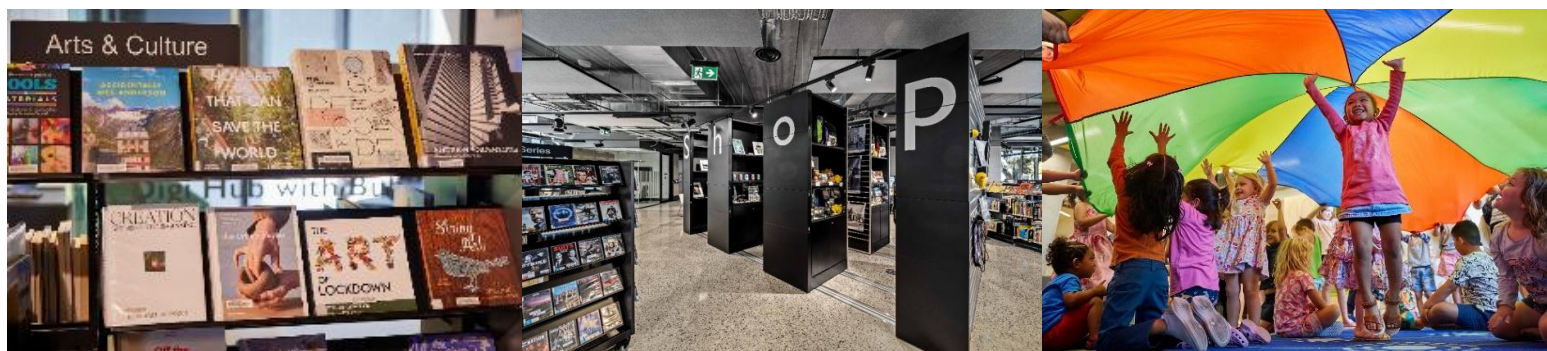
City of Belmont | Art & Culture Strategy 2025 – 2030

Community Priorities for Arts and Culture:

The findings from the consultation process revealed a strong desire for greater investment in arts and culture, with more spaces and places to connect and more opportunities for regular participation, especially in creative workshops, exhibitions, and community-driven cultural projects.

Based on these findings, the community's top priorities include:

- **More Creative Spaces:** More spaces to meet and connect with likeminded people as well as spaces for individual learning, self-growth and dedicated cultural facilities such as artist studios, performance venues, and arts precincts.
- **Increased Programming:** Development of a regular program of workshops, classes, and exhibitions that provide opportunities for active participation, lifelong learning, and accommodate all sectors of the community including families, youth, the employed and retirees.
- **Support for Local Artists:** Implementation of professional development initiatives, residencies, and grants to support local creatives and position Belmont as a centre for artistic excellence.
- **Cultural Inclusion:** Ensuring that programming reflects the City's diverse cultural identity and includes opportunities for intercultural exchange and shared learning.
- **Stronger Community Connections:** More arts and culture initiatives that foster social cohesion, reduce isolation, and build stronger connections between different groups.
- **Increased Promotion:** Increase marketing and promotion of art and culture programming to ensure more people in the community are aware of what is available.



Guiding Principles

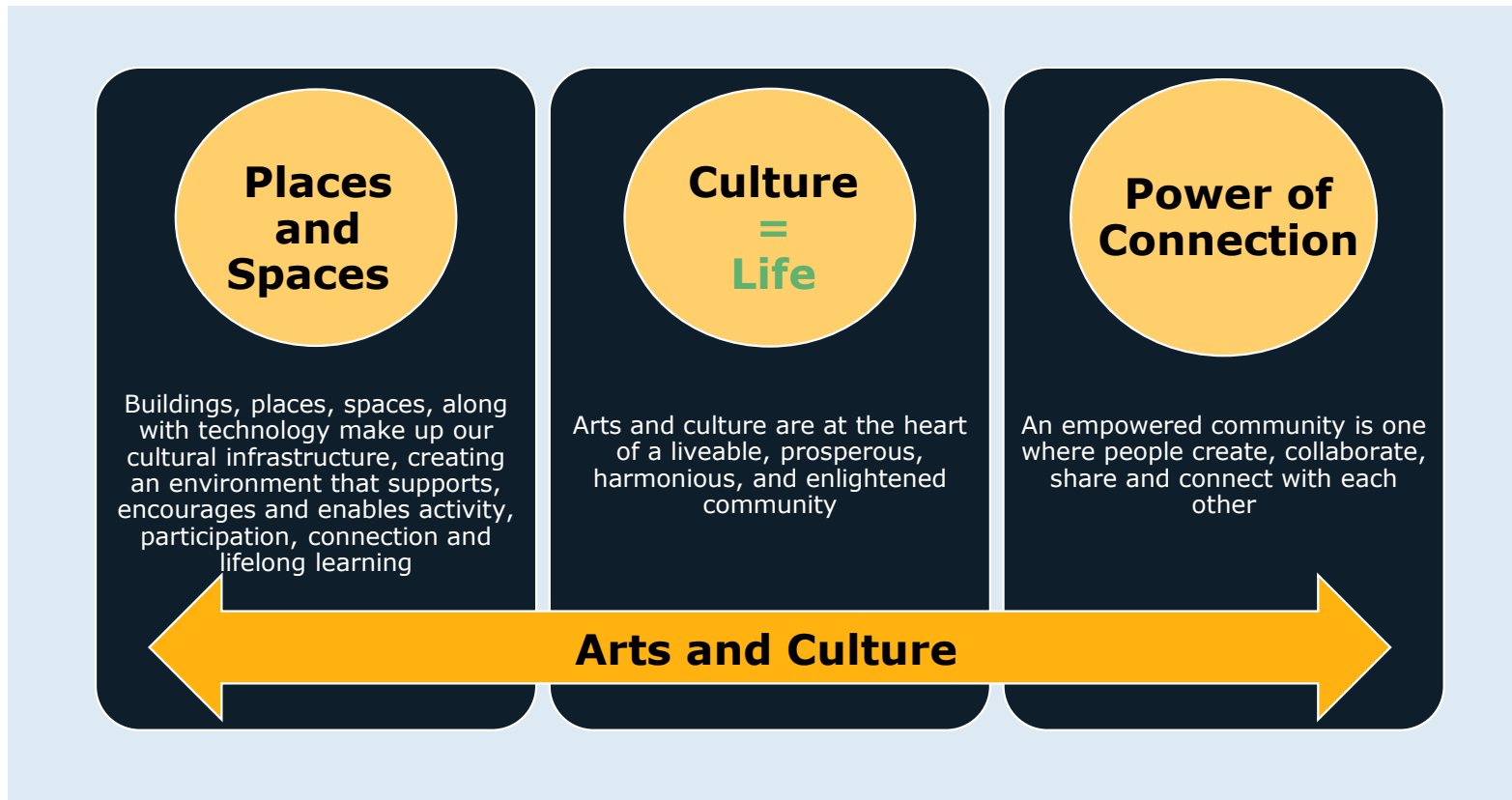
With consideration of the community's aspirations and identified priorities for arts and culture, the following core principles guide the implementation of this Strategy.

1. **Inclusivity and Diversity:** Ensuring that arts and culture are accessible to all and reflect the diversity of the community.
2. **Creativity and Innovation:** Supporting creative expression and innovation across all forms of arts and culture, encouraging experimentation, and nurturing the creative talents of the community.
3. **Cultural Equity:** Prioritising equitable access to cultural resources and ensuring that underrepresented voices are empowered and supported through arts and cultural activities.
4. **Sustainability and Resilience:** Promoting sustainable cultural practices and leveraging arts and culture to strengthen social and environmental resilience and well-being.
5. **Lifelong Learning:** Enabling the community to acquire knowledge, skills and experiences to adapt, grow and thrive in an ever-changing world.
6. **Heritage and Identity:** Preserving and celebrating Belmont's unique history and identity through cultural storytelling, historical preservation, and community heritage projects.
7. **Partnership and Collaboration:** Building strong partnerships across sectors—including government, industry, community, and education—to maximise cultural impact and foster cross-sector innovation.
8. **Community-Centred Development:** Placing the needs and aspirations of the community at the centre of cultural planning, ensuring that the strategy is driven by and responsive to local priorities.
9. **Excellence and Impact:** Committing to high-quality programming, projects, and initiatives that deliver lasting benefits to the community.



Arts & Culture Strategy – Key Areas of Focus

The Arts and Culture Strategy is structured around three core pillars that align with the community's priorities. These pillars focus on cultivating a vibrant cultural environment, enhancing community identity, and using arts and culture as tools for social connection, environmental sustainability, and economic prosperity. Each pillar includes specific actions that contribute to achieving the broader goals of the Strategic Community Plan across the key areas of **People, Place, Prosperity, Planet, and Performance**.



Pillar 1 Places and Spaces

Buildings, places, spaces, along with technology make up our cultural infrastructure, creating an environment that supports, encourages, and enables activity, participation, connection and lifelong learning. The development and enhancement of cultural infrastructure and assets are central to creating a vibrant and sustainable arts and cultural environment within the City of Belmont. High-quality cultural infrastructure not only supports the creative expression of local artists and community members but also fosters greater community participation, social cohesion, and economic prosperity.

By creating engaging and attractive public spaces, the City will enhance liveability, stimulate local economic activity, and establish Belmont as a cultural hub that prioritises sustainable practices. Through investment in eco-friendly arts and cultural infrastructure, Belmont can attract visitors, nurture community pride, and promote environmental responsibility.

Strategies and Actions:

- 1.1 Develop our arts and culture infrastructure:** Identify and deliver opportunities to build upon and/or upgrade the City's arts and cultural facilities, and dedicated creative spaces for exhibitions, performances, and community events.
- 1.2 Enhance public spaces through place-making and temporary art activations:** Support the community to co-design and deliver innovative place-based initiatives such as public art installations, pop-up cultural spaces, and temporary performance areas to activate underutilised public spaces.
- 1.3 Leverage upon existing cultural assets:** Further expand on the City's services such as the Ruth Faulkner Library and Belmont Museum, with a focus on creative activity, community engagement, and heritage promotion.

Desired Outcomes:

- 1. A variety of accessible and sustainable cultural spaces that support community gatherings, artistic production, and cultural engagement.
- 2. Public art and place-making initiatives contribute to a shared sense of identity and pride across the City while promoting sustainable development.



Pillar 2 Culture = Life

Arts and culture are at the heart of a liveable, prosperous, harmonious, and enlightened community. Integration of arts and culture into everyday life, make creativity a core part of community identity and interaction.

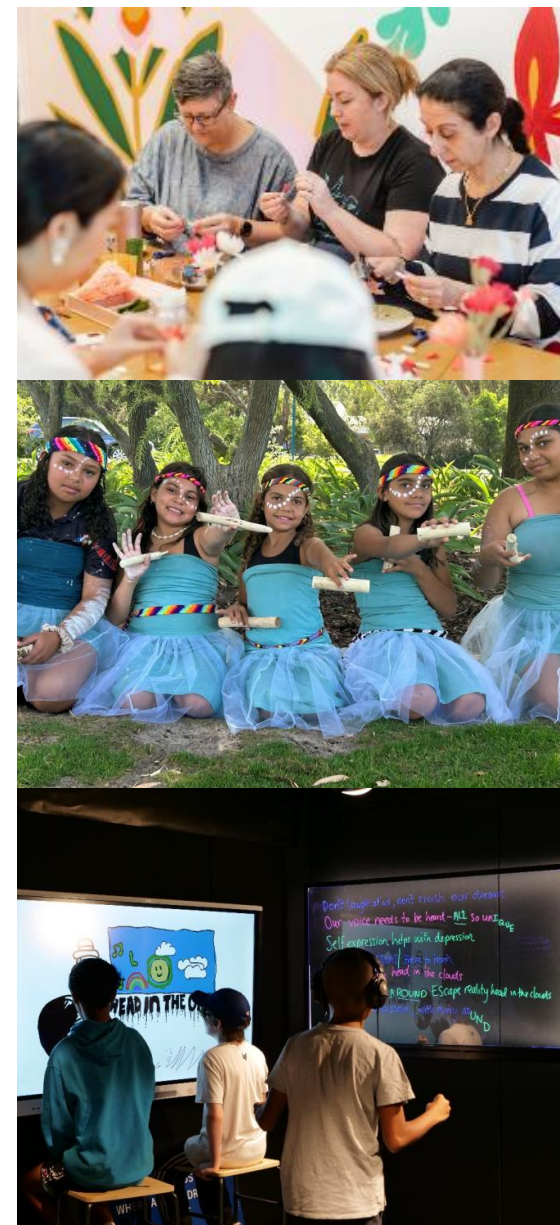
By making arts and culture a natural part of daily life, the Strategy enhances residents' quality of life, builds a strong sense of community identity, and nurtures personal development. It also promotes environmental sustainability by encouraging cultural programs that incorporate eco-friendly practices and awareness.

Strategies and Actions:

- 2.1 Support local artists, communities, place-makers, and creative industries through grants, residencies, and mentorship programs:** Develop funding and support systems that enable artists and communities to thrive and contribute to the local creative economy.
- 2.2 Expand opportunities for lifelong learning through creative workshops, classes, and community events:** Provide diverse programming for residents of all ages, backgrounds and abilities, promoting skills development, creative expression, and social engagement.
- 2.3 Celebrate the diverse cultural heritage of Belmont:** Develop inclusive creative programming that identifies with the City's cultural diversity.

Desired Outcomes:

1. An engaged and creative community where arts and culture are celebrated and integrated into the fabric of daily life.
2. Increased participation in cultural activities across all age groups and demographics, with a focus on environmentally conscious practices.



Pillar 3 Power of Connection

An empowered community is one where people create, collaborate, share and connect with each other. Arts and culture can build bridges between people, communities, and generations, fostering a sense of belonging and inclusion.

By facilitating opportunities for cultural exchange and collaboration, the City aims to create an inclusive community where everyone feels connected and respected.

Strategies and Actions:

- 3.1 Facilitate cross-sector collaborations between arts, education, health, and business sectors:** Use arts and culture to address community challenges such as mental health, social isolation, and economic development through targeted initiatives.
- 3.2 Form community partnerships to deliver co-created projects:** Work together to develop arts and culture projects that recognise and celebrate the community's contributions to Belmont's identity.
- 3.3 Promote intergenerational and intercultural programming:** Create opportunities for people of all ages and cultural backgrounds to come together through shared creative activities, such as community storytelling, collaborative art projects, and intercultural events.

Desired Outcomes:

1. Stronger social connections increased cultural understanding, and a more cohesive and inclusive community.



Measuring Success

We plan to track the impact and success of this Strategy, measuring community engagement, facility usage, program diversity, cultural participation, and social cohesion. This will help us to ensure the Strategy delivers tangible benefits to the community, supports local artists and creative industries, and strengthens Belmont's identity as a vibrant cultural hub.

Specifically, attendance rates, number of available cultural spaces and facilities, diversity of programming, and community satisfaction provide insights into how well cultural infrastructure and programs are enhancing community life. Partnerships and cross-sector collaborations, and perceived social cohesion will help us gauge the effectiveness of the Strategy in building connections, promoting inclusivity, and addressing broader social challenges through arts and culture.

Monitoring, Evaluation and Learning

The City of Belmont will measure and monitor the effectiveness of the Arts and Culture Strategy using a combination of quantitative and qualitative information. We will capture this information through community surveys, attendance records, program evaluations, and stakeholder feedback.

The Strategy's Key Actions will be reviewed annually to assess progress, identify areas for improvement, and ensure that the Strategy remains aligned with the community's evolving needs.

To ensure we can respond to the community's changing needs, a dynamic rolling three-year operational implementation plan will be developed with flexibility to adapt as required.





Overview

Pillar	Key Actions	Alignment with Strategic Community Plan 2024-2034	Desired Outcomes	Indicators of Success
Pillar 1: Places and Spaces	<p>1.1 Develop arts and culture infrastructure: Identify and deliver opportunities to build upon and/or upgrade the City's arts and cultural facilities, and dedicated creative spaces for exhibitions, performances, and community events.</p> <p>1.2 Enhance public spaces through place-making and temporary art activations: Support the community to co-design and deliver innovative place-based initiatives such as public art installations, pop-up cultural spaces, and temporary performance areas to activate underutilised public spaces.</p> <p>1.3 Leverage upon existing cultural assets: Further expand on the City's services such as the Ruth Faulkner Library and Belmont Museum, with a focus on creative activity, community engagement, and heritage promotion.</p>	<ul style="list-style-type: none"> • Supports Outcome 9: "Plan and deliver vibrant, attractive, safe, and economically sustainable activity centres" by enhancing public spaces for creative engagement and community well-being. • Contributes to Outcome 8: "A city that is easy to get around safely and sustainably" by integrating public art and place-making initiatives that improve walkability and visual appeal. • Supports the Planet theme: By incorporating sustainable design and materials into new cultural developments and activations. 	<ul style="list-style-type: none"> • A diverse array of accessible and sustainable cultural spaces that support community gatherings, artistic production, and cultural engagement. • Public art and place-making initiatives contribute to a shared sense of identity and pride across the City while promoting sustainable development. 	<ul style="list-style-type: none"> • Increased number of creative groups or individuals that have access to and participate in creative and cultural spaces within the City. • Number of public art and place-making projects completed. • Community satisfaction scores related to public spaces and cultural infrastructure (survey data and ongoing community engagement).

Pillar	Key Actions	Alignment with Strategic Community Plan 2024-2034	Desired Outcomes	Indicators of Success
Pillar 2: Culture = Life	2.1 Support local artists and creative industries through grants, residencies, and mentorship programs: Develop funding and support systems that help artists thrive and contribute to the local creative economy.	<ul style="list-style-type: none"> • Supports Outcome 2: "A strong sense of pride, belonging, and creativity" and Outcome 3: "People of all ages and abilities feel connected and supported" by fostering inclusive cultural experiences and promoting intergenerational and intercultural dialogue. 	<ul style="list-style-type: none"> • An engaged and creative community where arts and culture are celebrated and integrated into the fabric of daily life. • Increased participation in cultural activities across all age groups and demographics, with a focus on environmentally conscious practices. 	<ul style="list-style-type: none"> • Number of grants, residencies, and mentorships provided to local artists. • Increase in attendance at creative workshops and classes.
	2.2 Expand opportunities for lifelong learning through creative workshops, classes, and events: Provide diverse programming for residents of all ages, backgrounds and abilities, promoting skill development, creative expression, and social engagement.	<ul style="list-style-type: none"> • Contributes to Outcome 9: "A progressive, vibrant, and thriving economy with active participation in lifelong learning" by offering opportunities for personal and community development through creative education and expression. 		<ul style="list-style-type: none"> • Diversity and frequency of cultural programming events held.
	2.3 Celebrate the diverse cultural heritage of Belmont: Develop inclusive creative programming that identifies with the City's cultural diversity.	<ul style="list-style-type: none"> • Supports the Planet theme: By integrating sustainability-focused activities and environmental awareness into creative programming. 		<ul style="list-style-type: none"> • Broader representation of the City's diverse population in creative activities. • Increase in local artist recognition and engagement in community projects.

Pillar	Key Actions	Alignment with Strategic Community Plan 2024-2034	Desired Outcomes	Indicators of Success
Pillar 3: Power of Connection	3.1 Facilitate cross-sector collaborations between arts, education, health, and business sectors: Use arts and culture to address community challenges such as mental health, social isolation, and economic development.	<ul style="list-style-type: none"> • Supports Outcome 3: "People of all ages and abilities feel connected and supported" and Outcome 11: "A happy, well-informed, and engaged community" by fostering social cohesion and community dialogue through arts-based initiatives. 	<ul style="list-style-type: none"> • Stronger social connections, increased cultural understanding, and a more cohesive and inclusive community. 	<ul style="list-style-type: none"> • Number of cross-sector collaborations initiated. • Increase in intercultural and intergenerational programming offered. • Number of projects achieved through community partnerships. • Positive changes in community perception of social cohesion and inclusion (survey data). • Increase in participation rates from diverse cultural groups and marginalized communities.
	3.2 Form community partnerships to deliver co-created projects: Work together to develop arts and culture projects that recognise and celebrate the community's contributions to Belmont's identity.	<ul style="list-style-type: none"> • Contributes to Outcome 2: "A strong sense of pride, belonging, and creativity" by celebrating the City's cultural diversity and creating platforms for intercultural engagement 		
	3.3 Promote intergenerational and intercultural programming: Create opportunities for people of all ages and backgrounds to come together through shared creative activities such as storytelling, collaborative art projects, and festivals.	<ul style="list-style-type: none"> • Supports the Performance theme: By ensuring high-quality planning, evaluation, and delivery of collaborative cultural programs. 		

References

City of Belmont References:

Strategic Community Plan 2024-2034

Corporate Business Plan 2024-2028

Public Art Management Plan & Guidelines 2025 -2030

Local Planning Policy 11 (LPP 11)

Economic Development Strategy 2023-2028

Koort Karnadjil Mya – Heart Truth Voice – First Nations Strategy

Multicultural Strategy 2020 and Beyond

Community Infrastructure Plan 2022-2040 Part One and Two

Other:

Creative WA: A 10-year vision to grow and sustain our creative ecosystem – Department of Local Government, Sport and Cultural Industries Western Australia Cultural Infrastructure Framework 2030+

– Department of Local Government, Sport and Cultural Industries

Strategic Business Plan 2024-2028 - Chamber of Arts and Culture WA

The Creative Economy in Australia – What Census 2021 Tells Us Briefing paper 1 & 2 – Creative Australia (formally known as Australia Council for the Arts)

WA Public Libraries Strategy 2022-2026 – WALGA, State Library of WA and Public Libraries Western Australia

APLA-ALIA Standards and Guidelines for Australian Public Libraries, May 2021.

Australian Museum and Galleries Association Strategic Plan and Pillars, 2024-2026

The IFLA-UNESCO Public Library Manifesto 2022

Universal Declaration of Human Rights, Article 27







Would you like to share your thoughts and suggestions?

Please reach out to your elected member or the responsible officer at the City of Belmont.

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City of
Belmont



12.4 Redcliffe Area Traffic Study

Voting Requirement	:	Simple Majority
Subject Index	:	118/002
Location/Property Index	:	Redcliffe
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Infrastructure Services

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To consider the Redcliffe Area Traffic Study findings and recommendations.

Summary and key issues

- The closure of Brearley Avenue in 2017 to facilitate the construction of the Redcliffe Rail Station resulted in the redistribution of airport traffic through Redcliffe local streets.
- The community has consistently raised concerns regarding traffic volumes and speeds in the Redcliffe area resulting in several reports presented to Council.
- The City commissioned an independent traffic engineering consultant to undertake modelling of a number of network change and traffic calming options to improve safety and amenity of the Redcliffe local road network.
- Modelling scenarios were considered for the short-term, medium term following the relocation of Jetstar, and Qantas operations to Terminal 2 by 2032, and the long-term post 2041.
- The short-term scenarios modelled included consideration of the feedback received from the first stage of community consultation held between July and August 2024.
- The network change scenarios modelled included:
 - Left In Left Out (LILO) at Lyall Street
 - Cul-de-sac closure at Bulong Avenue/Boorn Street
 - Closure of Central Avenue
 - Closure of Stanton Bridge

- Closure of Moreing Street, Lyall Street and boulder Avenue at GEH.
- The traffic calming options modelled included:
 - Original LCURS treatments on Stanton Road/Second Street
 - Revised LCURS treatments on Stanton Road/Second Street
- The report concludes that the revised LCURS be implemented as the primary solution for traffic management on Stanton Road, with the LILO at Lyall Street to be considered as a trial with subsequent monitoring of traffic movements.
- Further short-term actions include detailed investigations to be undertaken to address safety issues and confirm appropriate treatments at the following intersections:
 - First St/Bulong Ave
 - Victoria St/ Moreing
 - Epsom Ave/Durban St/Stanton Rd
 - Redcliffe Rd/Fauntleroy Ave
 - Epsom Ave/ Victoria St
 - Second St/ Kanowna Ave
 - Morrison St/Treffone St/Ryans Court
- Modelling results for the medium term indicate that following the relocation of Jetstar, and Qantas to Airport Central by 2032 there will be significant drop in traffic of over 50% along Stanton Rd and Second St. In addition, no major congestion is expected on Redcliffe local roads.
- Medium term actions include ongoing traffic monitoring, advocacy with Main Roads WA to optimise signals on Great Eastern Highway (GEH), and ongoing review of potential impacts arising from land developments at Perth Airport West Precinct
- Modelling for the long-term situation beyond 2041 includes consideration of the impact of developments at Redcliffe Station Precinct and Perth Airport West Precinct, and upgrades to GEH.
- The long-term modelling outcome shows significant congestion on all local and distributor roads.
- Long term actions include: advocacy to Main Roads WA for significant road and intersection upgrades on GEH, advocacy to Main Roads and Perth Airport for further upgrades on Dunreath Drive and Fauntleroy Ave, advocacy with State Government to expand sustainable transport infrastructure and to investigate direct access to GEH from Bulong Avenue and Central Avenue.

Officer Recommendation

That Council:

1. Notes the Redcliffe Area Traffic Study.
2. Endorses the findings within the Redcliffe Area Traffic Study.
3. Notes the Short-Term, Medium-Term and Long-Term actions as identified in this report as follows:

Short-Term

- Implement the revised LCURS treatments on Stanton Road and Second Street.
- Implement Left In-Left Out at Lyall St as a trial and monitor
- Implement speed limit reduction to 40 Km/h along Stanton Rd and Second Street.
- Continue to monitor traffic in the Redcliffe area and consider suitable responses where necessary
- Undertake detailed investigations and confirm appropriate treatments at the following intersections:
 - First St/Bulong Ave
 - Victoria St/ Moreing St
 - Epsom Ave/Durban St/Stanton Rd
 - Redcliffe Rd/Fauntleroy Ave
 - Epsom Ave/ Victoria St
 - Second St/ Kanowna Ave
 - Morrison St/Treffone St/Ryans Court

Medium Term

- Continue traffic monitoring of volumes, speeds and crash records across the Redcliffe area.
- Ongoing review and consideration of additional traffic calming measures post implementation of LCURS treatments/LILO Lyall St where necessary
- Review and consider proposals by Perth Airport to develop cycleways and recreational shared paths in conjunction with the City's Sustainable Transport Plan.
- Advocate to Main Roads WA for optimisation of traffic signal operations along GEH along with enhancements at each intersection for pedestrian movements.
- Advocate to PTA for coordination of bus and train timetables with adjustments as necessary.
- Review impacts of land use developments at Perth Airport West Precinct when presented to the City to ensure that developments and

relevant road network upgrades occur simultaneously to prevent congestion in the Redcliffe Area.

Long-Term

- Advocate to Main Roads WA for significant road upgrades on GEH for additional capacity where feasible inclusive of dedicated turn lanes at key intersections.
 - Advocate to Main Roads WA for key intersection upgrades along GEH to improve traffic flow and reduce congestion, along with enhanced features for pedestrian crossing movements.
 - Advocate to Main Roads WA for traffic signal timing optimisation to reduce delays, minimise stop-and-go conditions, with consideration of real time adaptive traffic control responses along the "Smart Freeway" system principles
 - Advocate to Perth Airport and Main Roads WA for further upgrades on Dunreath Drive and Fauntleroy Ave for efficient traffic flows and to improve safety.
 - Collaborate with State Government to develop and expand active sustainable transport, pedestrian and cycling infrastructure to reduce reliance on vehicles.
 - Advocate to PTA to expand their routes, frequency, reliability and coordination of bus and the train services at Redcliffe Rail Station.
 - Advocate to State Government to investigate direct access to GEH from Bulong Avenue and Central Avenue to ease traffic flows on other roads and streets across the Redcliffe Area.
4. Directs the Chief Executive Officer to include the funding required to progress the identified actions in future budgets.

Location

The area considered in the traffic study is as shown in Figure 1 below.



Figure 1. Redcliffe Area Traffic Study – Modelling Study Area

Consultation

The City has undertaken extensive consultation with the community and external parties such as Perth Airport, Main Roads WA, Department of Planning, Lands and Heritage, Public Transport Authority, St Johns Ambulance and the local schools. Details of the consultation are provided further in the report.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Place

Outcome: 8. A city that is easy to get around safely and sustainably.

Policy implications

There are no policy implications associated with this report.

Statutory environment

The implementation of the pedestrian crossings require approval by the Children's Crossing Committee and Main Roads WA. Implementation of a 40 km/h speed limit on Stanton Road. Second Street requires approval from Main Roads WA.

Background

In 2017 the State Government closed Brearley Avenue at the junction of Great Eastern Highway and cut off the section between First Avenue and Dunreath Drive to make way for the new Redcliffe Rail Station, constructed as part of the Forrestfield – Airport Link rail project. Until that time Brearley Avenue represented the main access road to Perth Airport. The consequence of Brearley Avenue closure was the redistribution of some traffic onto Redcliffe area local roads and streets, as an alternative to using the new Dunreath Drive interchange with Tonkin Highway.

The resulting traffic volumes and speeding in the Redcliffe area have been a matter of community concern for a number of years. This matter has been raised consistently during public question time at Ordinary Council Meetings with the matter considered by Council on several occasions.

A chronological summary of related Ordinary Council Meeting reports is provided below:

22 February 2022 OCM 12.6 Petition – Traffic Concerns – Lyall Street, Redcliffe.

The City received a petition on 12 October 2021 from residents on Lyall Street requesting action to be taken to reduce the volume of traffic on Lyall Street, along with slow points and/or speed humps (like on Moreing Street) to reduce speeds.

The following Alternative Councillor Motion was resolved by Council:

That Council:

1. Receive the petition on behalf of the petitioners regarding concerns with traffic volumes and speeds on Lyall Street, Redcliffe, along with various suggestions to improve the situation.
2. Direct the Chief Executive Officer advise the lead petitioner that based on the results of the November 2021 traffic survey and analysis of crash data, no traffic engineering works on Lyall Street are warranted at this time.
3. Direct the Chief Executive Officer to advise the lead petitioner that ongoing monitoring of traffic behaviour and re-assessment following receipt of the 2022 traffic survey data will be undertaken to determine whether the implementation of any additional measures is justified.
4. Direct the Chief Executive Officer to liaise with WA Police Services to provide resident feedback regarding speeding cars in Lyall Street.
5. Direct the Chief Executive Officer to liaise with Main Roads WA regarding the installation of a Local Traffic Only sign at the Great Eastern Highway entrance to Lyall Street.
6. Direct the Chief Executive Officer to carry out two additional traffic counts, in three and nine months' time.
7. Direct the Chief Executive Officer to place the speed trailer in Lyall Street after the traffic count is undertaken in three months' time

28 February 2023 OCM 13.2.1 Notice of Motion (Councillor (Cr) Rossi) Stanton Road and Second Street Traffic

A Notice of Motion was received from Cr Rossi for Council to implement measures to deal with increased traffic on Stanton Road and Second Street, and work with WA Police to address speeding on these two roads and in surrounding side roads.

The following Alternative Councillor Motion was resolved by Council:

1. Present investigations to Council on low-cost traffic calming options in May 2023 so that Council may implement change.
2. Re-do the traffic count during the next available time during the school term.
3. Review traffic counts and speeds once Tonkin Gap Project is complete and investigate permanent traffic solutions.

4. Investigate the temporary closure of the road at Central Avenue after the entrance to the train station and before Dunreath Drive, once Tonkin Gap Project is finalised.
5. Implement temporary calming devices to be installed in 2023 between Lyall Street and Epsom Avenue

21 November 2023. OCM 12.3 Petition – Vehicle and Pedestrian Road Safety on Lyall Street, Redcliffe.

The City received a petition on 29 August 2023 from residents on Lyall Street as follows:

- a. To improve vehicle and pedestrian road safety, reduce rat running and maintain an even distribution of traffic on all roads, we request the City install 3 or 4 additional local area traffic management devices in the form of road humps (to the same standard as Moreing Street) on Lyall Street, Redcliffe within the 2023 calendar year.
- b. To improve vehicle and pedestrian road safety, reduce rat running and alert drivers they are entering a driving environment that is different from Great Eastern Highway, we request the City install a local area traffic management device in the form of a raised threshold entry statement in combination with 50 km/hr signage on Lyall Street near the junction of Great Eastern Highway within the 2023 calendar year.

At the 21 November 2023 OCM Council passed a Procedural Motion, in accordance with sections 11.1 (g) and 18.1 of the City of Belmont Standing Orders Local Law 2017;

That the item be referred back to a future Information Forum.

At the 6 February 2024 Information Forum, City officers provided update on progress on the LCURS measures planned for implementation before 30 June 2024, along with a proposal to develop a transport model for the Redcliffe Area.

Special Electors Meeting Minutes – 29 April 2024.

A Special Electors' Meeting was held on 29 April 2024 at the City of Belmont Civic Centre. The following motions were passed.

Motion 1:

That the City pause the implementation of permanent traffic calming on Stanton and replace it with a temporary modal filter (e.g. in the form of inexpensive water filled bollards) on Central – at 142 Central, adjacent to the border of Airport land to temporarily restrict airport outbound traffic on Dunreath drive for a 12-month period.

Motion 2:

That prior to the installation of the permanent traffic calming on Stanton, the City convene a community consultation meeting for the purpose of identifying

and addressing local Redcliffe resident, school & general community issues and concerns, particularly:

- a) the need to identify safety treatments for school drop off and pick ups and permanent safe pedestrian road crossings.
- b) the need to deter (non-local & rat run) traffic Airport in & out bound from using Epsom Avenue, Durban Street & Hardey Road
- c) the need to stop through (non-local & rat run) traffic problems on Stanton Road, DA6 (particularly Boulder & Bulong) and the West Redcliffe Block*(particularly Morrison, Lyall, Moreing & Victoria)* the West Redcliffe Block being the area bound by Stanton, Tonkin, Great Eastern and Epsom.
- d) the need to temporarily close Bulong at Boorn until an application for multi-storey development approval is progressed on Bulong.

Motion 3:

That prior to the installation of the permanent traffic calming on Stanton, the City engages an independent traffic engineering consultant firm to provide traffic management calming options and recommendations that address the issues and concerns raised, that a supplementary community meeting be convened for presentation of the recommendations and public comment on the recommendations.

Motion 4:

That Council instruct the City to create a formal traffic management policy that for governance and transparency is publicly available on the city's website, that the policy reflects the current 2020 Aust Roads City of Stirling guideline version of the warrant system point scoring that establishes an orderly method to assess priority and need for traffic calming.

28 May 2024 OCM -12.3 Special Electors' Meeting Minutes - 29

April 2024

These motions were considered at the 28 May 2024 OCM. The following Alternative Councillor Motion was resolved by Council:

That Council directs the Chief Executive Officer to prepare a statement of impact report in accordance with the City's Standing Orders Local Law (Section15.1) for the June 2024 Ordinary Council Meeting, detailing the legal and financial consequences of the proposed revocation, change or amendment to the LCURS program on Stanton Road - Central Avenue to Epsom Avenue, Redcliffe.

25 June 2024 OCM 14.1 Stanton Road – Impact Statement

The impact statement report directed by Council at the 28 May 2024 OCM was presented to Council at the 25 June 2024 OCM.

The following Amended Alternative Councillor Motion was resolved by Council:

1. Directs the CEO to pause implementation of the Stanton Road – Central Ave to Epsom Ave (LCURS) project until the findings of the Redcliffe Area Traffic Study are endorsed by Council.
2. Directs the CEO to proceed with the Western Power lighting upgrade on Stanton Road and Second Street as per the current schedule.
3. Directs the CEO to write to residents and property owners within the Redcliffe Study Area informing them of point one and two above and the impending Redcliffe Area Traffic Study and the proposed timeframes.

In addition to the above OCM reports there have been numerous questions at OCM meetings, either answered during the meeting or taken on notice with a response included in the following OCM minutes. Email communications have also been received from various community members and responded to accordingly.

Report

Traffic Modelling and Deliverables

The City engaged specialist traffic engineering consultant, Transcore, to undertake microsimulation transport modelling in the Redcliffe Area. The modelling considered the existing traffic situation and modelled various scenario options to improve safety and amenity of the local road network.

The Redcliffe Area Traffic Study was completed in March 2025 and reported in three separate study reports as follows:

Existing Situation - Refer Attachment 12.4.1

This report includes the existing road network details, traffic data as input for the model, crash data, site observations and community feedback.

Calibration and Validation - Refer Attachment 12.4.2

This report details the calibration and validation process, ensuring the base model accurately reflects real world conditions.

Traffic Analysis - Refer Attachment 12.4.3

This report documents the assumptions, methodology and outcomes of the assessments for the short, medium and long term scenarios.

Future land use data is considered from Perth Airport and the Department of Planning Lands and Heritage (DPLH) as it impacts on traffic generation, along with forecast traffic volumes from Main Roads WA.

Various network change and traffic calming measure scenarios were tested towards confirming the optimal short, medium and long term recommendations.

Short Term to 2032

The scenarios modelled fall into two categories:

- Network Change Options, and
- Traffic Calming Measures

The modelling considered traffic flows during the morning and afternoon peak hour periods. The morning (am) peak hour is between 8.00am and 9.00am with the afternoon (pm) peak hour between 4.00pm and 5.00pm.

Network Change Options

Left in Left out (LILO) at Lyall Street/ Stanton Road intersection

Refer section 5.1.1 of the Traffic Analysis Report.

There is currently a significant volume of traffic on Lyall St (3160 average weekday) with a high number of right turn movements from Stanton Road to Lyall Street leading to long queues on Stanton Road. The intersection of Stanton Rd and Lyall St has a significant crash history (6 crashes recorded last 5 years). Removing this right turn movement will improve traffic flow on Stanton Road and safety at this intersection

Under this scenario, there will be a redistribution of traffic to other streets, most significantly as follows:

- Moreing St (+ 85 pm peak hour, 430 average weekday)
- Boulder Ave (+ 60 pm peak hour, 1520 average weekday)
- Epsom Ave (+ 81 am peak hour, 11470 average weekday)

The Western Australia Planning Commission (WAPC) Transport Impact Assessment Guidelines (2016) advise that an increase in traffic flow of less than 100 vehicles per hour is deemed insignificant. These traffic redistributions are therefore not deemed significant, and it is noted that the adjacent streets can accommodate the additional traffic.

While LILO is not considered to adversely impact local network roads, it is recommended as a trial measure with traffic behaviour to be monitored after implementation.

Cul – de sac closure at Bulong Avenue and Boorn Street

Refer section 5.1.2 of the Traffic Analysis Report.

The option to cul-de-sac Boorn Street to prevent through traffic to/from Bulong Avenue was put forward by the community during the engagement process. PTA “out of service” buses sometimes use the route via Ben St, GEH, Coolgardie Ave, First St and Bulong Ave from their depot on Redcliffe Rd to avoid the intersection with Fauntleroy Rd.

Under this scenario there would be redirection of traffic to other local roads, in particular First St and Boulder Ave. Significant queues and delays are expected to develop at the roundabout intersection of Second St/ Boulder Av/ High St.

Accordingly, this scenario is not recommended.

The City will continue advocacy with PTA to ensure buses use the recommended route via Fauntleroy Rd/ Dunreath Drive and Central Ave.

Closure of Central Avenue

Refer section 5.1.3 of the Traffic Analysis Report.

Another option put forward by the community was the closure of Central Avenue to restrict through traffic to/from the airport.

Under this scenario there would be a reduction in traffic on Second St and Stanton Rd. However, there would be a consequence of significant redirection of Perth Airport traffic, particularly to High St (900% increase). Additionally, there is a risk that drivers may consider inappropriate use of the PTA car park as a short cut to avoid the Central Avenue closure.

Accordingly, this scenario is not recommended.

Closure of Stanton Road Bridge

Refer section 5.1.4 of the Traffic Analysis Report.

Current traffic volumes on Stanton Road at the bridge over Tonkin Highway are over 14,000 vehicles per day. Closing the bridge on Stanton Road was an option suggested by the community to alleviate traffic on local roads.

Modelling shows that closure of the bridge would result in considerable traffic congestion, queuing and delays on various key access roads to GEH, particularly Epsom Avenue, and along GEH itself.

Accordingly, this scenario is not recommended.

Closure of Moreing Street/ Lyall Street and Boulder Avenue with Great Eastern Highway

Refer section 5.1.5 of the Traffic Analysis Report.

Another potential solution considered to control through traffic on local roads is the cul-de-sacing of the local roads linking Great Eastern Highway – i.e. Moreing St, Lyall St and Boulder Avenue.

Under this scenario there would be increased traffic congestion, queues and delays at key access points to GEH – Epsom Ave, Coolgardie Ave and Fauntleroy Ave along with Dunreath Drive.

Accordingly, this scenario is not recommended.

Traffic Calming Measures

Original Low-Cost Urban Road Safety (LCURS) treatments for Stanton Road and Second Street

Refer section 5.2.1 of the Traffic Analysis Report.

The scope of treatment measures under the original LCURS project include mid-block speed cushions and raised plateau treatments at the intersections of Moreing Street and Lyall Street with Stanton Road.

The LCURS programme is specifically designed to improve road safety and does not have a focus on traffic volume reduction. Although effective from the perspective of safety, the modelling results show that this scenario does not significantly reduce traffic volumes on Stanton Road or the adjacent streets. As the currently proposed treatments are not significantly altering traffic volumes, it is considered that alternative treatments may be necessary.

Revised LCURS treatments for Stanton Road and Second Street

Refer section 5.2.2 of the Traffic Analysis Report.

Given consideration to the modelling result of the original LCURS treatments, the following changes to treatments were modelled:

- Removal of the mid-block speed cushions.
- Raised plateau at Morrison St with a roundabout.
- Pedestrian crossing west of Lyall St (near elderly home).
- Children crossing west of Morrison St (St Maria Goretti)
- Relocation of existing children crossing, east of Kanowa Ave (Redcliffe Primary).



Figure 2. Revised LCURS treatments, Stanton Road and Second Street

Under this scenario, there is improved safety for vulnerable pedestrians crossing Stanton Rd or Second St with dedicated and safe facilities. The raised roundabout at Morrison St will enhance traffic circulation for school related traffic and regulate through speed on Stanton Rd. Following implementation of the revised LCURS treatments, Stanton Rd between Epsom Ave and Central Ave will be signposted at 40 km/h.

The modelling results in a greater reduction of Stanton Rd traffic (13%), compared with the original LCURS. The scenario results in a redistribution of traffic to other streets e.g. Boulder Ave (+ 80 pm, 1520 average weekday).

It is noted in the Traffic Analysis Report that as the main distributor roads such as GEH and Dunreath Drive are operating at capacity during the peak hours, the effectiveness of both existing and proposed traffic calming measures on Stanton Rd and surrounding local roads is impacted.

Reduce speed limits on all roads to 40 km/h

Refer to section 5.2.3 of the Traffic Analysis Report.

Following the outcome of the improved effectiveness of the revised LCURS treatments an additional scenario was modelled to test implementing a 40km/h limit across all local roads in Redcliffe.

Although the speed reduction would improve safety of all road users, modelling shows limited traffic redistribution with slight traffic reductions on Stanton Road and Coolgardie Avenue, and slight traffic increases on Fauntleroy Avenue and Dunreath Drive.

Combined Modelling of Revised LCURS and LILO Lyall Street/Stanton Rd.

Refer to section 5.3 of the Traffic Analysis Report.

The traffic modelling scenarios which have demonstrated their effectiveness in reducing traffic volumes on local roads and enhanced safety and amenity for residents are:

- Implementing Revised LCURS treatments, Stanton Road and Second Street
- LILO treatment at Lyall Street/Stanton Road

These two treatments were modelled together to test that one scenario does not negatively impact the traffic outcomes of the other.

The revised LCURS treatments demonstrate the highest effectiveness for reducing traffic on Stanton Rd, with the highest decrease in vehicle counts during both AM and PM peak hours.

The LILO at Lyall St results in significant reductions for Lyall St, particularly for the PM peak hour, with moderate redistribution to other streets.

The combined scenario offers traffic reductions (11%) on Stanton Rd for the PM peak hour, but not very effective for the AM peak hour.

The combined scenario indicates traffic increases on the following;

- Moreing St (+36 PM peak hour, 430 average weekday).
- Morrison St (+ 6 AM peak hour).
- Boulder Ave (+92 PM peak hour, 1520 average weekday).
- Epsom Ave (+ 129 PM peak hour, 11470 average weekday).

Based on the (WAPC) Transport Impact Assessment Guidelines (2016) the increases on Moreing St, Morrison St and Boulder Ave are not deemed significant as they are an increase of less than 100 vehicles per hour. The increase on Epsom Ave of +129 (16%) in the PM peak hour is counterbalanced by an insignificant increase in the AM peak hour of +7 (1%). It should be noted these increases are only for peak hour periods during the day, and will likely be less outside these times. It is considered that on balance this amounts to a moderate increase in traffic that Epsom Avenue can accommodate.

Modelling Conclusions – Short Term

In conclusion, the revised LCURS treatments are recommended as the primary solution for traffic management in the short term.

The LILO treatment for Lyall St will be trialled with monitoring of real-world outcomes, before confirmation as a permanent treatment.

Short Term Actions

The following short-term actions have been identified before Qantas relocate to Airport Central in 2032.

- Implement the revised LCURS treatments on Stanton Road and Second Street.
- Implement Left In-Left Out at Lyall St as a trial and monitor
- Implement speed limit reduction to 40 Km/h along Stanton Rd and Second Street.
- Continue to monitor traffic in the Redcliffe area and consider suitable responses where necessary

Further, in recognition of crash history and community feedback, detailed investigations will be undertaken to address safety issues and confirm appropriate treatments at the following intersections:

- First St/Bulong Ave (4 crashes last 5 years).
- Victoria St/ Moreing St (5 crashes).
- Epsom Ave/Durban St/Stanton Rd (6 crashes).
- Redcliffe Rd/Fauntleroy Ave (14 crashes).
- Epsom Ave/ Victoria St (4 crashes).
- Second St/ Kanowna Ave (4 crashes).
- Morrison St/Treffone St/Ryans Court

Advocacy initiatives:

The City will advocate to WA Police for an active speed campaign along Stanton Road and Second Street after the implementation of the 40km/h speed limit.

All of the roads within the modelling study area (except the western section of Dunreath Drive, Ben Street and Redcliffe Road which are Restricted Access Vehicle, (RAV) Tandem Drive 4), are classified as RAV Tandem Drive 1 which means that only "as of right " vehicles would be able to travel on these roads. Therefore, heavy vehicles longer than 19m are not permitted on the local road network. The City will monitor and raise any non-compliant movements observed or captured on video surveillance with Main Roads WA for their action.

The City will continue to advocate to PTA to prevent bus service operations from using the route via Ben Street, GEH, Coolgardie Avenue, First Street and Bulong Avenue.

Medium Term - Beyond 2032

Refer to section 6 of the Traffic Analysis Report.

The medium-term scenario was modelled to consider the impacts of the relocation of Jetstar, and Qantas to Airport Central by 2032.

Modelling results indicate that the removal of trips generated from Perth Airport zones has a consequence of reduced traffic volumes on all local roads in Redcliffe, with a significant drop of over 50% along Stanton Rd and Second St.

No major congestion is expected on local roads within the study area.

Medium Term Actions:

- Continue traffic monitoring of volumes, speeds and crash records across the Redcliffe area.
- Ongoing review and consideration of additional traffic calming measures post implementation of LCURS treatments/LILO Lyall St where necessary
- Review and consider proposals by Perth Airport to develop cycleways and recreational shared paths in conjunction with the City's Sustainable Transport Plan.
- Advocate to Main Roads WA for optimisation of traffic signal operations along GEH along with enhancements at each intersection for pedestrian movements.
- Advocate to PTA for coordination of bus and train timetables with adjustments as necessary.
- Review impacts of land use developments at Perth Airport West Precinct when presented to the City to ensure that developments and relevant road network upgrades occur simultaneously to prevent congestion in the Redcliffe Area.

Long Term - Beyond 2041

Refer to section 7 of the Traffic Analysis Report.

The long-term scenario was modelled to consider the impact of general traffic growth from adjacent areas and traffic generation directly associated with land use developments within the Redcliffe Area.

Redcliffe Station Precinct:

The DPLH Improvement Scheme document (Taylor Burrell Barnett, July 2024) outlines the feasibility of increased development intensity across the Precinct.

Land use is primarily residential, with mixed use around the Rail Station and along GEH.

The realistic, moderate growth scenario has potential for around 2,600 dwellings and has been adopted for modelling purposes.

Future commercial developments are dependent on long term Tonkin Highway/ GEH intersection, widening treatments and adjacent access provisions.

There is no direct access to GEH from Bulong Ave and Central Ave, which currently terminate as cul -de-sacs.

The draft Redcliffe Station Precinct Activity Plan (ACP) proposes to retain this restriction until such time as:

- The domestic operations of Qantas relocate from Airport West to Airport Central;
- The upgrades to GEH are complete; and
- A traffic impact assessment is undertaken to demonstrate that direct connection of these roads will not have undue impact on the safety and efficiency of the local road network.

Perth Airport:

The Perth Airport Master Plan (2020) is currently under review, with the Airport West Precinct (spanning 340 hectares) having the most direct impact on the adjacent Redcliffe Area.

Following consolidation of air services relocation to Airport Central (2032), land (including existing car park areas) will become available for complimentary non-aviation land uses – high amenity office park, retail parks, and for entertainment and leisure.

Modelling assumptions assume 50% of undeveloped area is developed, allocated equally to various land uses.

Perth Airport has proposed several upgrades to support the West Precinct development.

Current observations reveal occasional traffic congestion at the signalised intersection of Dunreath Drive and the Tonkin Highway off-ramp, leading to queue backups, extending onto Tonkin Highway. This congestion can result in additional movements on the City's local road and street network.

Traffic modelling and analysis indicates that in the medium term (post Qantas terminal relocation), congestion at this intersection will decrease significantly, however there will be additional traffic generation from the proposed land use developments, so over time, congestion may return and further mitigation or upgrades may be required.

GEH Upgrades by Main Roads WA

Main Roads provided traffic projections for their Regional Road network and the City's local distributor roads for 2021, 2036 and 2052.

GEH is proposed to be upgraded to six lanes by 2041, with the possibility of grade-separation, and two through lanes under a trench between Tonkin Highway and GEH Bypass.

For modelling purposes, at grade, six lane GEH development was assumed, with all side roads as LIL0, and full movement, signalised intersections at Coolgardie Ave and Fauntleroy Ave.

The modelling outcomes shows significant congestion and grid lock on all distributor roads, including Dunreath Drive and Fauntleroy Ave.

This outcome is typical for longer term modelling analysis. It is likely that this will prompt transport modal choices away from cars towards alternative active transport options, unless additional road network infrastructure changes are implemented.

Long Term Actions:

- Advocate to Main Roads WA for significant road upgrades on GEH for additional capacity where feasible inclusive of dedicated turn lanes at key intersections.
- Advocate to Main Roads WA for key intersection upgrades along GEH to improve traffic flow and reduce congestion, along with enhanced features for pedestrian crossing movements.
- Advocate to Main Roads WA for traffic signal timing optimisation to reduce delays, minimise stop-and-go conditions, with consideration of real time adaptive traffic control responses along the "Smart Freeway" system principles
- Advocate to Perth Airport and Main Roads WA for further upgrades on Dunreath Drive and Fauntleroy Ave for efficient traffic flows and to improve safety.
- Collaborate with State Government to develop and expand active sustainable transport, pedestrian and cycling infrastructure to reduce reliance on vehicles.
- Advocate to PTA to expand their routes, frequency, reliability and coordination of bus and the train services at Redcliffe Rail Station.
- Advocate to State Government to investigate direct access to GEH from Bulong Avenue and Central Avenue to ease traffic flows on other roads and streets across the Redcliffe Area.

Community Consultation

Refer to the Engagement Report in Attachment 12.4.4.

Community Engagement for the Redcliffe Area Traffic Study was undertaken in two stages. Stage one of community engagement occurred over the period 15 July to 11 August 2024.

Key Results:

- Average 75% dissatisfaction score with traffic flows – concentrated for Stanton Rd, Lyall St, Morrison St and Central Ave.
- Biggest issues – volumes, out of area traffic, speeding and safety.
- Traffic calming measures – around 60% supported with 20% unsure, depending on their nature.
- General comments and preferred solutions for network changes, traffic calming and active transport measures.

Community feedback was considered by the traffic consultant in modelling the various network change and traffic calming scenarios.

Stage two of community engagement occurred over January and February 2025 when the Redcliffe Area Traffic Study Reports were published on the City's website with community comment invited.

Key results:

- From those that completed the survey, around 84% lived in the area.
- The LILO trial at Lyall Street was supported by several respondents.
- Some concerns were raised about the impacts on various adjacent streets following revised LCURS implementation and LILO at Lyall Street.
- Priority was requested for intersection safety upgrades – as identified in the short-term recommendations.

The community feedback and associated officer comments can be found in the Engagement Report in Attachment 12.4.4.

Key Stakeholder Feedback

Main Roads WA:

Feedback from Main Roads WA is focussed on short term, revised LCURS:

- LCURS was emphasised as a Road Safety Program for reduced fatalities and serious injuries, and not to address traffic volumes.
- Preference to retain the mid-block plateau treatments, which can be considered at a later time, following performance monitoring.
- Pedestrian and children's crossings supported but require further analysis and approval.
- Main Roads noted that drainage, lighting upgrades and infrastructure hardware associated with the crossings are not eligible for funding under the LCURS program.

Public Transport Authority:

- Short Term – City and PTA to collaboratively resolve operational bus movement issue between Redcliffe Depot and Redcliffe Train Station (ongoing).
- Medium Term – PTA welcomes further discussion on enhanced bus/ train services and pedestrian accessibility.
- Long Term – Supportive, improvements to bus services and pedestrian amenity favoured in the shorter to medium term.

Perth Airport:

- Supportive of the short- and medium-term improvements.
- Supports opportunities to collaborate with the City on active transport encouragement and seamless user experience across Airport and Redcliffe Area (LGA) precincts.
- Concerned about the long-term modelling outcomes showing congestion and desire to continue working with the City to mitigate adverse feedback.
- Perth Airport Master Plan 2026 under review with public comment in September 2025 for 60 days.

St John Ambulance:

- Supportive of proposed changes with minimal impact on operations.
- Favours contrast red asphalt and raised intersections with advance signage for early awareness and traffic/ road negotiation when responding to emergencies.

St Maria Goretti School:

- In favour of the recommendations and roundabout on Morrison St/ Stanton Rd intersection to improve traffic flow and access at peak demand periods.
- Children's crossing on Stanton Rd worthwhile if it encourages more crossings at this location.

Redcliffe Primary School:

- Supports relocated crossing on Stanton Rd, near Kanowna Ave, favours automation due to staffing issues, and considered beneficial for all bus users in the area.

Financial implications

Main Roads WA previously agreed to fund \$354,407 for the original LCURS scope of work which was to be implemented in the 2023/24 financial year. To date, Main Roads has advanced 40% of this (\$141,763) to the City. The City has incurred costs to date of \$150,653.

The high-level cost estimate for the revised LCURS treatments is \$500,000. This cost estimate will be refined when the design details are finalised in

2025/26, to confirm the net additional contribution for funding consideration by Main Roads WA. Main Roads will not cover lighting, drainage or infrastructure associated with the children or signalised pedestrian crossings.

The City has previously budgeted for expenditure of \$354,407 in the 2023-24 financial year. An additional \$60,000 was budgeted in the 2024/25 financial year. Upon confirmation of the cost for the revised LCURS treatments, appropriate funding will be requested at the 2025/26 October budget review.

Consideration will be given to staging of the revised LCURS and LILO works implementation, as sections may be reliant on Western Power lighting upgrade requirements, particularly the proposed roundabout at Stanton Rd/Morrison St, along with approvals by Main Roads for the revised LCURS design, and the Children's Crossing Committee for the pedestrian crossings.

Financial implications for any future works associated with the Redcliffe Area Traffic Study findings will be determined upon completion of the final designs with consideration of funding and implementation, subject to standard budget process.

Environmental implications

There are no environmental implications in the long term associated with the recommendations. There may be some short-term environmental implications during works implementation. These will be considered further and mitigated wherever possible in the design phase.

Social implications

Following implementation of the Redcliffe Area Traffic Study recommendations there will be improved safety, encouragement for active transport participation and improved living amenity for residents of the local Redcliffe community.

Attachment details

Attachment No and title	
1.	Existing Situation Traffic Report [12.4.1 - 43 pages]
2.	Callibration and Validation Transport Report [12.4.2 - 38 pages]
3.	Traffic Analysis Report [12.4.3 - 64 pages]
4.	RATS Engagement Report Public Comment [12.4.4 - 31 pages]

Engineering a better future for over 20 years!



Redcliffe Area Traffic Study

Existing Situation

Traffic Report

PREPARED FOR:
City of Belmont

March 2025

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1 Introduction

The Redcliffe Area Traffic Study is a strategic initiative commissioned by the City of Belmont (The City) to thoroughly assess traffic flow within the Redcliffe area for the short, medium and long term. The objective of this project is to identify preferred network improvements that would improve connectivity to the wider Belmont area and the regional road network and to establish necessary safety and amenity improvements to better serve the community.

Accordingly, Transcore has been commissioned to conduct microsimulation transport modelling. This advanced modelling technique allows for detailed analysis of traffic patterns and behaviours under various conditions, helping to predict how changes in the network might influence overall traffic flow.

In preparation for this modelling, extensive data collection and site observations have been carried out by Transcore, in collaboration with The City and Perth Airport. The data collection and site observations were used for calibrating the base case model, ensuring that the analysis is grounded in accurate and relevant data.

Additionally, Transcore liaised with Main Roads WA and the Department of Planning, Lands and Heritage (DPLH) to gather future land use data and information on road network upgrades within the modelling study area.

Recognising the importance of community input, The City has proactively gathered feedback from residents, workers, and visitors to better understand their experiences in the area. This engagement process included the use of a mapping tool and a survey, allowing community members to pinpoint locations of interest and share their insights. Furthermore, drop-in sessions held on 25 and 28 July 2024 provided additional opportunities for direct interaction, enabling community members to voice their concerns and suggestions in person.

Transcore prepared three different traffic reports for this study:

- **Existing Situation Report;**
- Calibration and Validation Report; and,
- Traffic Analysis Report.

This traffic report aims to document the collected data, existing road network details, and other relevant information that have been utilised as inputs for the microsimulation model. Additionally, it includes observations from Transcore's site visits and insights derived from community feedback, providing a comprehensive overview of the existing traffic situation in Redcliffe.



1.1 Modelling Study Area

The modelling study area is shown in **Figure 1**. The study area includes major distributor roads and the majority of the access streets within Redcliffe area, highlighting critical intersections and access points that influence traffic flow.

It extends to key adjacent areas within Belmont, ensuring a comprehensive understanding of how traffic in Redcliffe interacts with the broader regional road network.





Figure 1: Modelling study area, key roads



2 Data Collection

2.1 Traffic counts

As part of the Redcliffe Area Traffic Study, video traffic counts were organised by The City and Perth Airport on Thursday, 23 May 2024. These video counts focused on key intersections within the modelling study area, providing valuable data for traffic analysis. Additionally, The City supplied the latest Sydney Coordinated Adaptive Traffic System (SCATS) data (sourced from Main Roads WA) for all signalised intersections within the modelling area, also corresponding to the same date.

Figure 2 illustrates the locations of the traffic counts. Transcore conducted a thorough review of the collected traffic counts and prepared detailed turning movement counts at these key intersections. The analysis covered two critical peak periods:

- Morning Peak: 8:00 AM to 9:00 AM
- Afternoon Peak: 4:00 PM to 5:00 PM

Appendix A shows the turning movement counts at the key intersections.

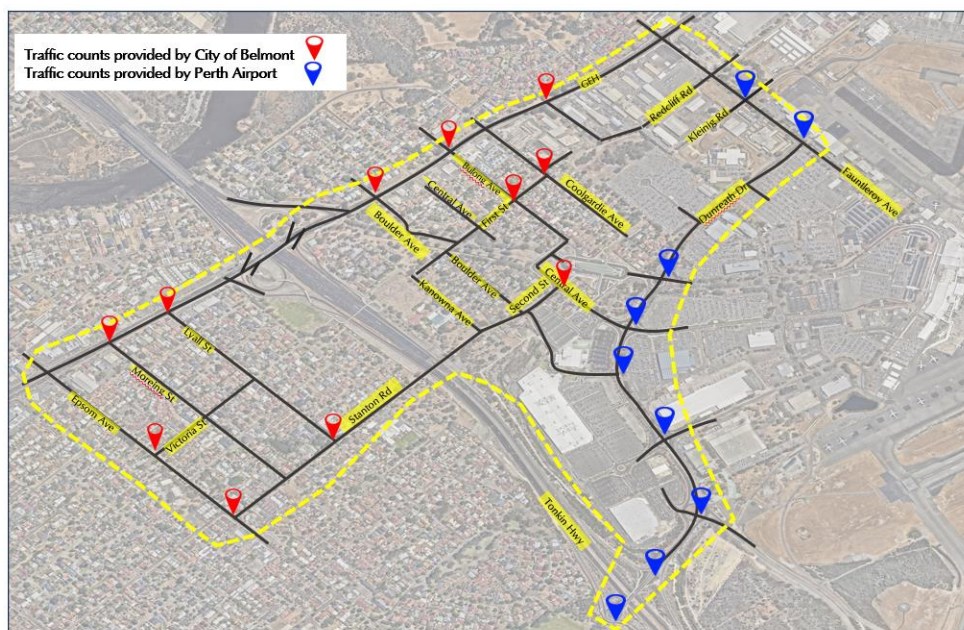


Figure 2: Location of the traffic counts



2.1.1 Signal Data (SCATS)

The SCATS history files for the nominated peak hours were sourced from Main Roads WA for signalised intersections. This data is crucial for understanding the operational characteristics of traffic signals during the peak hours for Thursday, 23 May 2024.

Figure 3 presents the phasing and timing information for the nominated peak hours, illustrating the operational patterns of traffic signals in the study area. This information was used for calibration of the base case model.



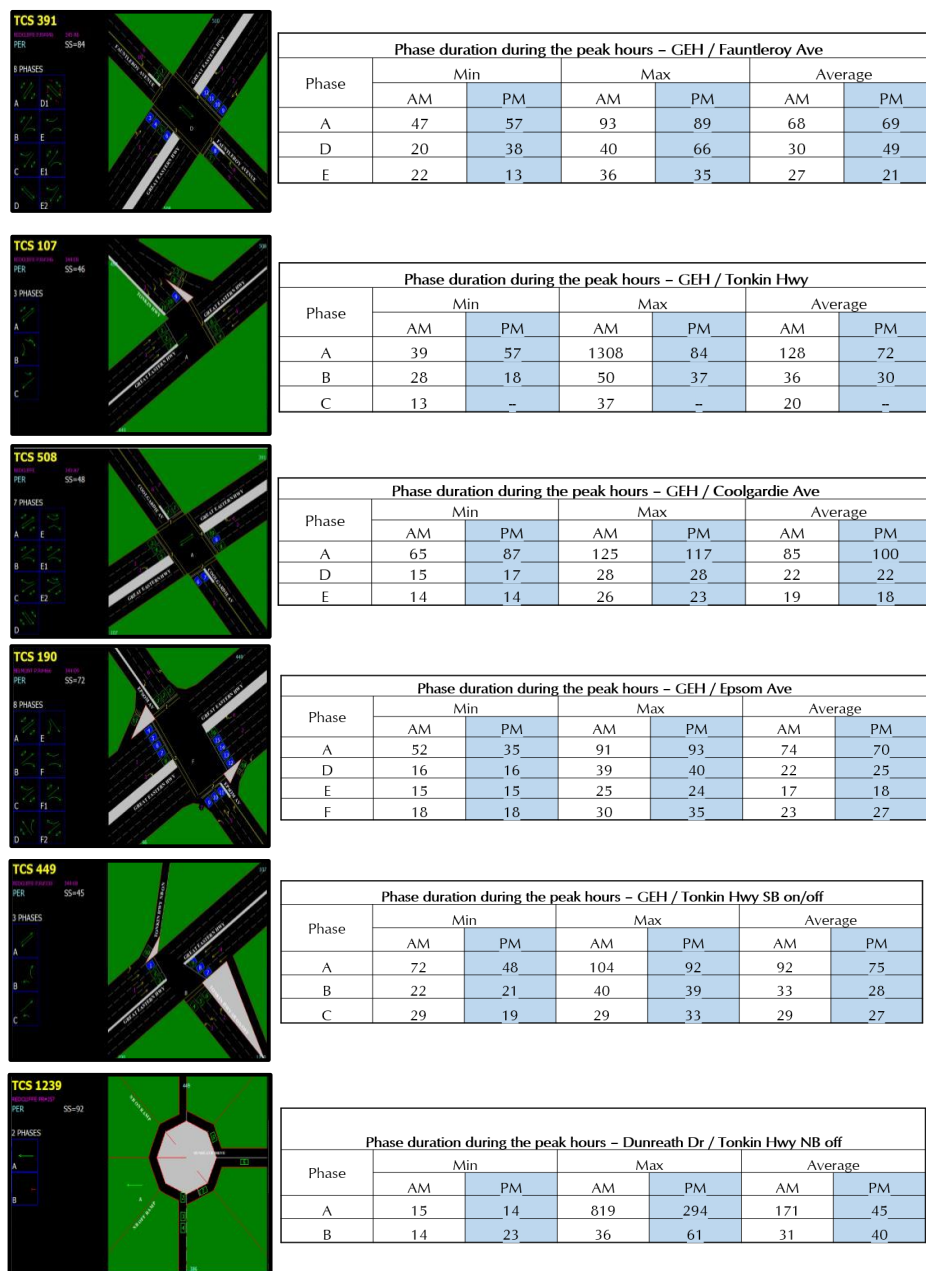


Figure 3: SCATS history data for signalised intersections



2.1.2 *Speed limits*

Figure 4 illustrates the existing posted speed limits within the modelling study area. Most roads have a speed limit of 50 km/h, while Great Eastern Highway (GEH) and Dunreath Drive have a higher speed limit of 60 km/h.

In proximity to Redcliffe and St Maria Goretti Primary School, school zone speed limit of 40 km/h are in effect, as shown in **Figure 5**. This figure also indicates the locations of existing traffic calming measures and the advisory speed limits associated with them.



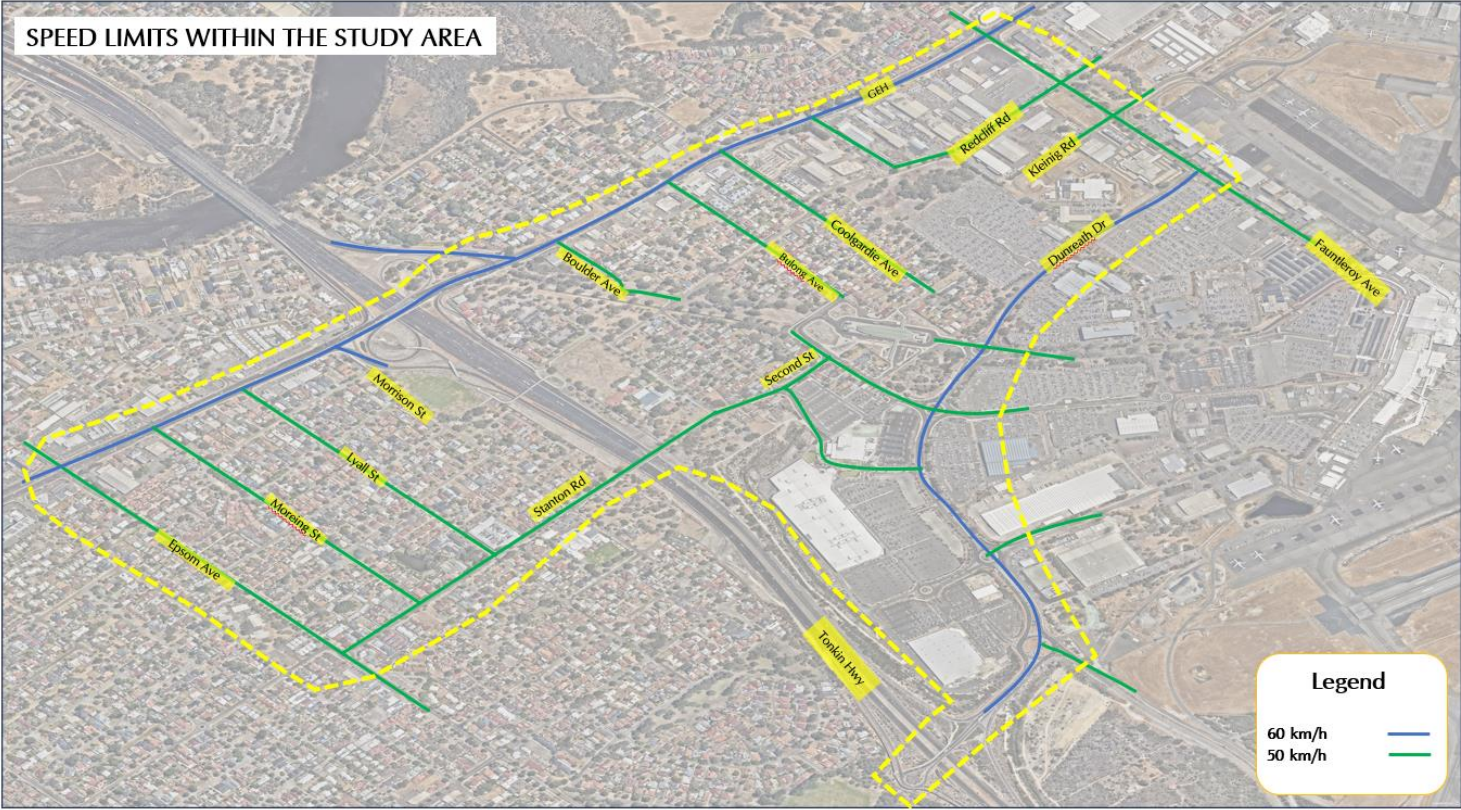


Figure 4: Speed limits for the roads within the modelling study area



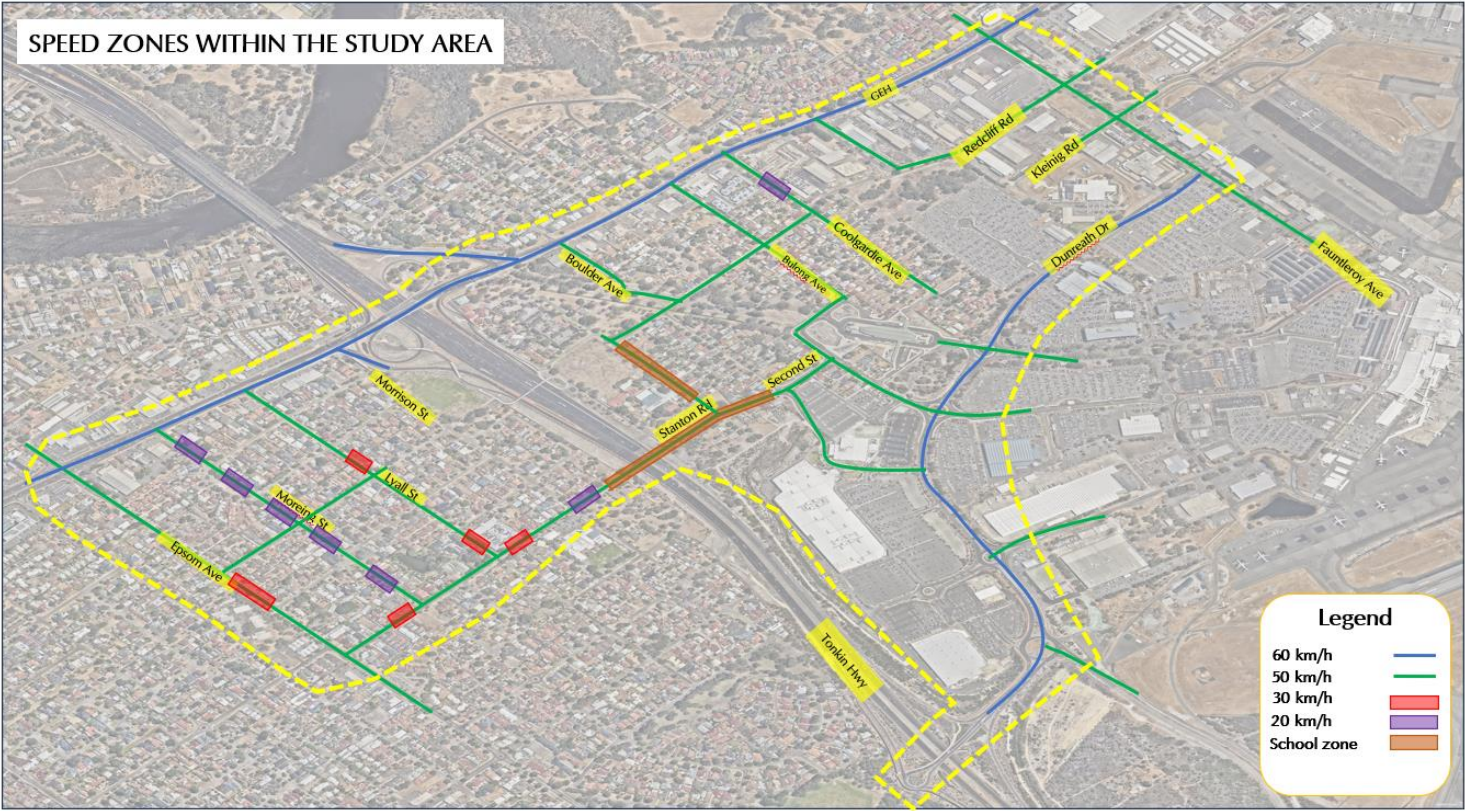


Figure 5: Speed zones within the modelling study area



2.1.3 Existing Queue Length

Queue lengths at the start of the green time for every movement/lane were observed and recorded for signalised intersections. Queue lengths also were collected for key unsignalised intersections. The collected queue data was used to calibrate and validate the base case models. **Figure 6** shows the maximum queue lengths observed for key intersections during the AM and PM peak hours.



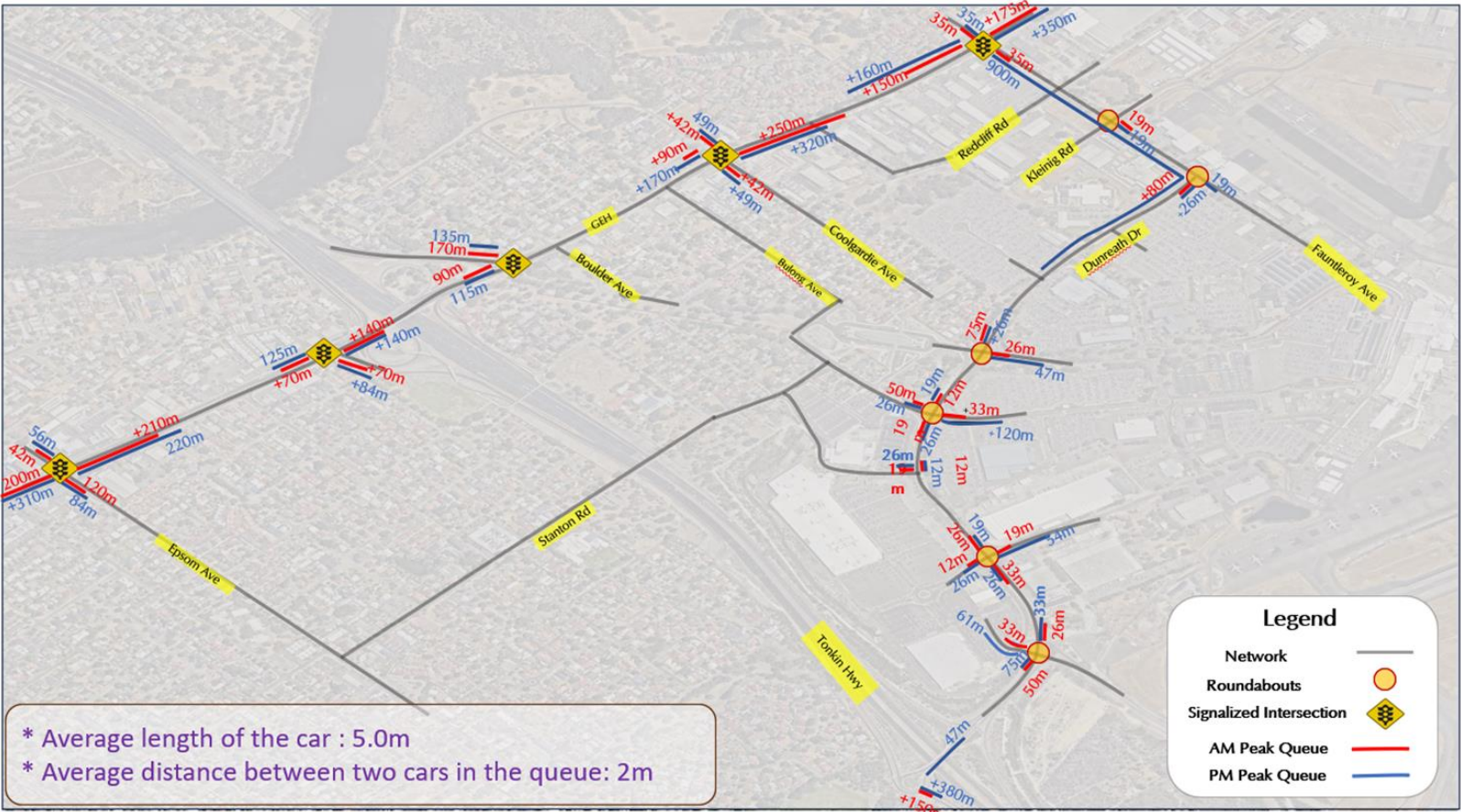


Figure 6: Maximum queue lengths observed at key intersections (Existing)



2.1.4 Observed Travel Times

Vehicle travel times on the following routes within the modelling study area were collected:

- GEH;
- Fauntleroy Avenue/ Dunreath Drive; and,
- Central Avenue/Second Street/ Stanton Road/ Epsom Avenue.

Travel times were recorded for both directions on roads during the peak hours and used for calibration and validation of the base case models (See [Figure 7](#)).

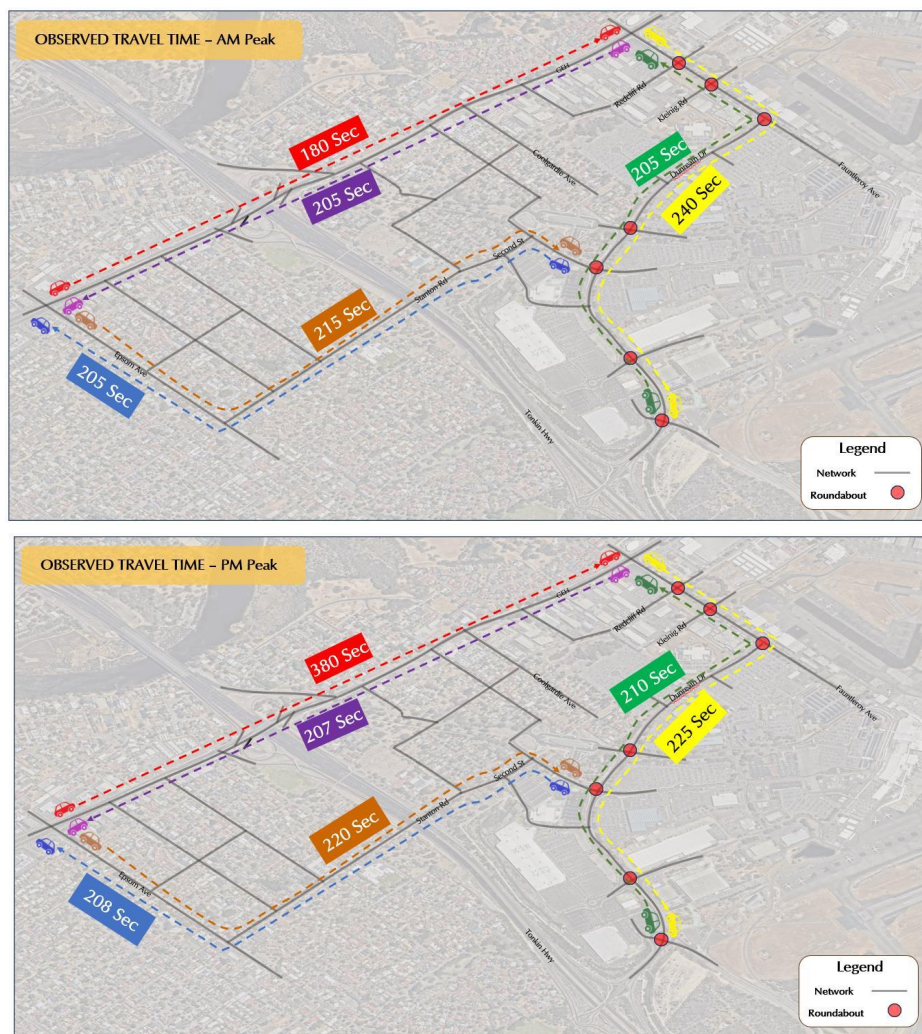


Figure 7: Observed AM/ PM travel times



2.1.5 Public Transport

Figure 8 and **Figure 9** show the existing public transport routes and bus stops within the modelling study area.

Appendix B shows the time table for each bus stop during the nominated peak hours.



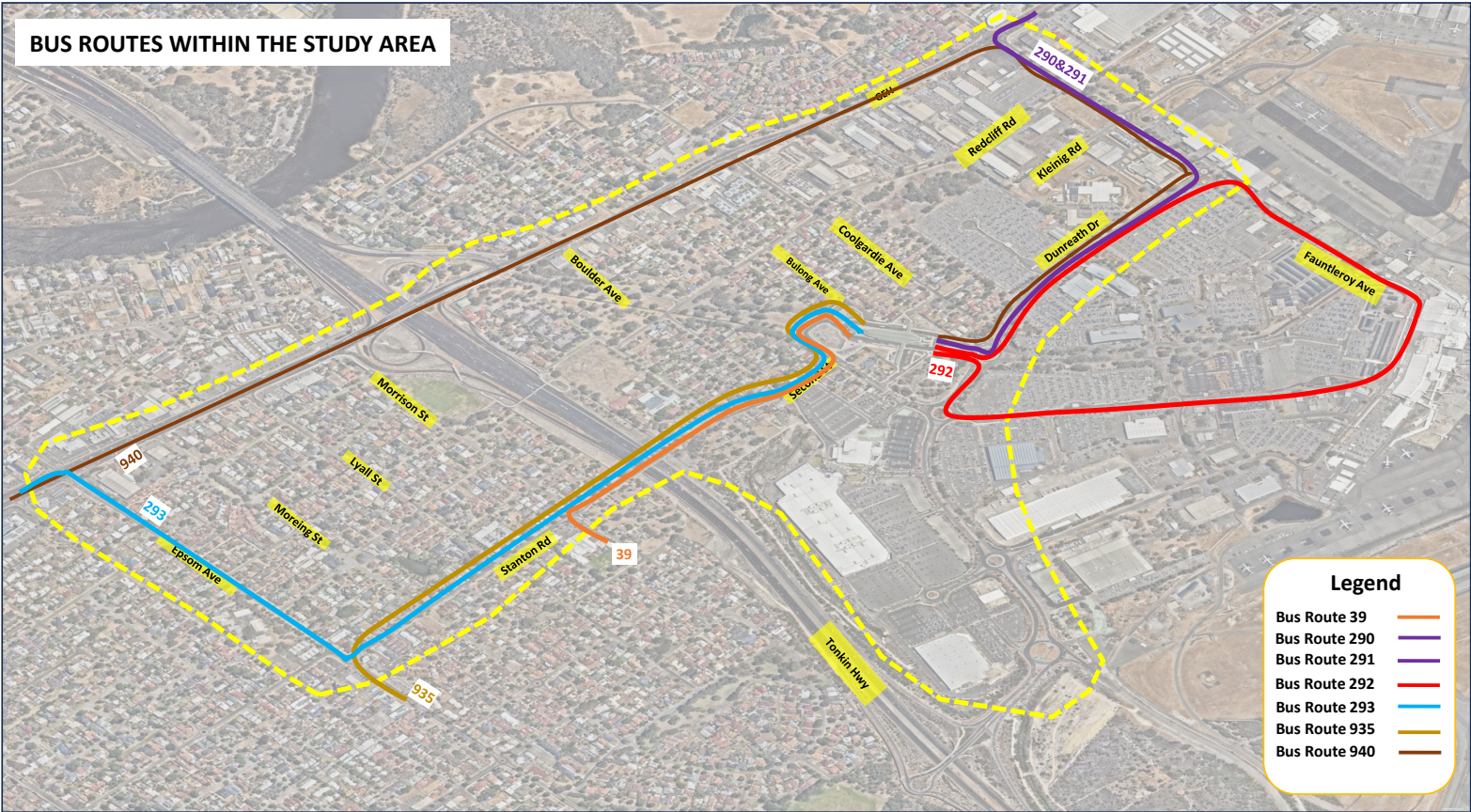


Figure 8: Existing public transport routes within the modelling study area



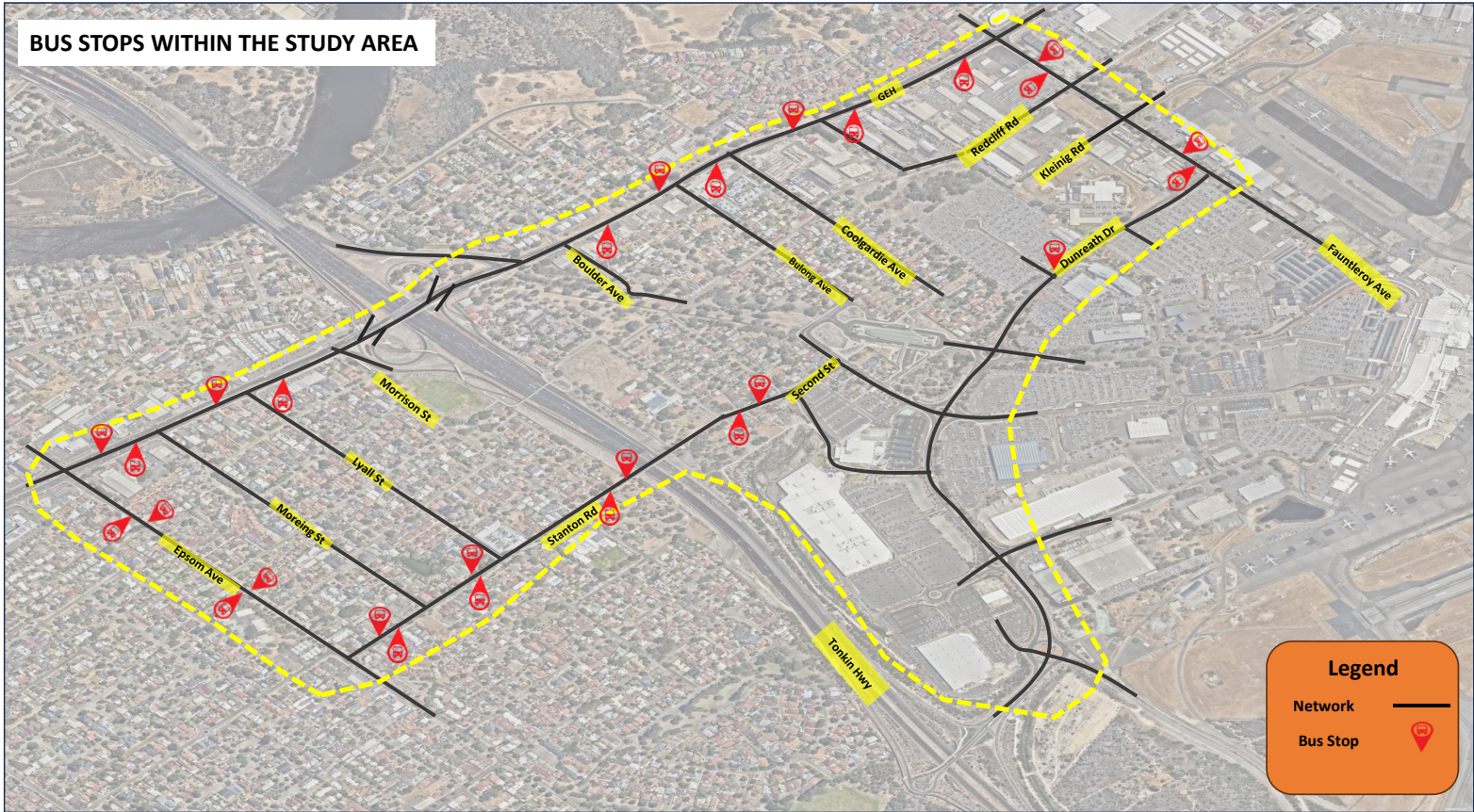


Figure 9: Existing bus stops within the modelling study area



3 Crash Analysis

To identify hazardous intersections within the modelling study area, the Main Roads crash analysis tool was utilised. Intersections with more than four accidents in the five-year period from 2019 to 2023 were filtered for analysis. **Figure 10** illustrates the results of this crash analysis.

Most hazardous intersections are situated along busier roads, including GEH, Dunreath Drive, Fauntleroy Avenue, Stanton Road, and Epsom Avenue. Notably, the following intersections within local roads reported to have four or over four accidents:

- First Street/Bulong Avenue (4 crashes);
- Victoria Street/Moreing Street (5 crashes);
- Lyall Street/Stanton Road (6 crashes);
- Epsom Avenue/Durban Street (6 crashes);
- Redcliffe Road/Fauntleroy Avenue (14 crashes);
- Epsom Avenue/ Stanton Road (4 crashes);
- Epsom Avenue/ Victoria Street (4 crashes);
- Second Street/ Kanowna Avenue (4 crashes); and,
- Second Street/ Boulder Avenue (5 crashes).

These findings highlight areas that may require targeted safety improvements and traffic management interventions.



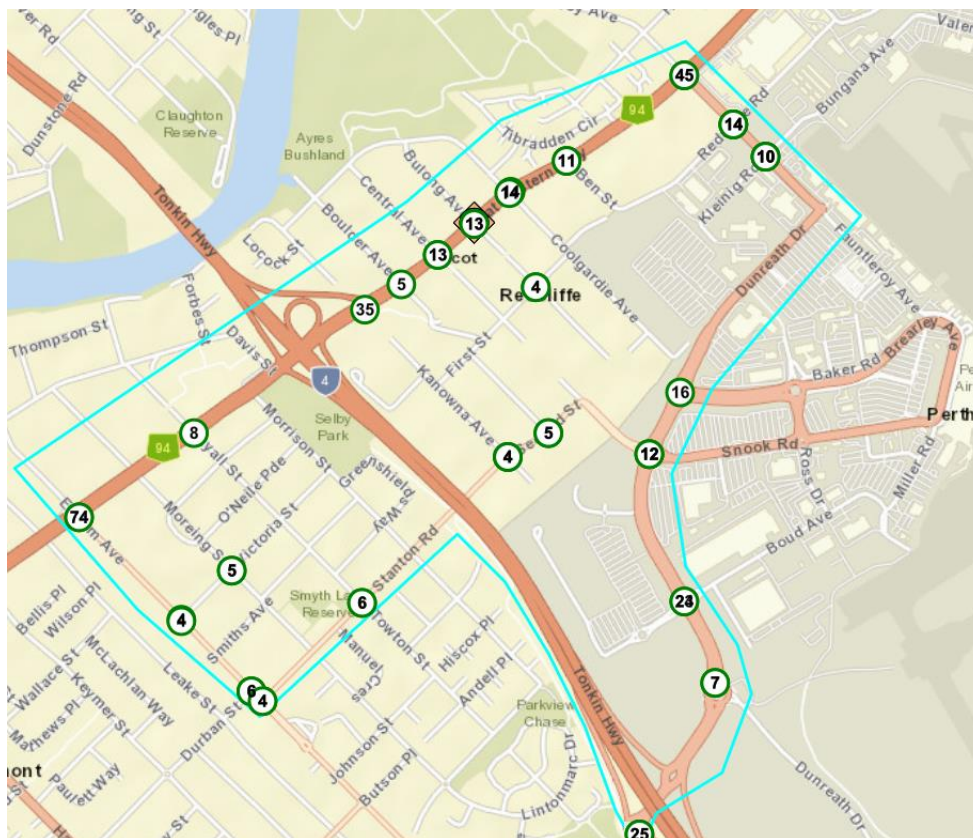


Figure 10: key intersections within the modelling study area with more than 4 crashes between 2019 and 2023



4 Observations

Based on site visits, data review, crash analysis and community feedback, the following key observations have been made regarding the current traffic situation in the Redcliffe area:

- **Through Traffic on local roads:** The proximity of the Redcliffe area to Perth Airport and new commercial developments, such as Costco and Direct Factory Outlet (DFO), has led to significant through traffic (mainly relevant to Perth Airport) on local roads, particularly Stanton Road and Second Street, with lesser impacts on Central Avenue, Bulong Avenue, First Street, and Coolgardie Avenue.
- **Over utilisation of Stanton Road:** Stanton Road features a 7m carriageway and an average 20m road reserve and would be classified as local distributor with upper threshold of 6,000 vehicles per day (vpd) in Main Roads WA Road hierarchy map. Traffic volumes on Stanton Road (at the bridge) are approximately 14,000 vpd. This volume exceeds the typical capacity for a local distributor Road.
- **Insufficient/ ineffective Traffic Calming Measures:** While some traffic calming measures are in place along Stanton Road and other local roads like Lyall Street and Moreing Street, these measures are either insufficient or ineffective in deterring through traffic.
- **Capacity of Main Distributor Roads:** The main distributor roads, GEH and Dunreath Drive, are operating at capacity during peak hours. This congestion affects the effectiveness of existing traffic calming measures on Stanton Road and surrounding local roads.
- **Safety:** Safety issues related to the intersections of:
 - First Street/Bulong Avenue;
 - Victoria Street/Moreing Street;
 - Lyall Street/Stanton Road;
 - Epsom Avenue/Durban Street;
 - Redcliffe Road/Fauntleroy Avenue;
 - Epsom Avenue/ Stanton Road;
 - Epsom Avenue/ Victoria Street;
 - Second Street/ Kanowna Avenue; and,
 - Second Street/ Boulder Avenue.
- **Signal Optimisation:** A lack of signal optimisation and coordination along GEH.
- **Traffic Congestion:** Notable congestion on GEH, Stanton Road, Central Avenue, Fauntleroy Avenue and Epsom Avenue.
- **Pedestrian Safety:** Concerns regarding pedestrian safety along GEH, Stanton Road, Coolgardie Avenue, Central Avenue, Dunreath Drive, Boulder Avenue, and Bulong Avenue.

Key issues such as congestion, rat-running and signal optimisation have been confirmed through the microsimulation modelling of the existing calibrated base case scenario. The microsimulation modelling provides a quantitative assessment of traffic patterns, validating community concerns and previous observations. By analysing how



the current road network operates under peak conditions, the study can identify specific locations where enhancements are necessary, guiding future traffic management strategies and infrastructure investments to improve safety and efficiency in the Redcliffe area.

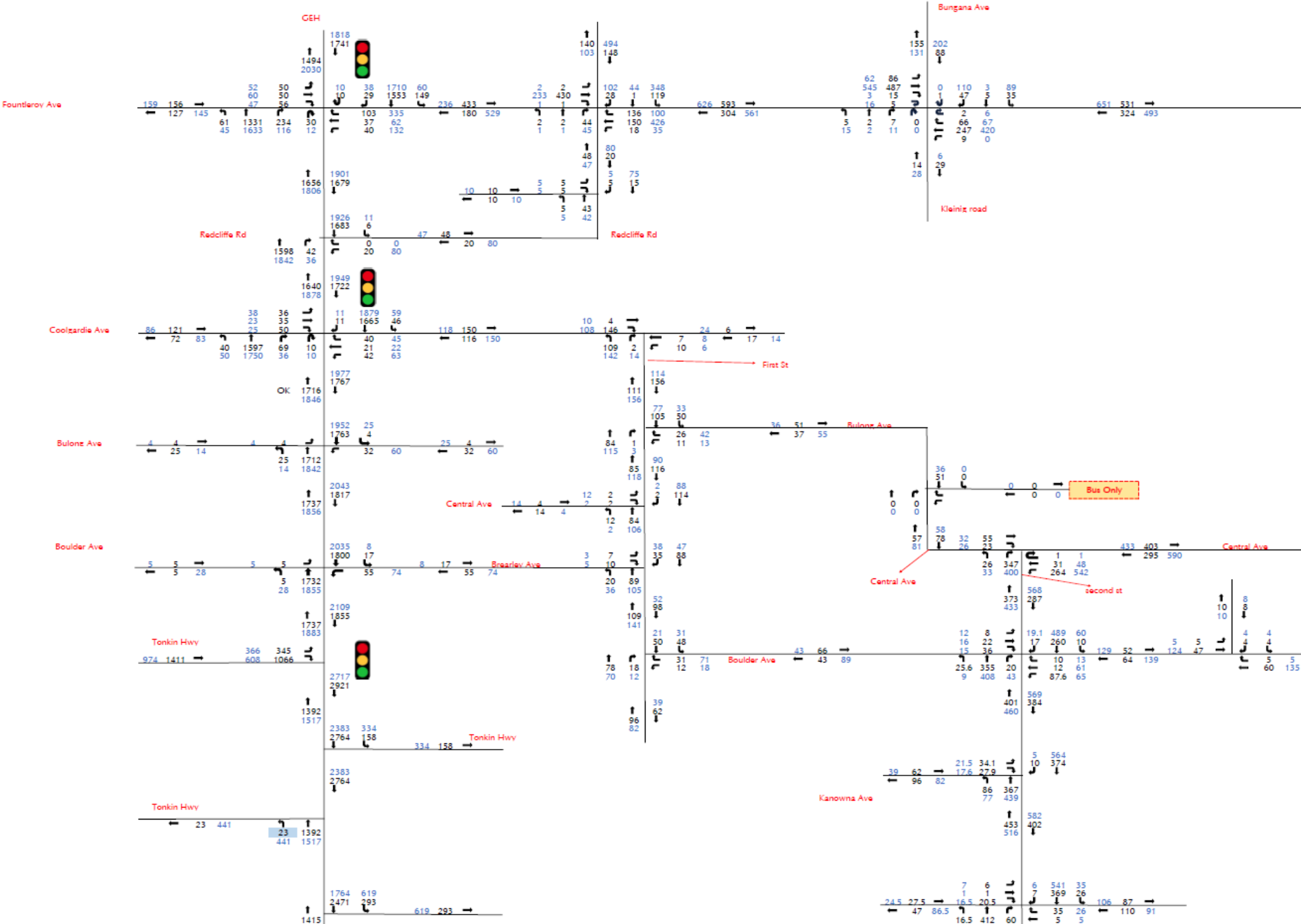


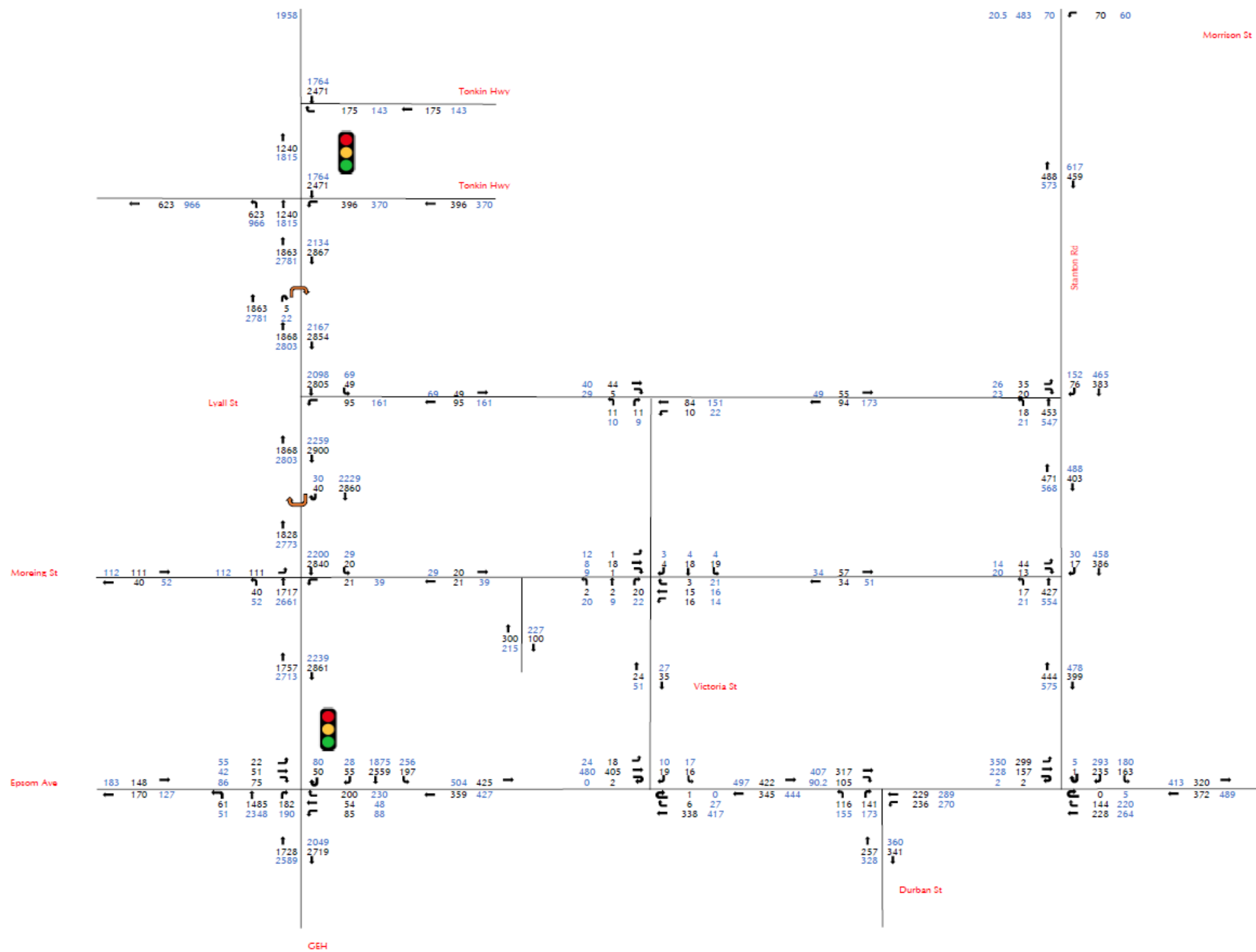
Appendix A

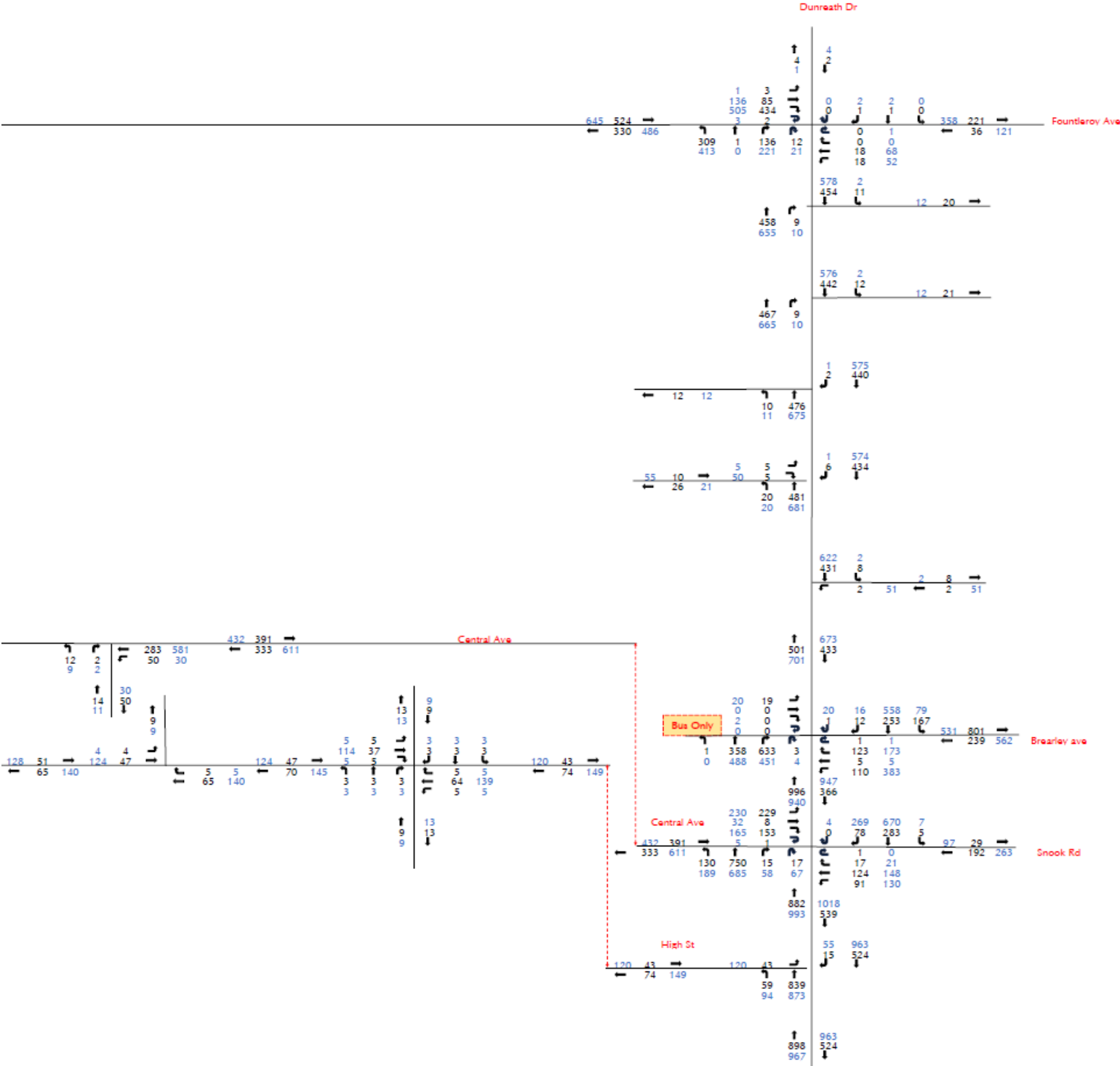
EXISTING TURNING COUNTS

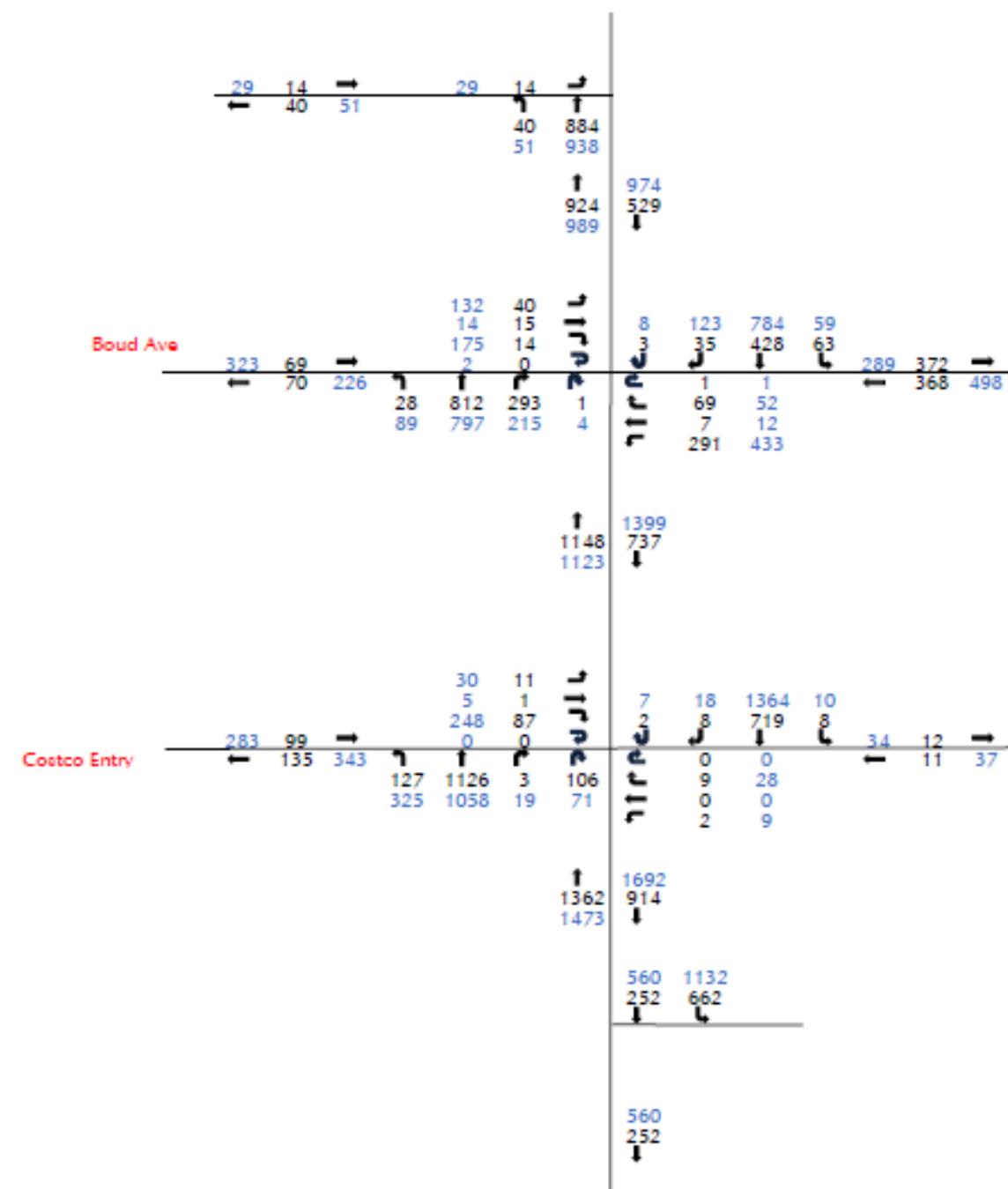


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Appendix B

EXISTING BUS ROUTES AND TIME TABLES

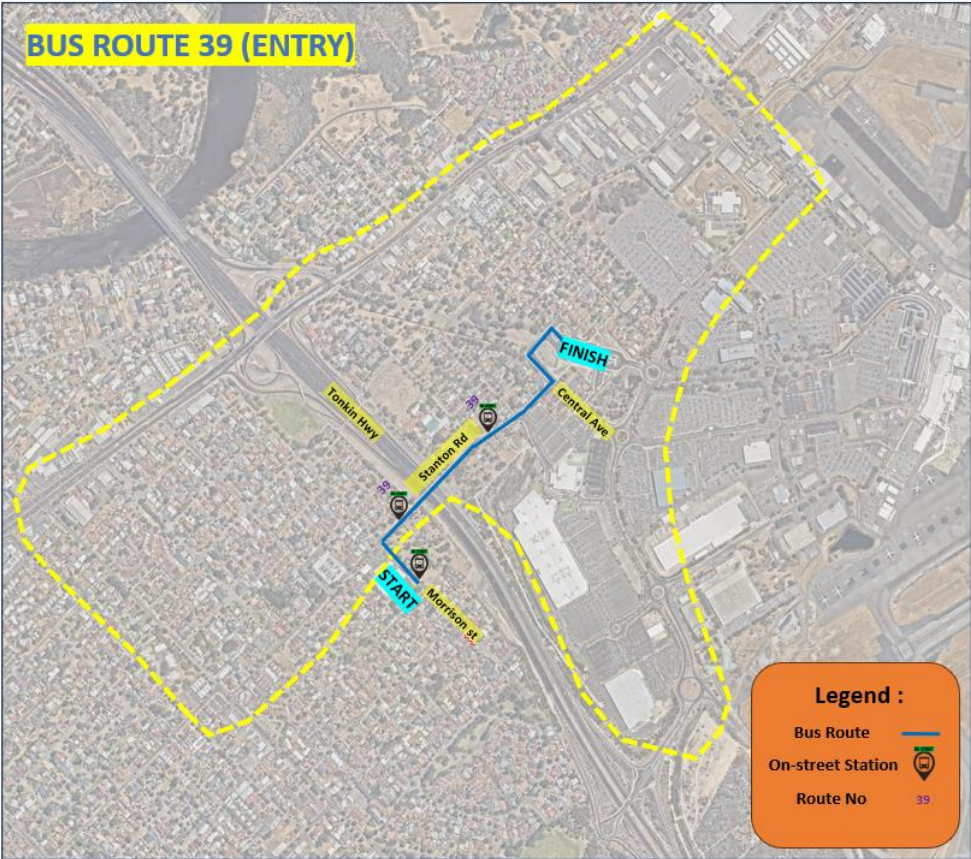


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Route No	Destination	Stops In Network	Average Time In Network
39	Redcliffe Stn	2	4 min

AM		PM	
Start	Finish	Start	Finish
8:02	8:06	4:03	4:07
8:26	8:30 (S)*	4:10	4:14 (B)***
8:26	8:30 (H)**	4:15	4:19
8:48	8:54	4:27	4:31
		4:35	4:40
		4:42	4:47
		4:51	4:55
		4:57	5:01

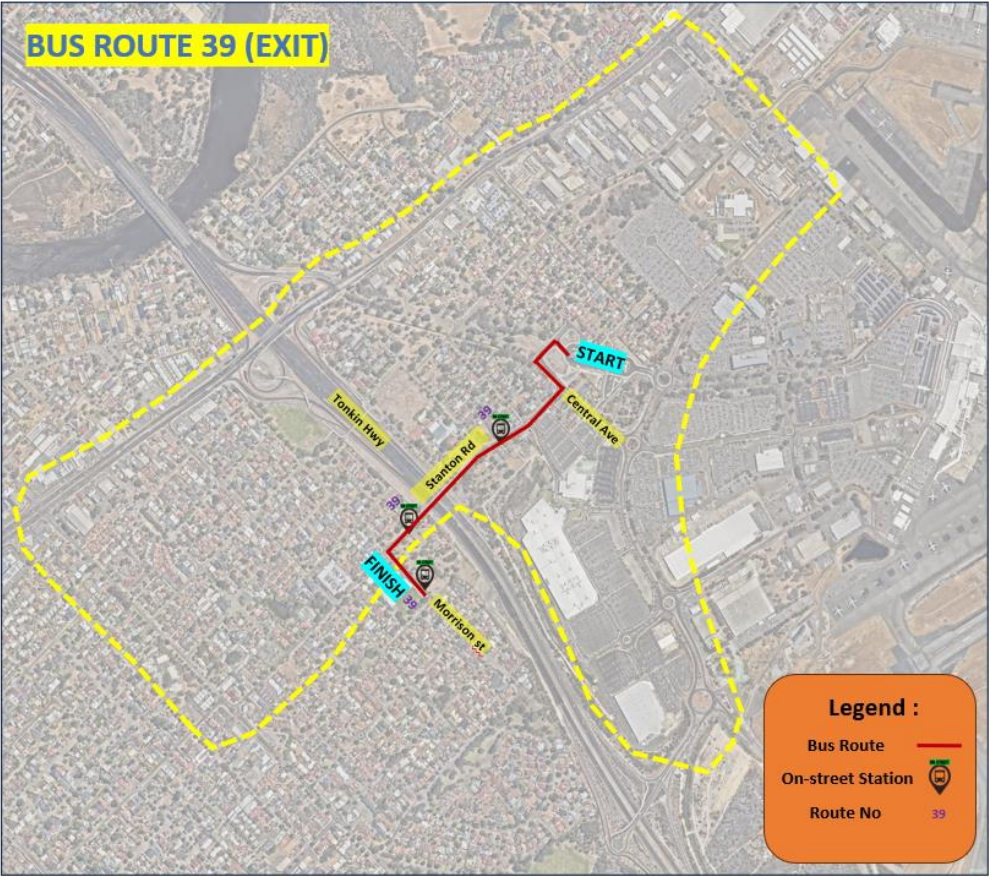
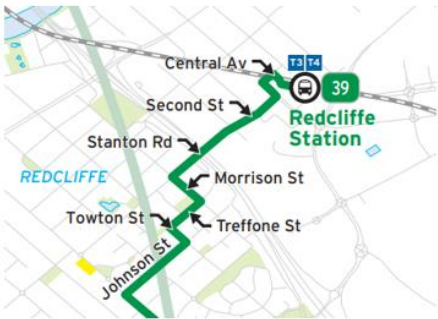
Notes:
*S : Operates on school days only and deviates via Belmont City College.
**H: Operates on school holidays only.
***B: Operates on school days only and departs from Ursula Frayne Catholic College at 3.41pm. Then travels express to Star St after Roberts Rd, Carlisle to resume normal route



Route No	From	Stops In Network	Average Time In Network
39	Redcliffe Stn	2	3 min

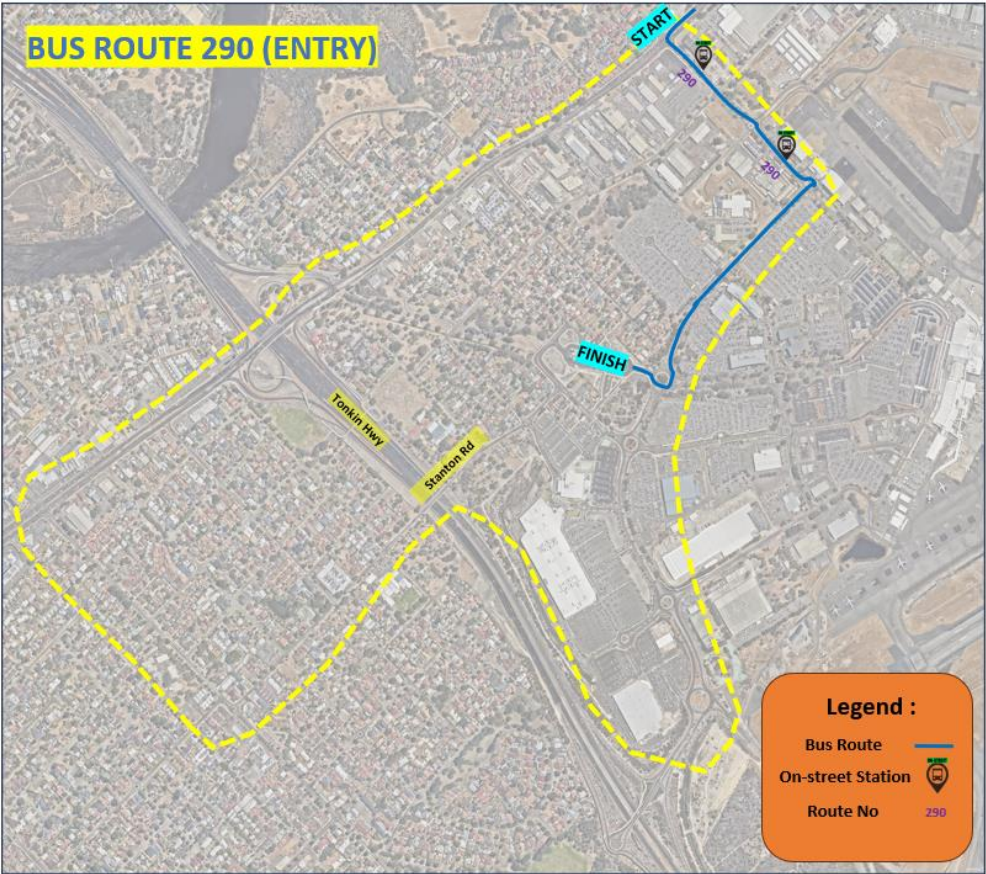
AM		PM	
Start	Finish	Start	Finish
8:01	8:03	4:01	4:03
8:06 (S)*	8:09 (S)*	4:25	4:27
8:09	8:12	4:49	4:52
8:17	8:20		
8:25	8:28		
8:36	8:39		
8:48	8:51		

Notes:
*S : Operates on school days only and deviates via Belmont City College.



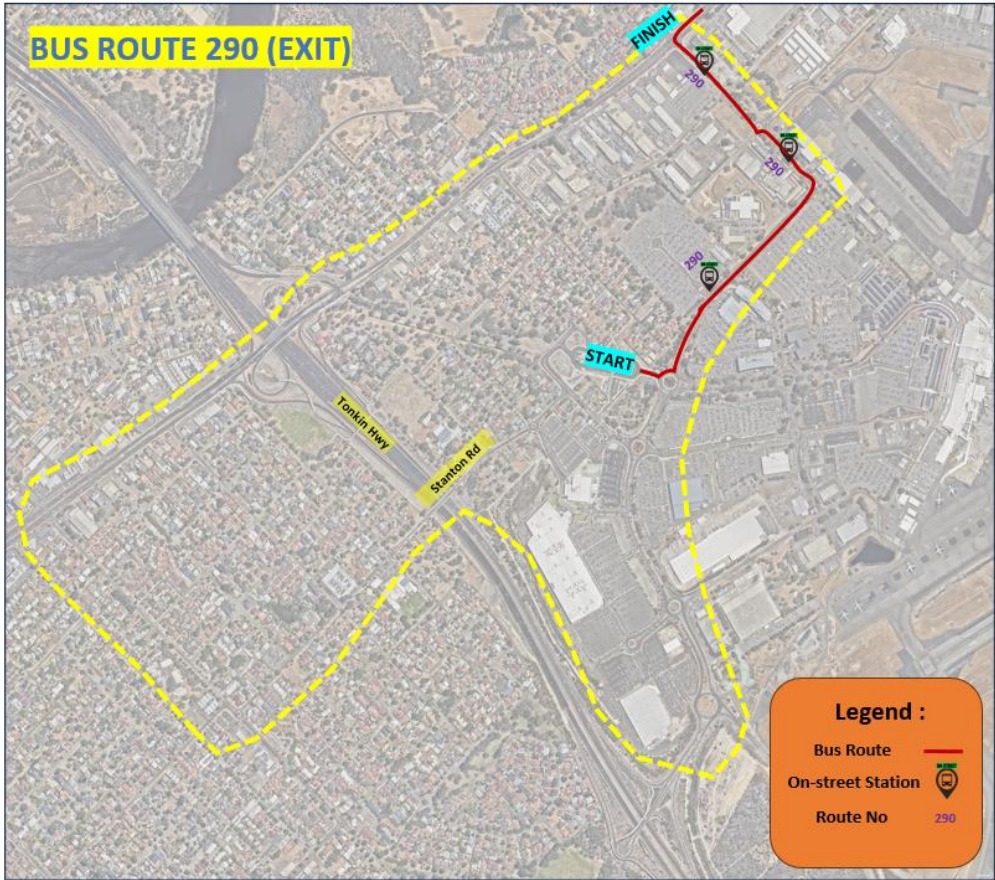
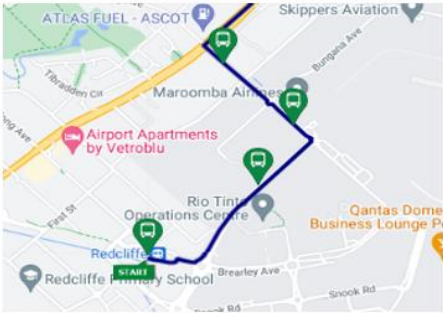
Route No	Destination	Stops In Network	Average Time In Network
290	Redcliffe Stn	2	5 min

AM		PM	
Start	Finish	Start	Finish
8:01	8:06	4:14	4:19
8:25	8:30	4:38	4:43
8:48	8:54		



Route No	From	Stops In Network	Average Time In Network
290	Redcliffe Stn	3	3 min

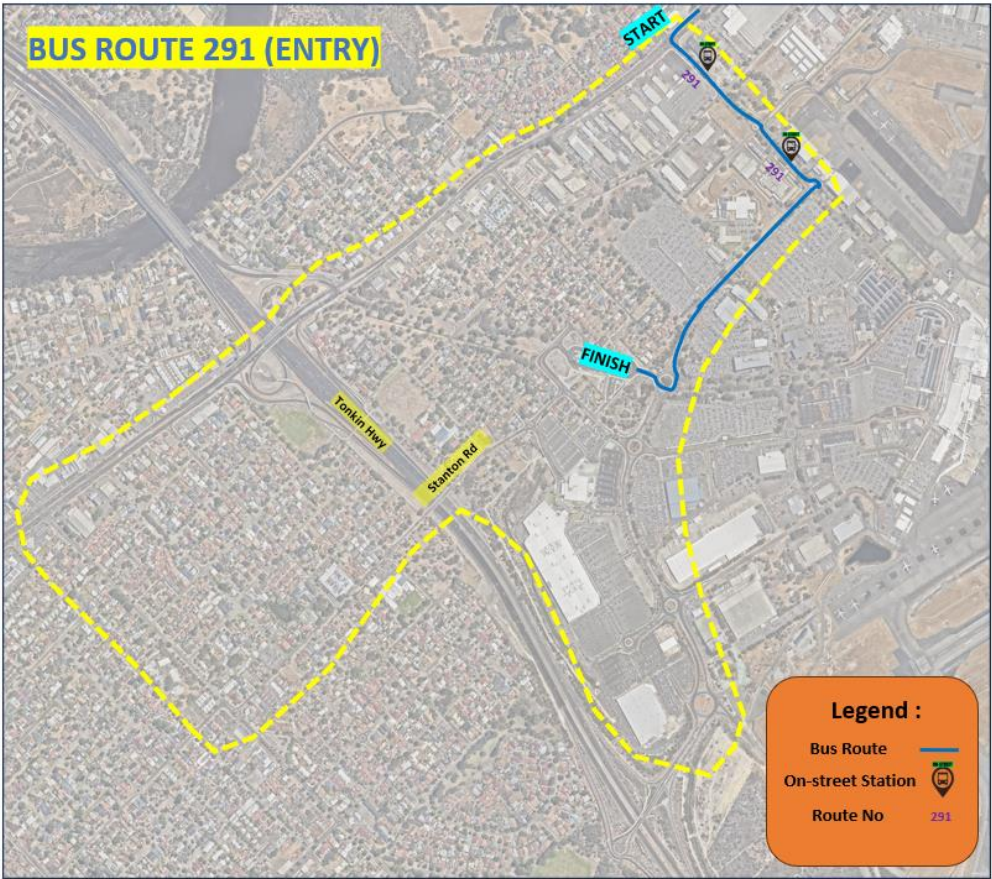
AM		PM	
Start	Finish	Start	Finish
8:24	8:28	4:13	4:16
		4:37	4:40



Route No	Destination	Stops In Network	Average Time In Network
291	Redcliffe Stn	2	5 min

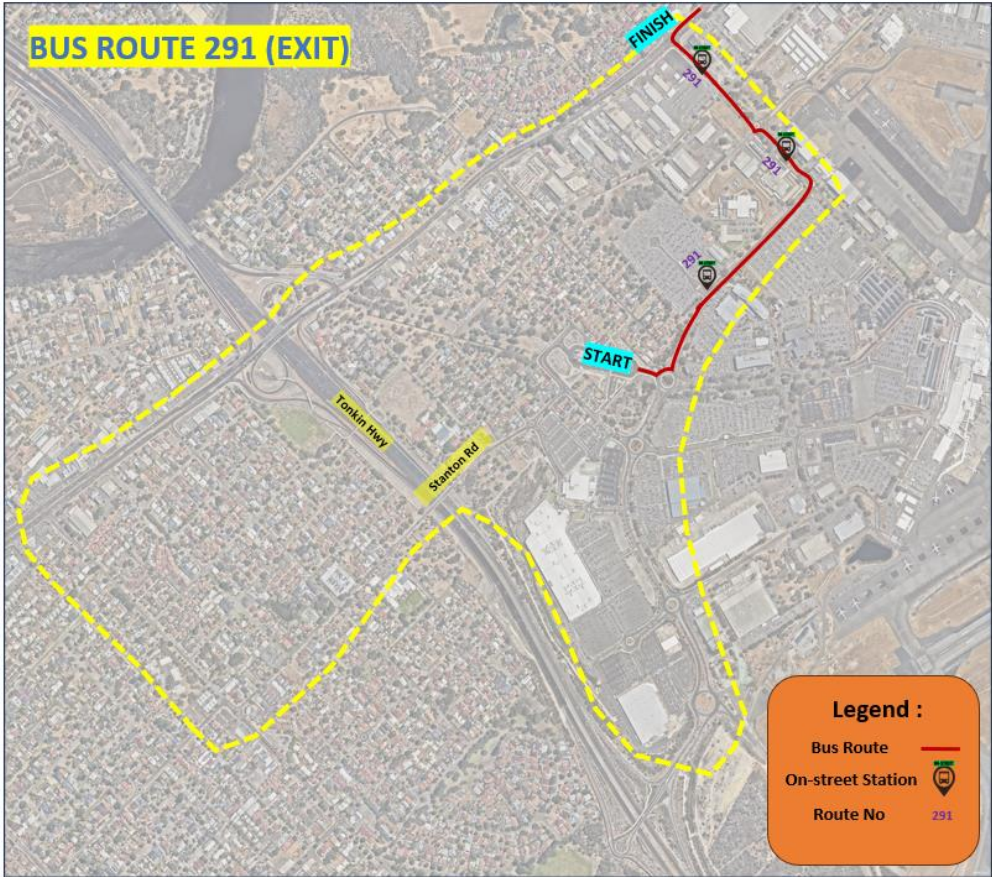
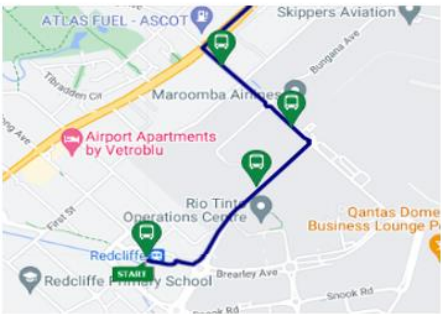
AM		PM	
Start	Finish	Start	Finish
8:13	8:18	4:04	4:09 (H)*
8:38	8:42	4:08	4:12 (B)**
		4:25	4:31
		4:50	4:55

Notes:
*H: Operates on school holidays only.
**B: Operates on school days only and departs Swan Christian College at 3.23pm. Travels via La Salle College at 3.31pm and then travels express to Midland Station.



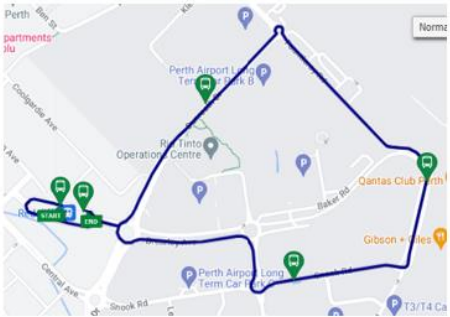
Route No	From	Stops In Network	Average Time In Network
291	Redcliffe Stn	3	4 min

AM		PM	
Start	Finish	Start	Finish
8:12	8:16	4:01	4:05
		4:25	4:30
		4:49	4:54



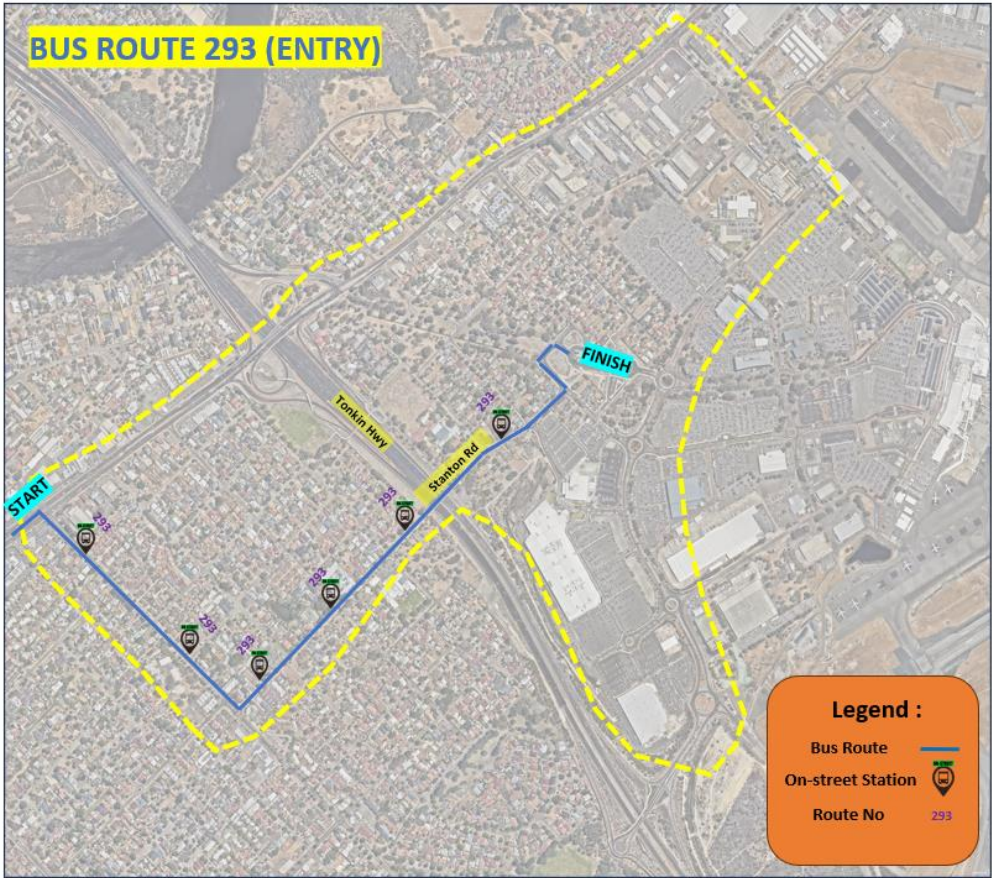
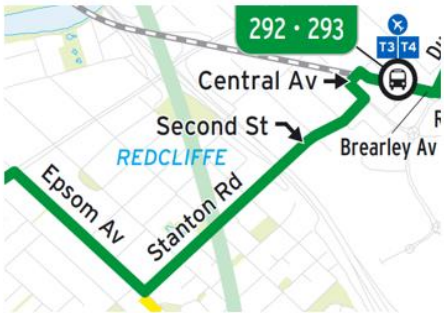
Route No	From/Destination	Stops In Network	Average Time In Network
292	Redcliffe Stn	1	2 min

AM		PM	
Start	Finish	Start	Finish
8:00	8:11	4:01	4:12
8:12	8:23	4:13	4:24
8:24	8:35	4:25	4:36
8:36	8:47	4:37	4:48
8:48	8:59	4:49	5:00



Route No	Destination	Stops In Network	Average Time In Network
293	Redcliffe Stn	6	7 min

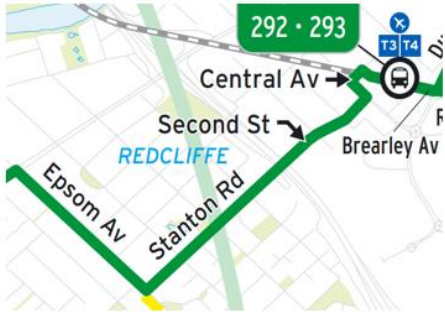
AM		PM	
Start	Finish	Start	Finish
7:59	8:06	4:00	4:07
8:23	8:30	4:25	4:31
8:47	8:54	4:48	4:55



Route No	From	Stops In Network	Average Time In Network
293	Redcliffe Stn	6	5 min

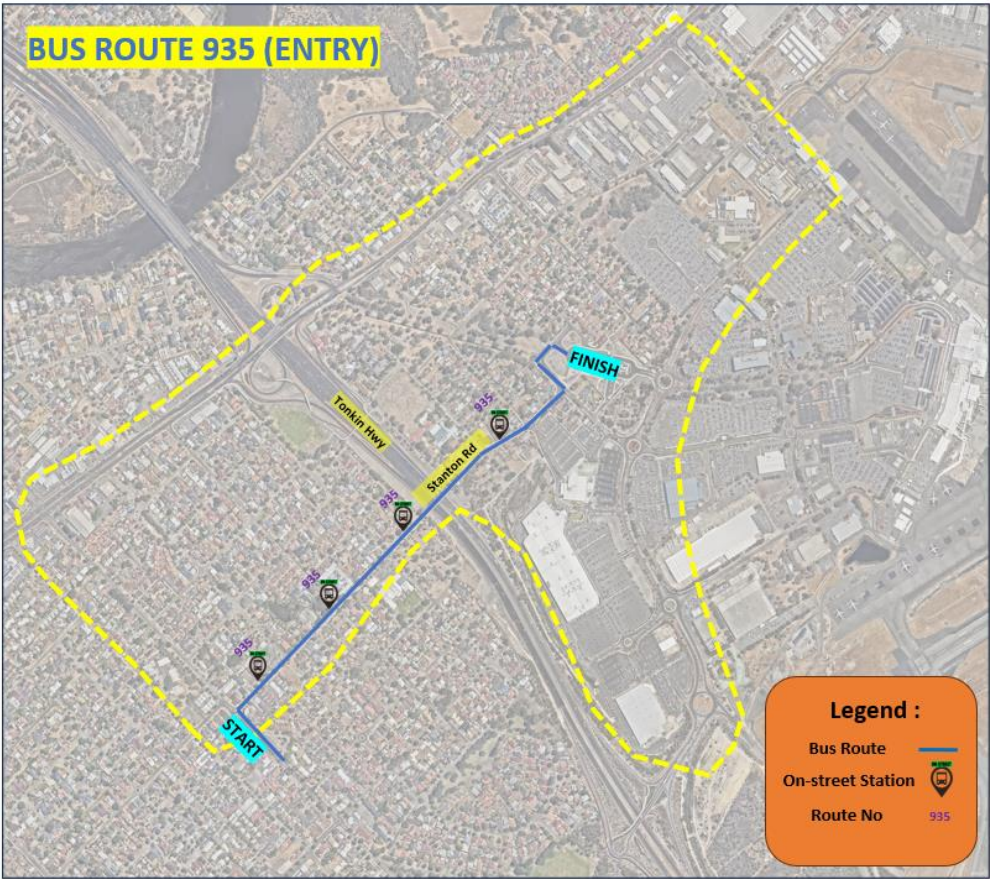
AM		PM	
Start	Finish	Start	Finish
8:12	8:18	4:01	4:06
8:36 (D)*	8:41	4:25	4:30
		4:49	4:54

Notes:
*D : Terminates on Abernethy Rd, Cloverdale (near Belmont Forum).



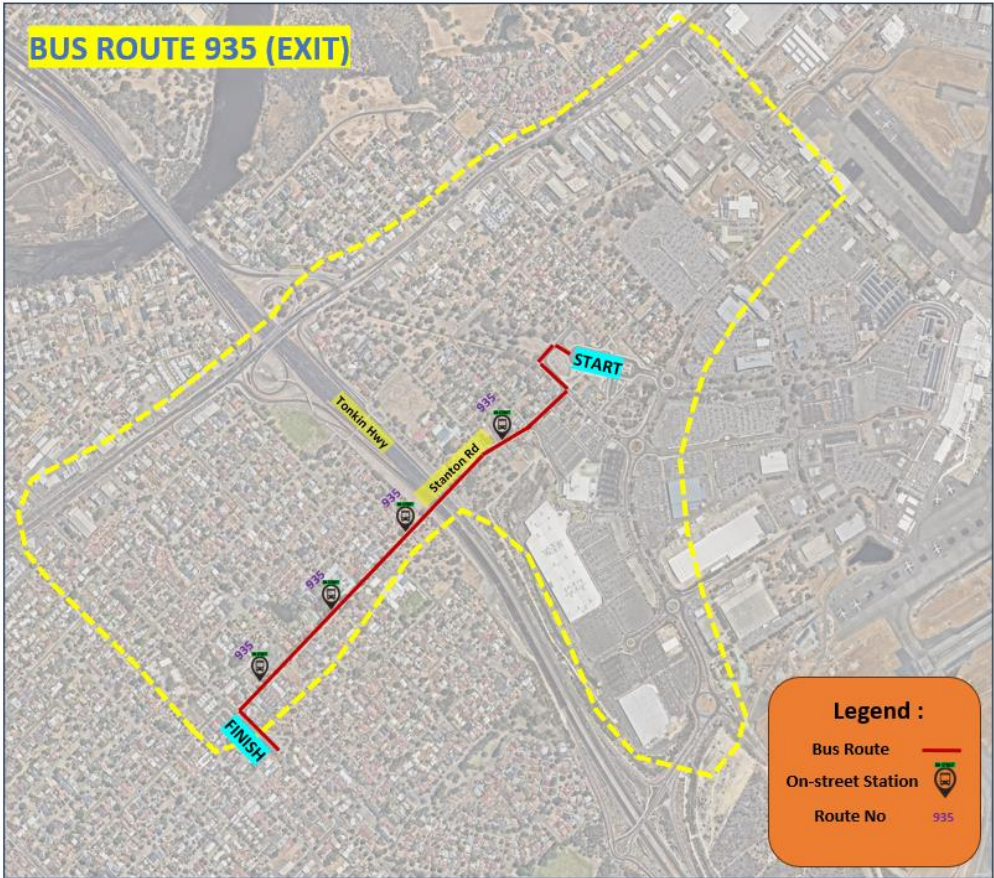
Route No	Destination	Stops In Network	Average Time In Network
935	Redcliffe Stn	4	7 min

AM		PM	
Start	Finish	Start	Finish
7:59	8:06	3:58	4:04
8:12	8:18	4:04	4:10
8:23	8:30	4:11	4:18
8:34	8:41	4:19	4:26
8:45	8:52	4:28	4:35
8:55	9:03	4:44	4:51



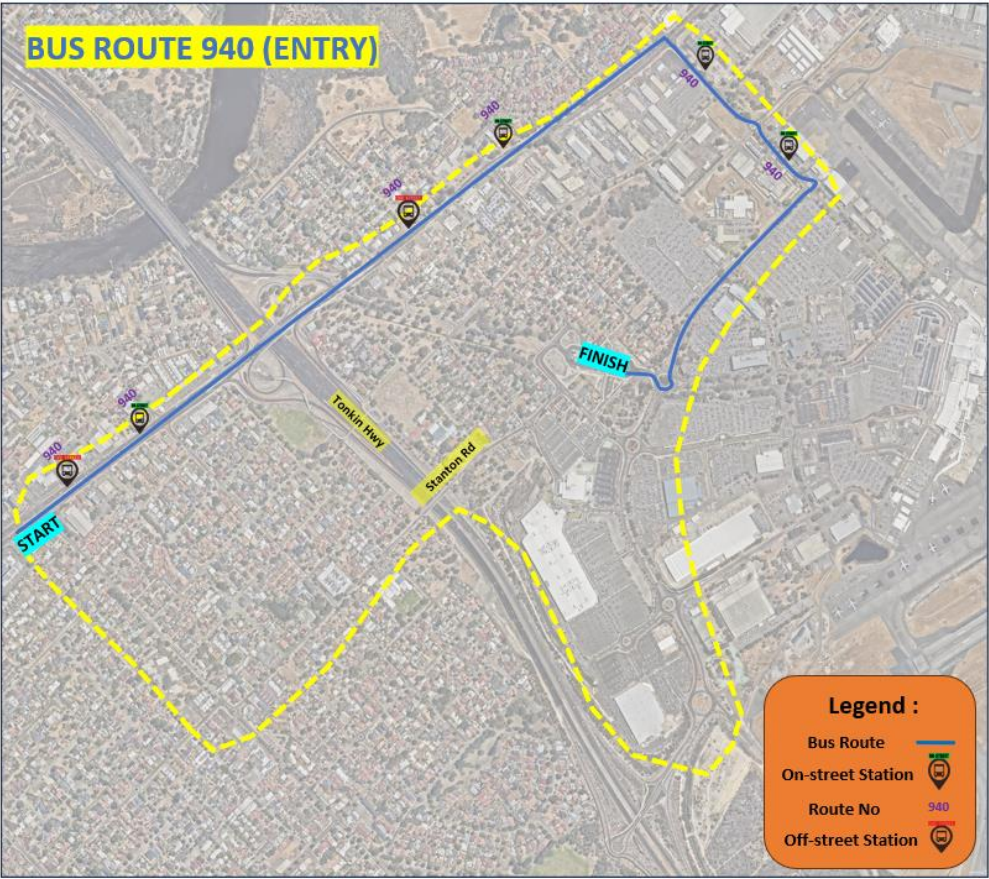
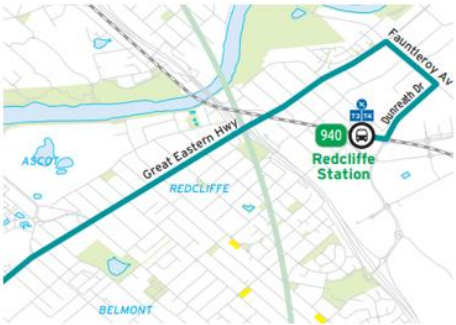
Route No	From	Stops In Network	Average Time In Network
935	Redcliffe Stn	4	4 min

AM		PM	
Start	Finish	Start	Finish
7:59	8:03	4:03	4:07
8:10	8:13	4:13	4:17
8:22	8:25	4:23	4:27
8:34	8:37	4:33	4:37
8:43	8:46	4:43	4:47
8:53	8:56	4:53	4:57



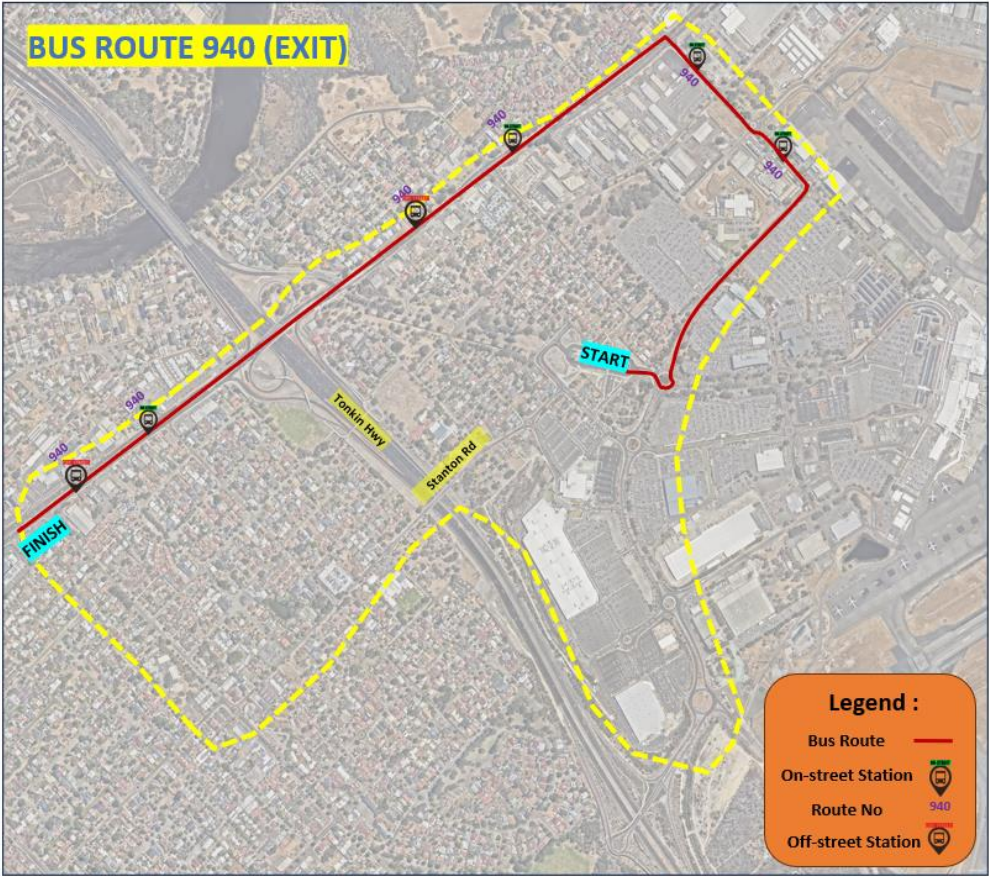
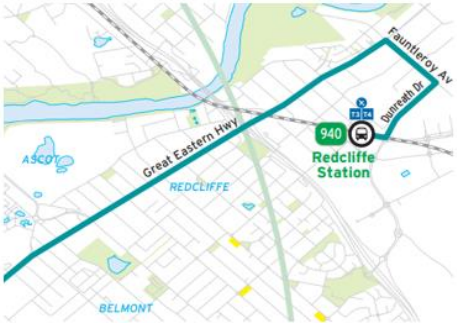
Route No	Destination	Stops In Network	Average Time In Network
940	Redcliffe Stn	6	11 min

AM		PM	
Start	Finish	Start	Finish
7:55	8:06	3:50	4:01
8:07	8:18	3:58	4:09
8:19	8:30	4:10	4:19
8:29	8:40	4:17	4:27
8:43	8:52	4:26	4:38
8:48	8:59	4:35	4:46
		4:43	4:54



Route No	From	Stops In Network	Average Time In Network
940	Redcliffe Stn	6	6 min

AM		PM	
Start	Finish	Start	Finish
8:00	8:06	4:03	4:09
8:07	8:13	4:11	4:017
8:14	8:20	4:21	4:27
8:21	8:27	4:31	4:37
8:29	8:36	4:41	4:48
8:37	8:43	4:52	4:58
8:45	8:51		
8:55	9:01		





Engineering a better future for over 20 years!



Redcliffe Area Traffic Study

Calibration and Validation

Transport Report

PREPARED FOR:
City of Belmont

March 2025

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1.1 Introduction

Transcore has been commissioned by the City of Belmont (The City) to undertake microsimulation traffic modelling and analysis for the Redcliffe area, focusing on existing conditions (2024), short-term scenarios (2032), and long-term scenarios (2041).

As part of this project, Transcore has conducted extensive data collection and site observations in collaboration with The City and Perth Airport. A comprehensive Traffic Report has been prepared for the "Existing Situation," documenting the collected data, details of the existing road network, and other relevant information that serves as inputs for the microsimulation models.

Transcore prepared three different traffic reports for this study:

- Existing Situation Report;
- **Calibration and Validation Report;** and,
- Traffic Analysis Report.

This traffic report details the outcomes of the calibration and validation process, ensuring that the models accurately reflect real-world conditions.

1.2 Project Details

The primary objective of this project is to identify preferred network improvements that will enhance connectivity to the wider Belmont area and the regional road network, while also establishing necessary safety and amenity improvements to better serve the community.

Accordingly, Transcore developed microsimulation transport models for this study using VISSIM¹ software. This advanced modelling technique enables detailed analysis of traffic patterns and behaviours under various conditions, allowing for accurate predictions on how land use and changes in the network might influence overall traffic flow.

Figure 1 shows the modelling study area. As evident, the modelling study area including multiple long corridors with various routes between origin and destination zones would be classified as Model Category 3 in accordance with Main Roads WA Operation Guidelines.

¹ Verkehr In Städten - SIMulations modell (German for "Traffic in cities - simulation model")



2 Data Collection

2.1 Traffic counts

As part of the Redcliffe Area Traffic Study, video traffic counts were organised by The City and Perth Airport on Thursday, 23 May 2024. These video counts focused on key intersections within the modelling study area, providing valuable data for traffic analysis. Additionally, The City supplied the latest Sydney Coordinated Adaptive Traffic System (SCATS) data (sourced from Main Roads WA) for all signalised intersections within the modelling area, also corresponding to the same date.

Figure 2 illustrates the locations of the traffic counts. Transcore conducted a thorough review of the collected traffic counts and prepared detailed turning movement counts at these key intersections. The analysis covered two critical peak periods:

- Morning Peak: 8:00 AM to 9:00 AM
- Afternoon Peak: 4:00 PM to 5:00 PM

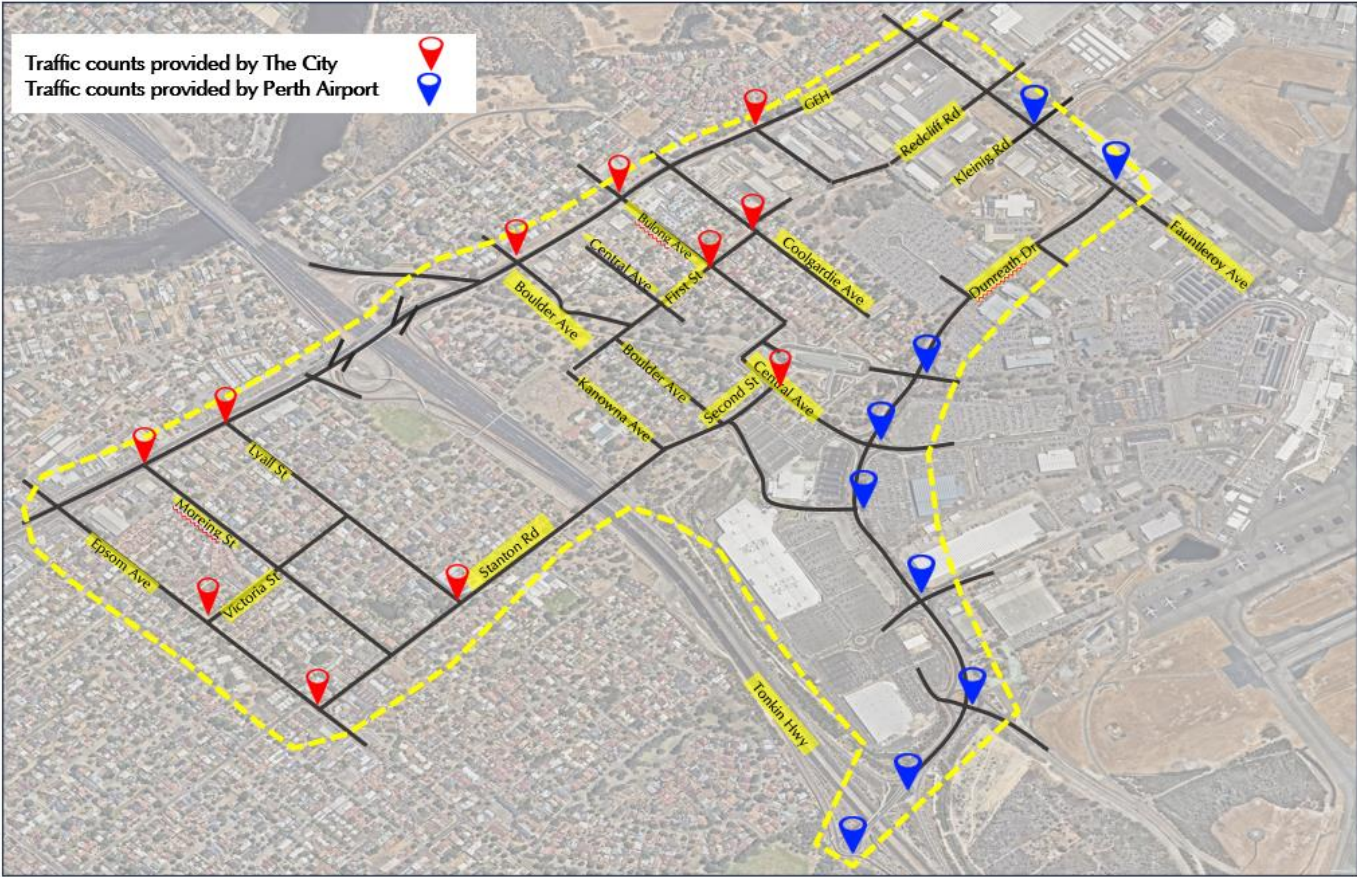


Figure 2: Traffic data collection points

2.1.1 *Road Network*

Figure 3 illustrates the existing posted speed limits within the modelling study area. Most roads have a speed limit of 50 km/h, while Great Eastern Highway (GEH) and Dunreath Drive have a higher speed limit of 60 km/h.

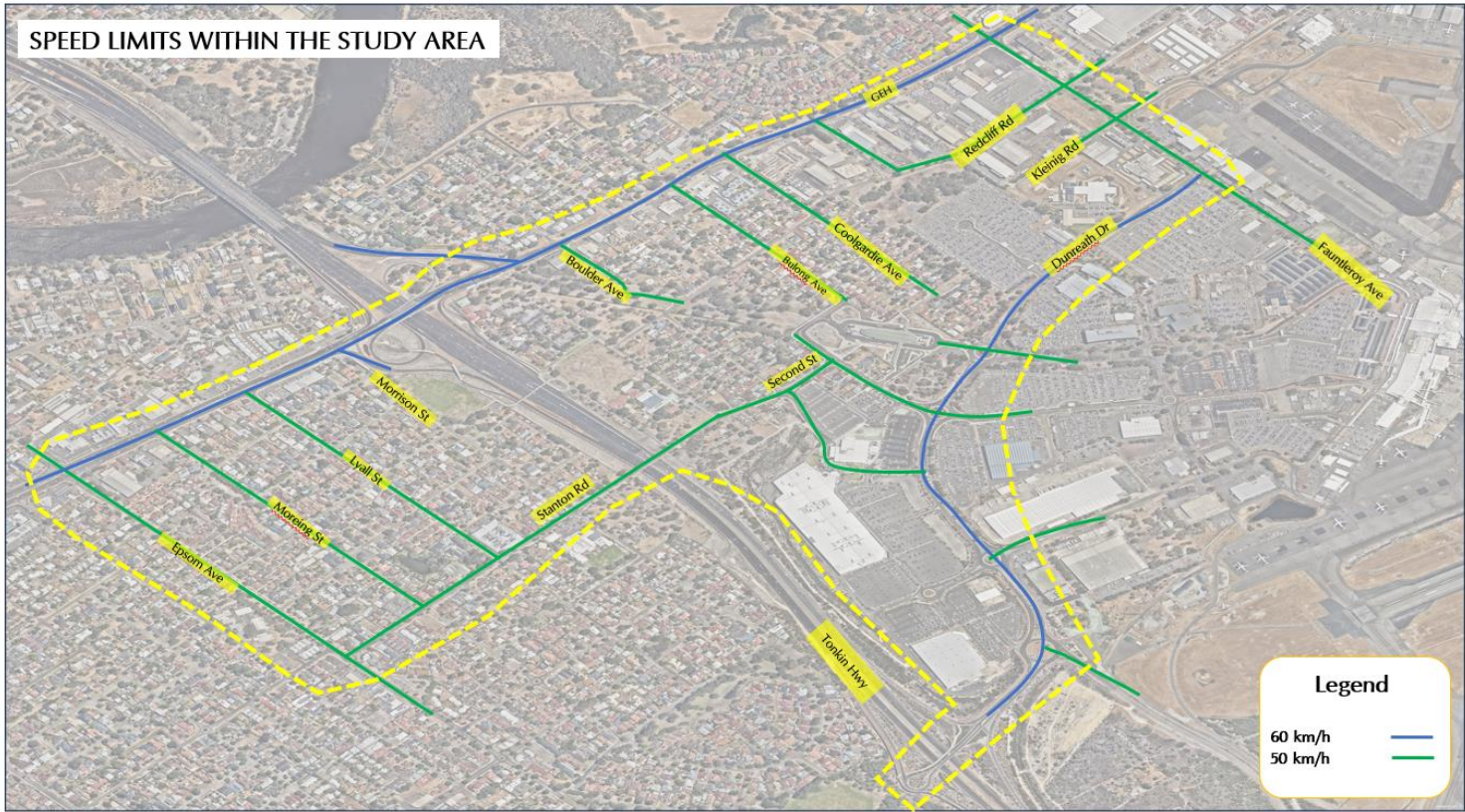


Figure 3: Speed limits for the roads within the study area

2.1.2 Signal Data (SCATS)

The SCATS history files for the nominated peak hours were sourced from Main Roads WA for signalised intersections for Thursday, 23 May 2024. This data is crucial for understanding the operational characteristics of traffic signals during the peak hours. **Figure 4** shows the Signalised intersections within the study area

Figure 5 presents the phasing and timing information for the nominated peak hours, illustrating the operational patterns of traffic signals in the study area. This information was used for calibration of the base case model.

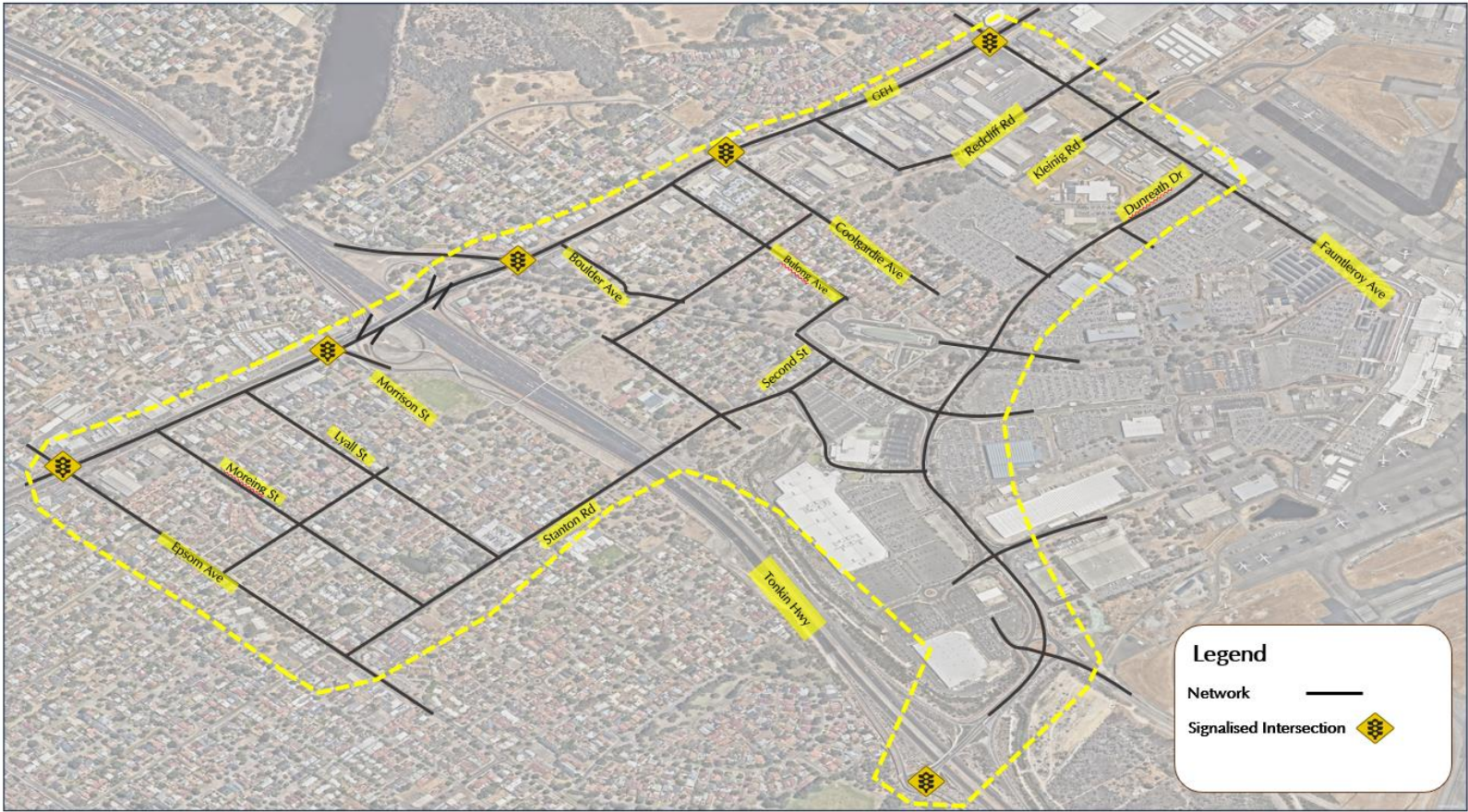


Figure 4: Signalised intersections within the study area

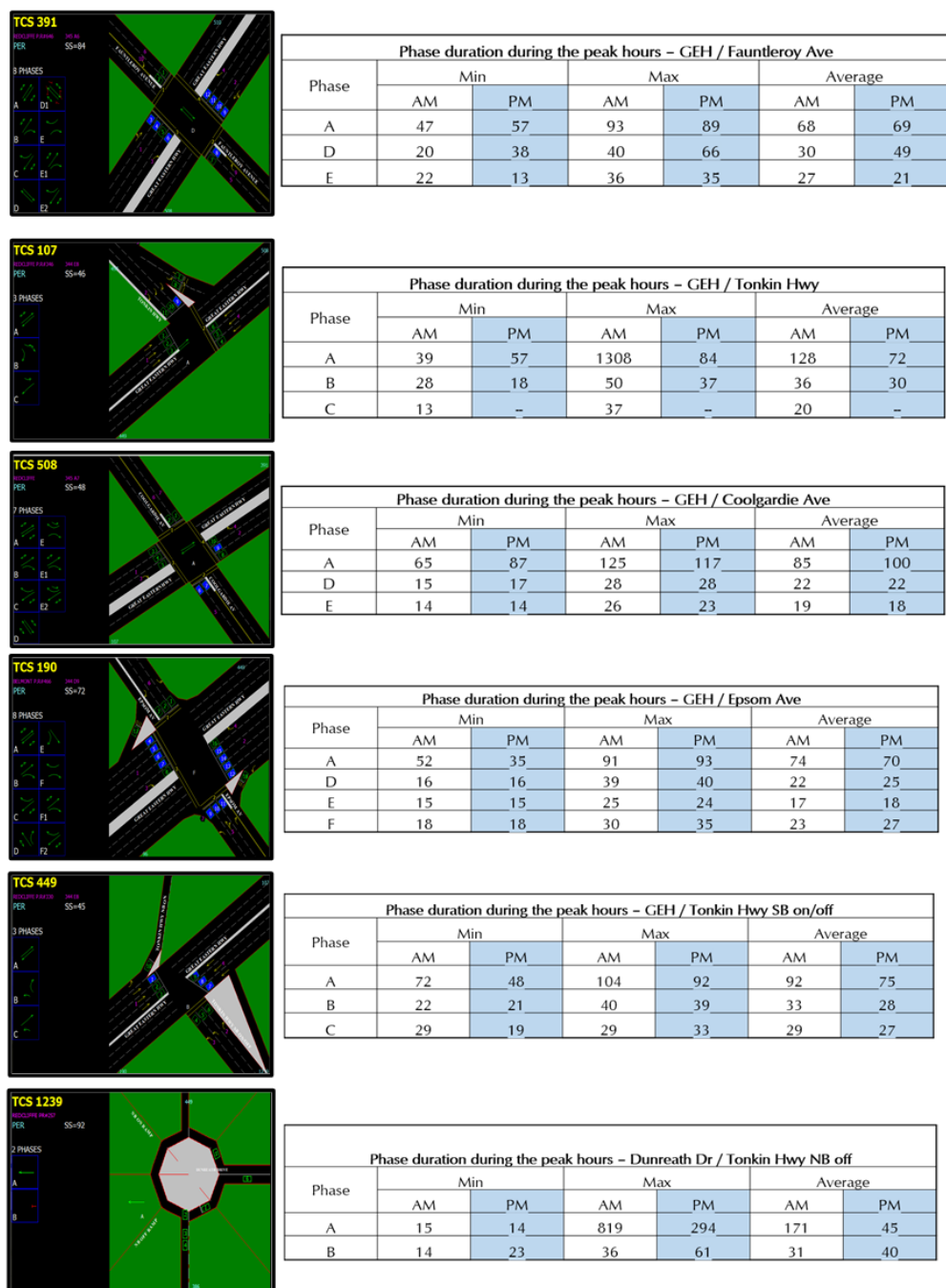


Figure 5: SCATS history data for signalised intersections

2.1.3 Existing Queue Length

Queue lengths at the start of the green time for every movement/lane were observed and recorded for signalised intersections. Queue lengths also were collected for key unsignalised intersections. The collected queue data was used to calibrate and validate the base case models. **Figure 6** shows the maximum queue lengths observed for key intersections during the AM and PM peak hours.





Figure 6: Maximum queue lengths observed at key intersections (Existing)



2.1.4 Public Transport

Figure 7 and **Figure 8** show the existing public transport routes and bus stops within the modelling study area.

All public transit lines within the study area have been modelled according to the current schedule and headways reported by Transperth during the AM and PM peak hours. Details of the schedule and headways for each bus stop during the modelled peak hours are provided in the traffic report for Existing Situation.



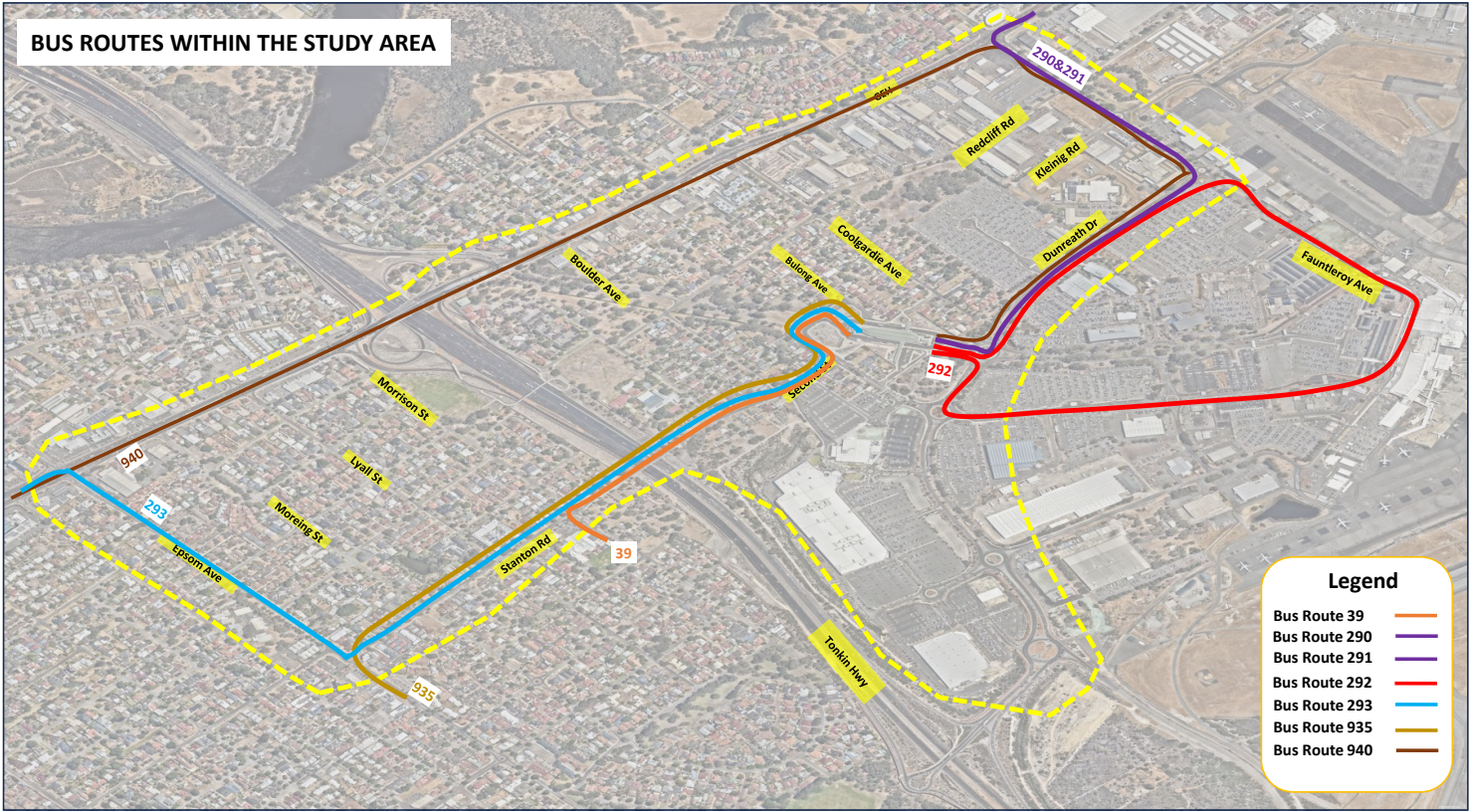


Figure 7: Existing public transport routes within the modelling study area



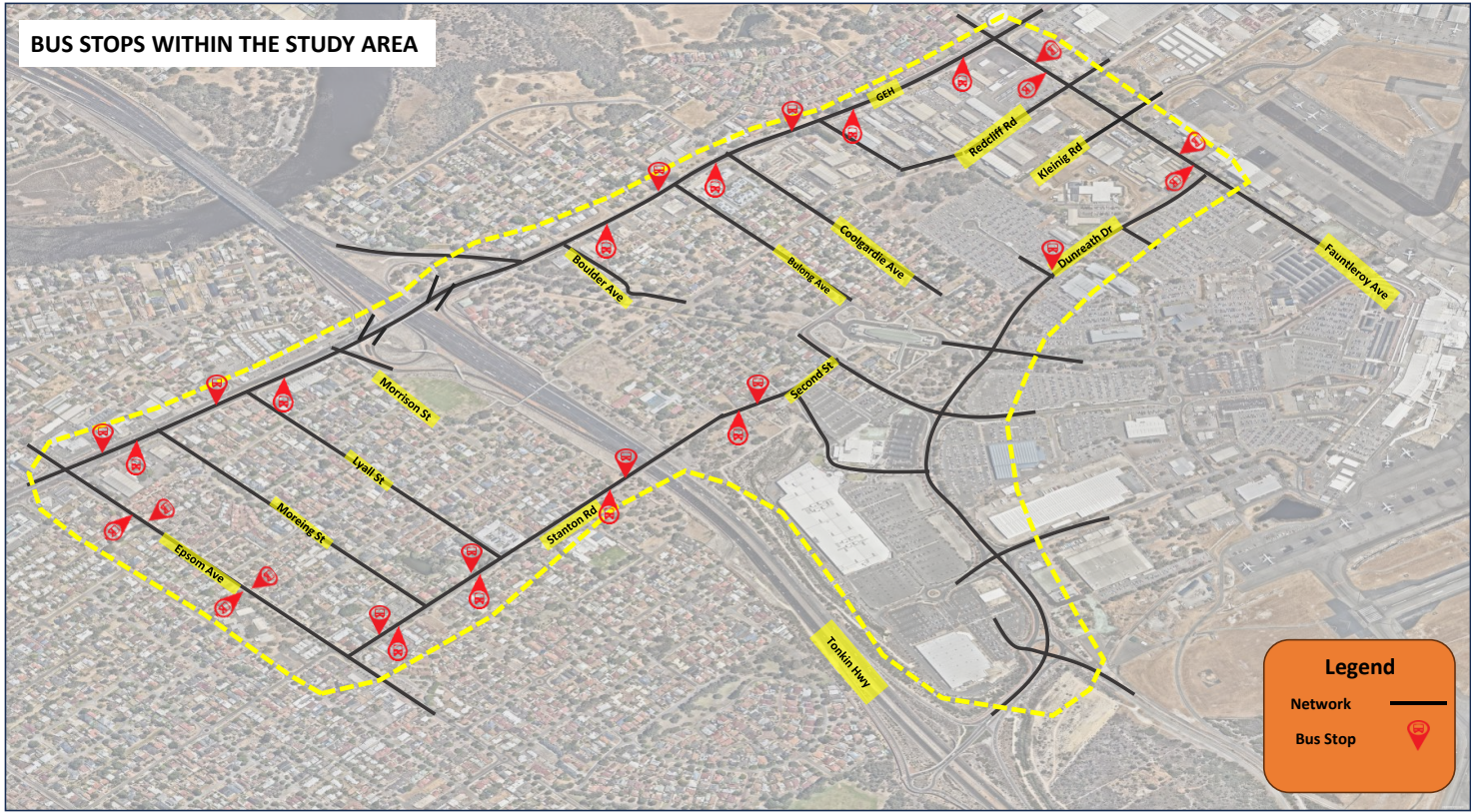


Figure 8: Existing bus stops within the modelling study area



2.1.5 Zone Structure

Two types of zones were used in the existing base case and proposed development models:

- **External zones:** these zones are defined as an area within which vehicles are released into or removed from the network. They generally represent the 'cuts' in the external road network, where vehicles enter or exit from the model.
- **Internal zones:** these zones represent an internal destination within the study area. Vehicles enter the study area from the external zones and drive to one of the internal zones.

Figure 9 presents the zoning map for the base models, delineating both internal and external zones. The base case models are structured with 18 internal zones, specifically numbered from 22 to 25, 29, 30, 34 and 45.

In addition, there are 28 external zones, numbered from 1 to 21, 26 to 28, 31 to 33, and 46. These external zones encompass areas outside the modelling study area, providing a broader context for understanding how traffic interacts with the surrounding road network.



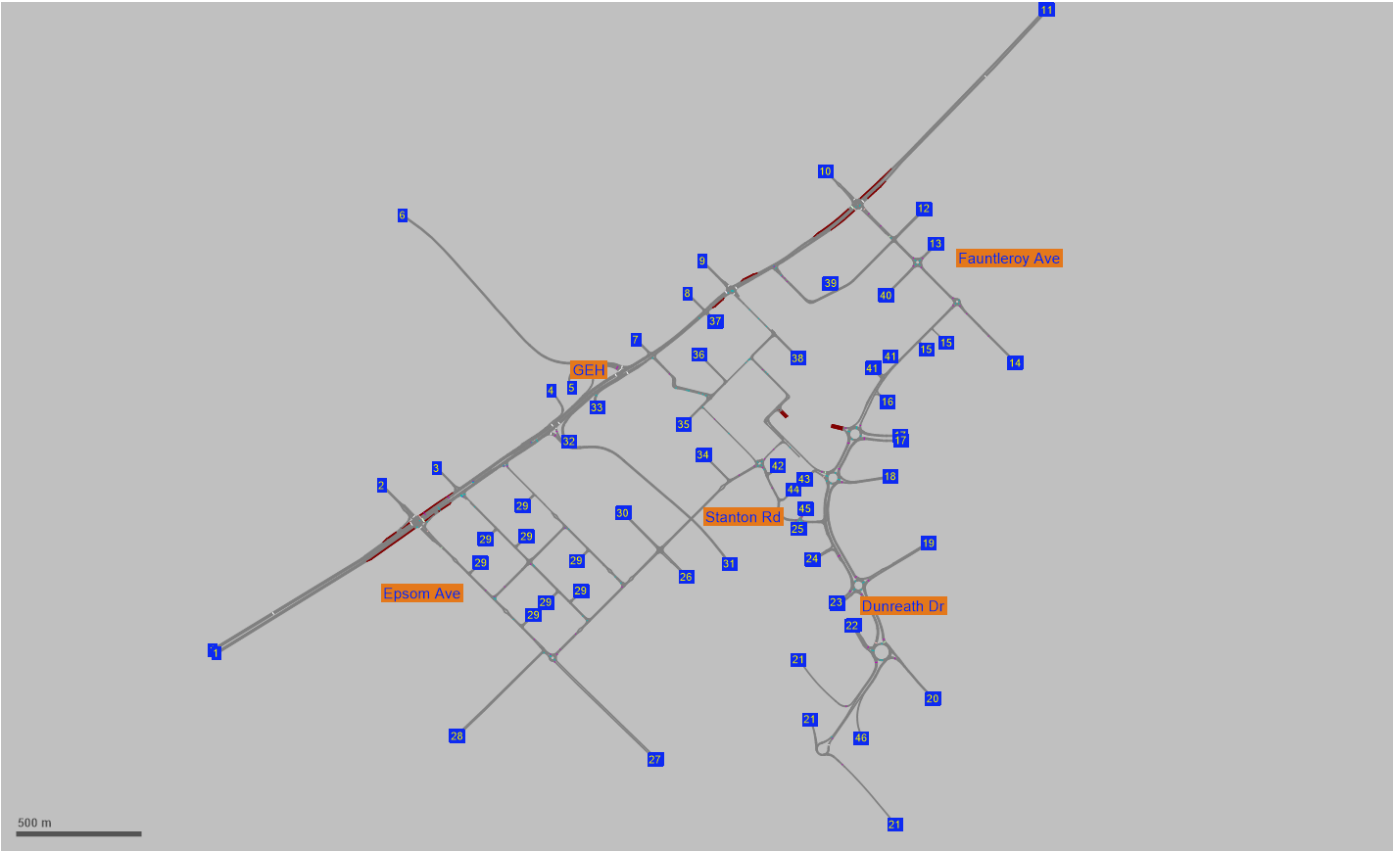


Figure 9: Zoning map for base models



3 Model Calibration and Validation

3.1.1 Existing Base Case Models

The existing AM and PM peak hour models were built for 8:00 – 9:00 and 16:00 – 17:00 periods respectively. For the base case a “warm up” and “cool down” periods of 15 minutes were introduced to populate all road links prior to and after the model period. The microsimulation model (for existing and future scenarios) was developed in accordance with Main Roads WA Operational Modelling Guidelines.

3.1.2 Software Version

The software version which is used for this study is VISSIM 11.00 – 14.

3.1.3 Vehicle Types

The demand matrices were established using the Austroads Vehicle Classification System in accordance with Table 5.1 of Main Roads WA Operational Modelling Guidelines. The existing composition of heavy vehicle types on Stanton Road and GEH is noted in **Table 1**. The desired heavy vehicle acceleration values were adopted using the values provided in Table 5-2 of Main Roads WA Operational Modelling Guidelines. The recommended power and weight for different vehicle types were adjusted using the values in Table 5.3 of the Main Roads WA Operational Modelling Guidelines.

Table 1: Existing vehicle classification on Stanton Road and GEH

Austroads classification	Class 1	Class 2-5	Class 6-9	Class 10	Class 11
VISSIM classification	Car/Short	Medium	Long	Medium combination	
Stanton Road (%)	92.5%	7.1%	0.4%	0.0%	
GEH (West of Aurum St) (%)	90%	9.4%	0.6%	0.0%	

The network coding, priority rules, desired speed, reduced speed areas and conflict areas were coded in accordance with the recommendations of Main Roads WA Operational Modelling Guidelines.



3.1.4 Link Counts

The observed and modelled link volumes were compared for the key roads within the modelling study area and the results are shown in **Table 2**. This table also shows the calculated GEH² for each link. The locations of link volumes are shown in **Figure 10**. The following equation was used for the GEH calculation:

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

Where M is the hourly traffic volume from the traffic model and C is the real-world hourly traffic count.

80% of the volumes in the base case model should have a GEH less than 5.0 for a Category 3 modelling area. A GEH of less than 5.0 is considered a good match between the modelled and observed hourly volumes. GEHs in the range of 5.0 to 10.0 may warrant investigation. If the GEH is greater than 10.0, there is a high probability that there is a problem with either the travel demand model or the data.

As evident, the reported GEH is less than 5 for all links which confirms a good match between the modelled and observed hourly volumes.

Table 2: Comparison of observed and modelled traffic for key roads

Location		Traffic Volume - AM			Traffic Volume - PM		
		Observed	Modeled	GEH	Observed	Modeled	GEH
A	NB	1855	1696	3.77	2109	2010	2.18
	SB	1737	1572	4.06	1883	1741	3.34
B	EB	359	337	1.18	427	364	3.17
	WB	425	416	0.44	504	474	1.36
C	NB	453	460	0.33	516	504	0.53
	SB	402	355	2.42	582	557	1.05
D	NB	1148	1139	0.27	1123	1025	2.99
	SB	737	703	1.27	1399	1436	0.98
E	EB	593	559	1.42	626	576	2.04
	WB	304	291	0.75	561	485	3.32

² The GEH Statistic is a formula used in traffic engineering, and traffic modelling to compare two sets of traffic volumes. The GEH formula gets its name from Geoffrey E. Havers.



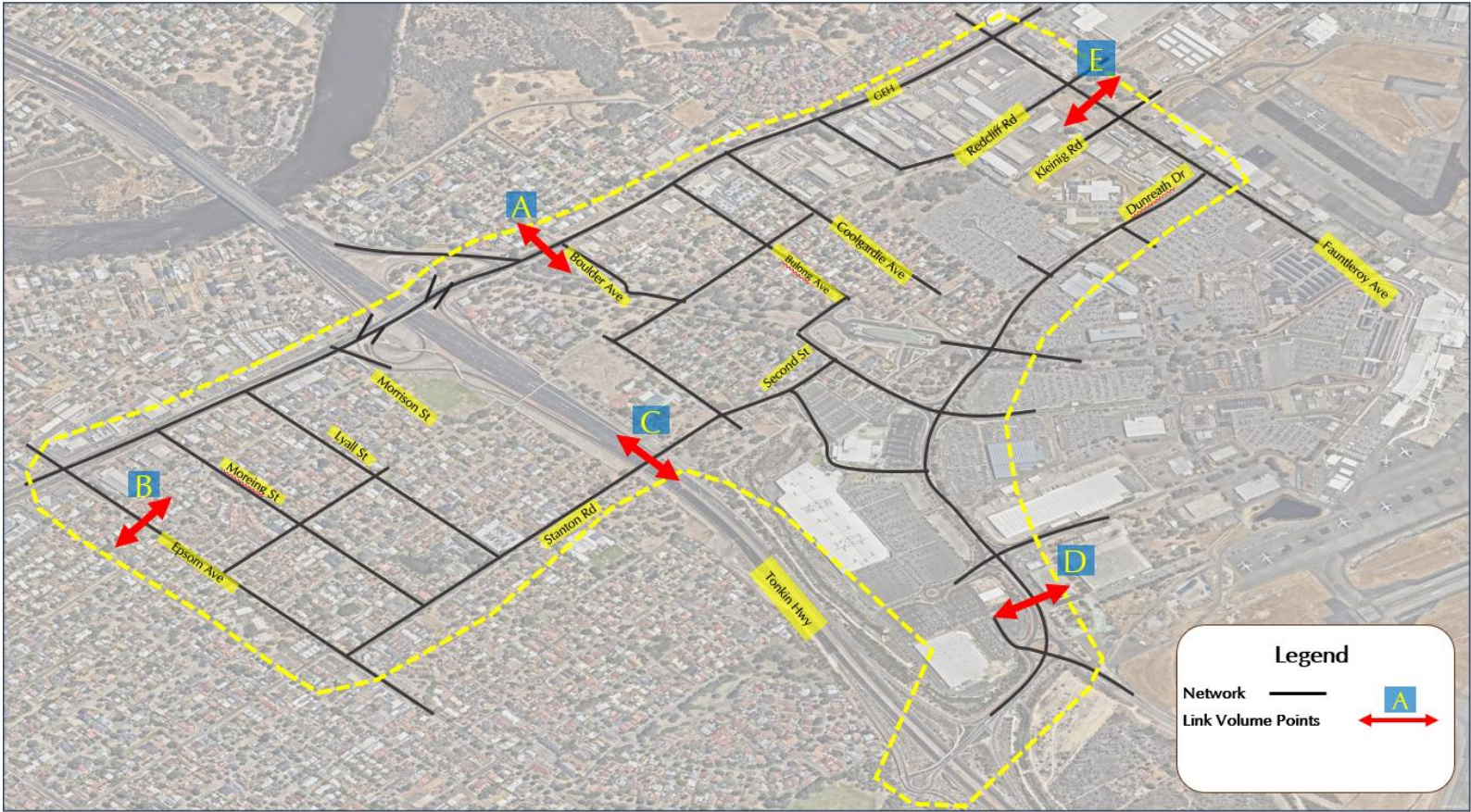


Figure 10: Link volume points for key roads within the study area



3.1.5 Turn Counts

The GEH value and R square ³ were utilised to assess the appropriateness of the base case models for the traffic study.

The GEH value is calculated for the turning movements at key existing intersections in the VISSIM model. As detailed in [Appendix A](#), the estimated GEH values for all turning movements at critical intersections indicate that over 85% of movements were modelled with a GEH of less than 5. This performance meets and exceeds the requirements set forth in the Main Roads WA Operational Modelling Guidelines for Category 3 modelling areas.

Table 3 summarizes the desired GEH range compared to the modelled GEH for the turning movements at key intersections within the study area. Notably, 100% of the turning movements achieved a GEH of less than 10 during both the AM and PM peak hours, with more than 93% having a GEH of less than 5. These results indicate a strong correlation between the modelled and observed turning counts.

A modelled R square value greater than 0.90 is generally considered excellent, indicating that the model simulates the real-world traffic movements at the intersections reasonably well. In this case, the model achieved an R square value of 0.99, confirming a close alignment with the actual observed data (refer [Figure 11](#)).

Overall, the modelled results showcase a high level of accuracy and predictive performance, exceeding the desired targets across all criteria. The GEH results of less than 5 and less than 10 illustrate excellent prediction consistency, while the R squared value of 0.99 signifies a robust model with minimal unexplained variance. These outcomes suggest that the model is highly reliable and well-suited for making accurate predictions in this context.

Table 3: Traffic flow validation criteria

Criteria	AM		PM	
	Desired	Modelled	Desired	Modelled
GEH < 5	80%	98%	80%	93%
GEH < 10	90%	100%	90%	100%
R squared value	>0.90	0.99	>0.90	0.99

³ The R square value serves as a statistical measure that reflects “goodness of fit” for observed and modelled data.



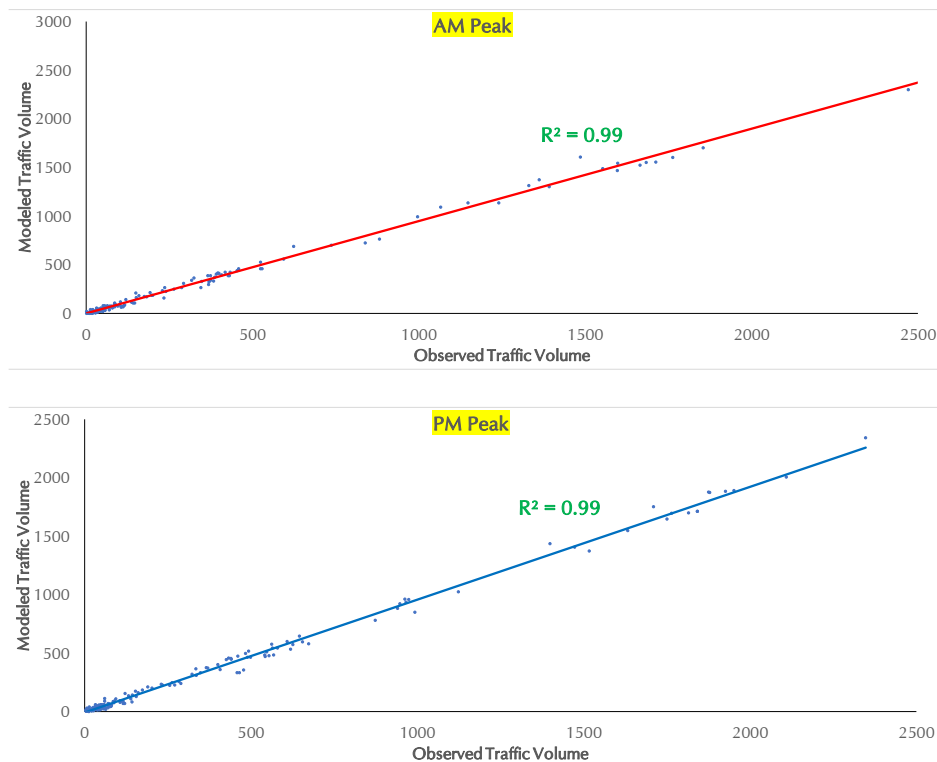


Figure 11: R-Square Value Comparison for Model Performance (AM & PM)



3.1.6 Model Stability

To evaluate the consistency and reliability of the network statistics generated by the model, the Coefficient of Variation⁴ (COV) is employed. It is particularly useful in this context because it standardises the variability, allowing for comparison across different model runs.

In this analysis, five separate runs of the model were conducted, providing a comprehensive dataset for assessment. The results of these runs are presented in **Table 4** and **Table 5**.

By calculating the COV for each run, it can be quantified how much the model outputs vary from one run to another. A COV value of 5% or less is generally accepted as a benchmark for demonstrating a strong correlation among the model runs. This threshold suggests that the model outputs are consistent and that the variation is minimal, which is essential for ensuring the model is reliable for making predictions or decisions. The results show that the COV values fall within this acceptable range, indicating that the model performs consistently across multiple runs. This consistency confirms the credibility of the model.

Table 4: Coefficient of variation (COV) results for calibrated existing-AM model

Model Run - AM	Delay (Average)	Total Travel Time(h)	Vehicle Arrived
1	78.50	676	9520
2	84.27	695	9560
3	81.12	684	9561
4	79.86	681	9562
5	83.00	691	9518
COV (%)	2.56%	1.00%	0.22%

Table 5: Coefficient of variation (COV) results for calibrated existing-PM model

Model Run - PM	Delay (Average)	Total Travel Time(h)	Vehicle Arrived
1	95.24	854	11645
2	102.70	876	11575
3	94.85	853	11665
4	96.63	856	11613
5	101.02	874	11636
COV (%)	3.24%	1.20%	0.27%

⁴ The Coefficient of Variation COV is a statistical measure that indicates the extent of variability in relation to the mean of the data set.



3.1.7 Traffic Management

Figure 12 provides a visual representation of the school zones and reduced-speed areas within the study area. The school zones and reduced-speed areas have been coded into the base case models.



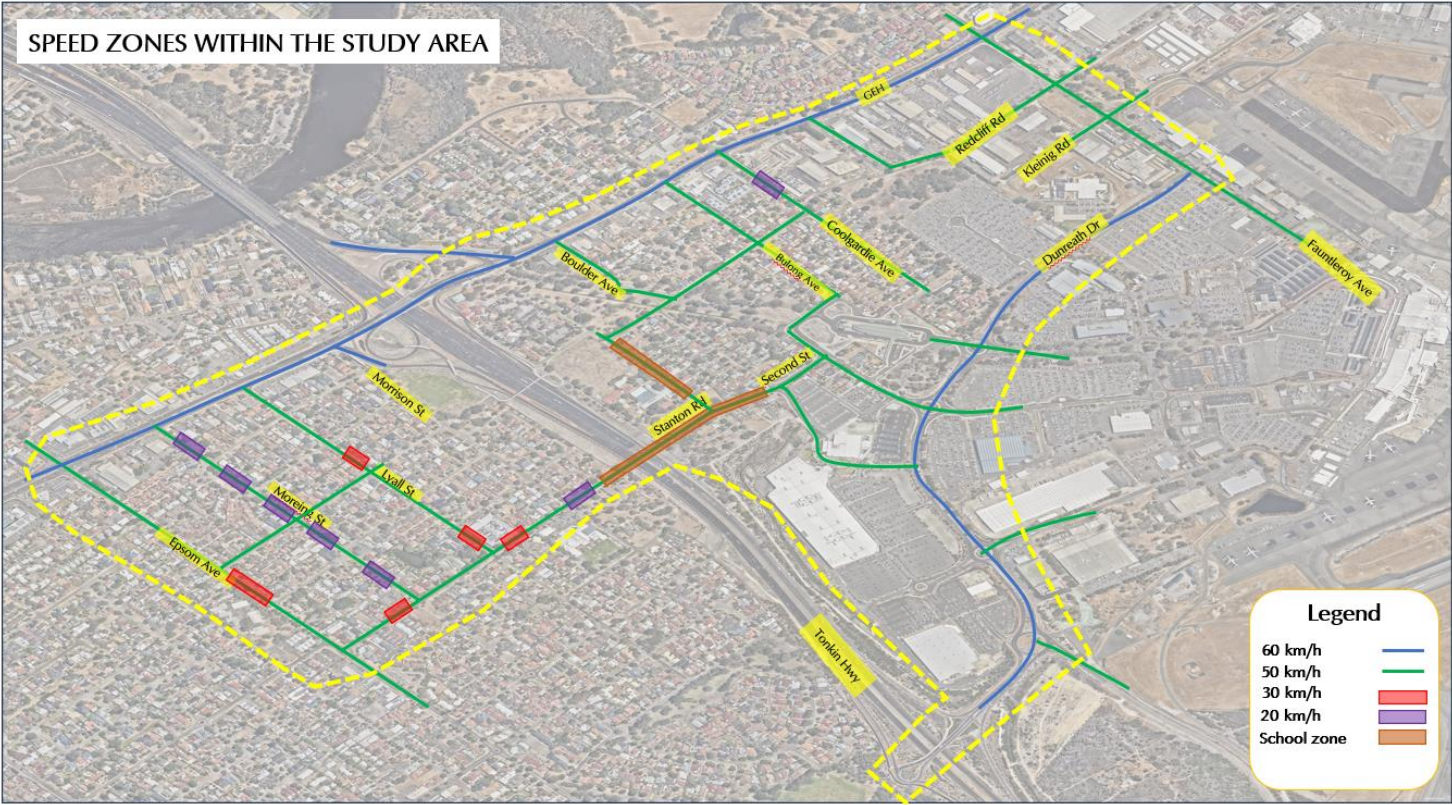


Figure 12: Reduced speed areas within the study area



3.2 Model Validation

3.2.1 *Queue Lengths*

The existing AM and PM models were visually checked a number of times to confirm the modelled queue operation is consistent with those observed on site for critical intersections and the feedback received from the community.

Figure 13 presents the modelled maximum queue lengths for both the AM and PM against the modelled queue during the peak hours. As evident the modelled maximum queue lengths are in the same range as the existing observed maximum queue length (refer **Figure 6**).



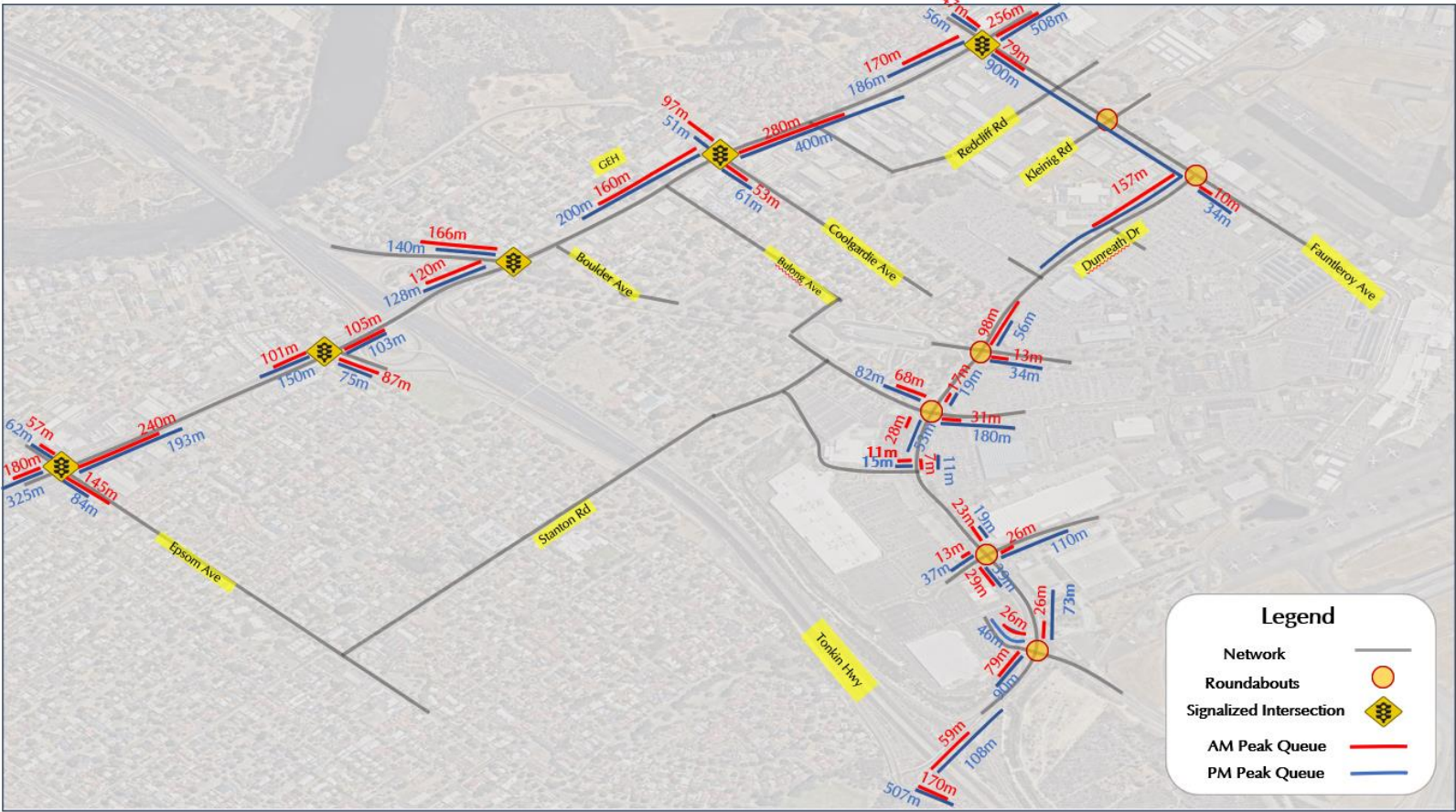


Figure 13: Modelled maximum queue lengths (AM and PM Peak)



3.2.2 Travel Times

In VISSIM, travel time is integral to the traffic assignment process, which distributes and assigns traffic across the network based on various dynamic factors. The software calculates the travel time for each road segment, or link, by considering several elements, such as the actual speed of vehicles, traffic flow, road capacity, and delays caused by queueing. This calculation reflects the real-time conditions on the road, taking into account how congestion and signal timing can affect travel times. For instance, if a road segment experiences heavy traffic, the speed will decrease, leading to longer travel times, which in turn influences how vehicles are assigned to different routes.

Additionally, VISSIM employs a dynamic traffic assignment approach that continuously updates travel times as conditions change. As vehicles traverse the network, factors like vehicle density and the presence of bottlenecks can alter the travel times on various links. When a bottleneck or traffic incident occurs, travel times on affected routes increase, prompting vehicles to reroute to less congested alternatives. Moreover, the impact of traffic signal control plays a significant role, particularly in urban environments where coordinated signals can optimise flow but also affect the overall travel time experienced by vehicles. This real-time adaptability allows VISSIM to simulate traffic behaviour accurately, reflecting the complexities of urban traffic dynamics. In order to validate the base case model against travel time, the recorded vehicle travel times against the modelled travel times during the AM and PM peak hours were reviewed for main routes within the modelling study area to ensure the calibrated base case model reasonably predicts the observed travel times for the key roads within the modelling study area. Vehicle travel times on the following routes within the modelling study area were collected:

- GEH;
- Fauntleroy Avenue/ Dunreath Drive; and,
- Central Avenue/Second Street/ Stanton Road/ Epsom Avenue.

Figure 14 and **Figure 15** present a comparative analysis of recorded versus modelled travel times for the AM and PM peak hours, respectively. These figures depict the alignment between actual travel times observed during field data collection and those predicted by the calibrated model.

Overall, the calibrated base case models produced results that closely aligned with the observed values for both AM and PM peak period conditions. The modelled travel times for all surveyed routes differed by less than 1 minute from the average observed travel times, thereby satisfying the travel time criteria set by Main Roads WA Guidelines.

Consequently, the base case models were deemed sufficiently accurate for the development of future models.



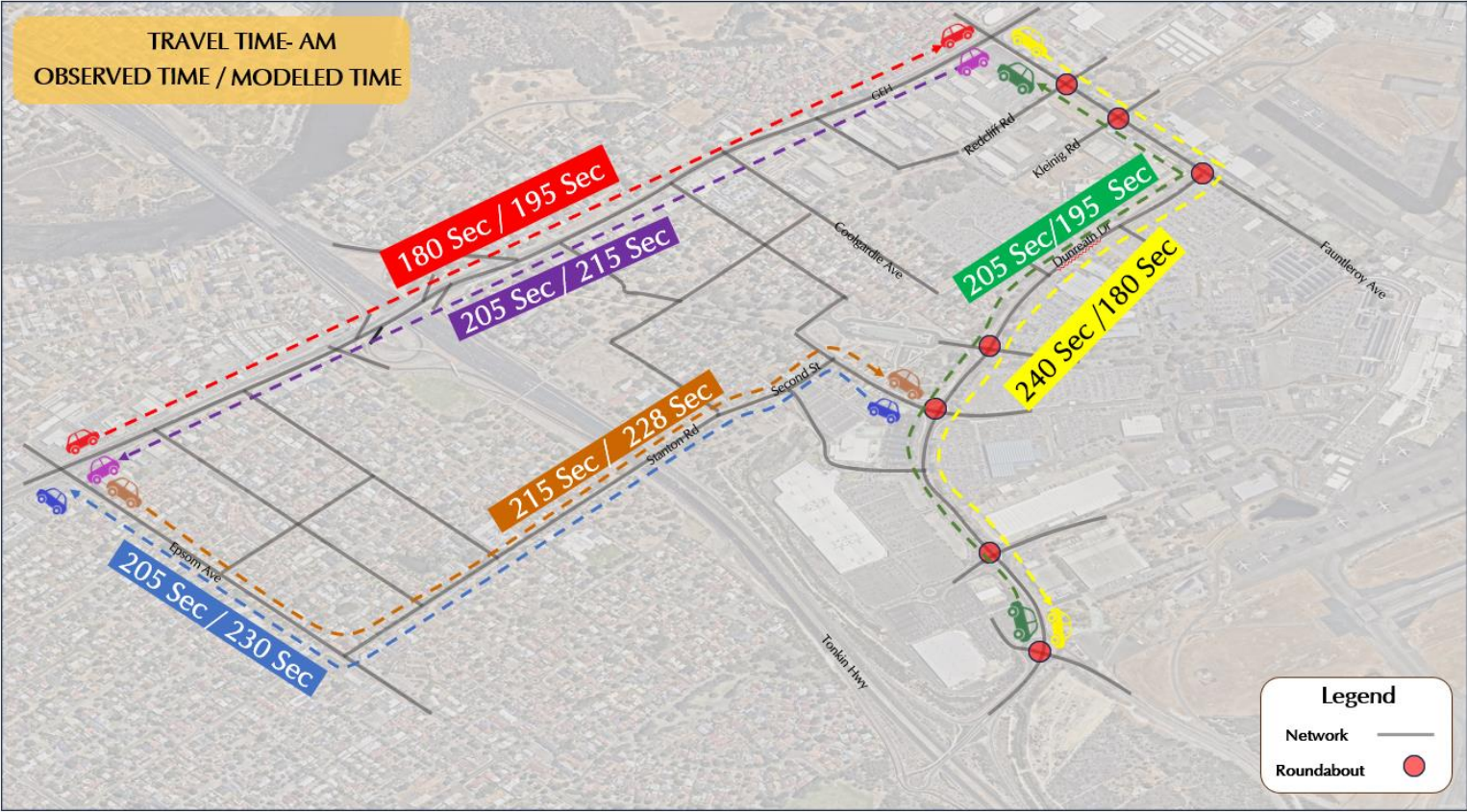


Figure 14: Comparison of observed and modelled vehicle travel times (AM Peak)



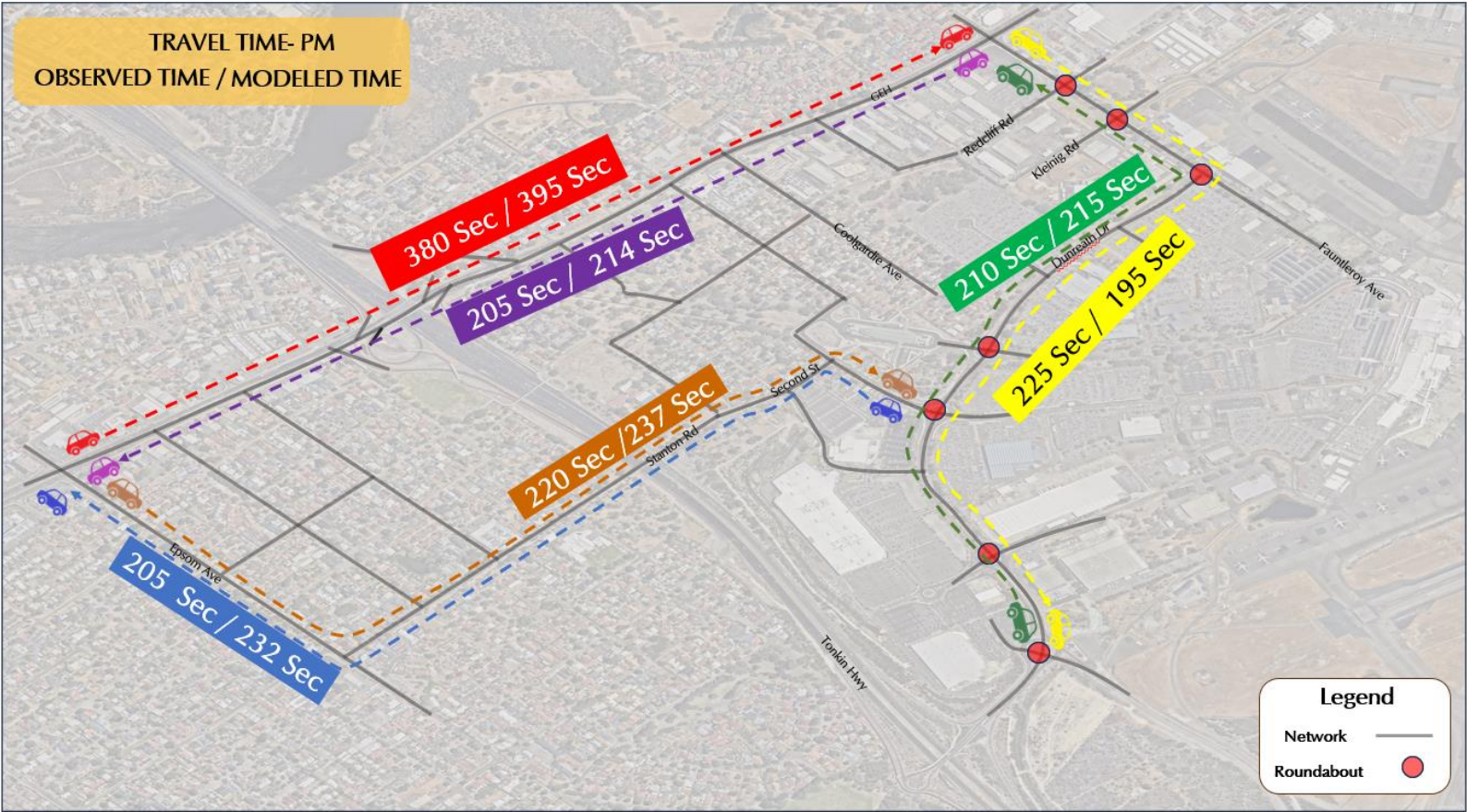


Figure 15: Comparison of observed and modelled vehicle travel times (PM Peak)



Appendix A

GEH VALUES

Attachment 12.4.2 Calibration and Validation Transport Report

Intersection - AM Peak	From	To	Traffic Volume		GEH
			Observed	Modelled	
GEH / Epsom Ave	South	West	61	67	0.75
GEH / Epsom Ave	South	North	1485	1608	3.12
GEH / Epsom Ave	South	East	182	172	0.72
GEH / Epsom Ave	North	East	197	185	0.90
GEH / Epsom Ave	North	South	2559	2447	2.23
GEH / Epsom Ave	North	West	55	34	3.15
GEH / Epsom Ave	North	North	50	22	4.67
GEH / Epsom Ave	East	South	85	106	2.17
GEH / Epsom Ave	East	West	54	43	1.52
GEH / Epsom Ave	East	North	200	187	0.92
GEH / Epsom Ave	West	North	22	20	0.39
GEH / Epsom Ave	West	East	51	41	1.51
GEH / Epsom Ave	West	South	75	77	0.18
GEH / Moreing St	East	South	21	13	1.99
GEH / Moreing St	North	East	20	4	4.62
GEH / Moreing St	South	West	40	42	0.37
GEH / Moreing St	West	North	111	68	4.55
GEH / Lyall St	East	South	95	75	2.22
GEH / Lyall St	North	East	49	27	3.61
GEH / Tonkin Hwy	East	South	396	415	0.95
GEH / Tonkin Hwy	South	West	623	689	2.58
GEH / Tonkin Hwy	East	North	175	174	0.08
GEH / Tonkin Hwy	South	North	1240	1136	3.02
GEH / Tonkin Hwy	North	South	2471	2297	3.57
GEH / Tonkin Hwy	North	East	293	310	0.96
GEH / Tonkin Hwy	South	West	23	20	0.56
GEH / Tonkin Hwy	North	East	158	184	2.00
GEH / Tonkin Hwy	West	North	345	266	4.52
GEH / Tonkin Hwy	West	South	1066	1092	0.79
GEH / Tonkin Hwy	South	North	1392	1302	2.45
GEH / Tonkin Hwy	North	South	1855	1702	3.63
GEH / Boulder Ave	East	South	55	50	0.66
GEH / Boulder Ave	North	East	17	10	2.03
GEH / Boulder Ave	South	West	5	4	0.47
GEH / Boulder Ave	West	North	5	4	0.47
GEH / Bulong Ave	South	West	25	16	2.09
GEH / Bulong Ave	South	North	1712	1554	3.91
GEH / Bulong Ave	North	East	4	8	1.49
GEH / Bulong Ave	North	South	1763	1603	3.90
GEH / Bulong Ave	East	South	32	32	0.07
GEH / Bulong Ave	West	North	4	4	0.00
GEH / Coolgardie Ave	South	West	40	27	2.25
GEH / Coolgardie Ave	South	North	1597	1466	3.35
GEH / Coolgardie Ave	South	East	69	38	4.27
GEH / Coolgardie Ave	South	South	10	8	0.53
GEH / Coolgardie Ave	North	West	11	8	1.11
GEH / Coolgardie Ave	North	South	1665	1523	3.55
GEH / Coolgardie Ave	North	East	46	33	2.14
GEH / Coolgardie Ave	East	South	42	30	1.93
GEH / Coolgardie Ave	East	West	21	20	0.22
GEH / Coolgardie Ave	East	North	40	45	0.74
GEH / Coolgardie Ave	West	South	50	53	0.36
GEH / Coolgardie Ave	West	East	35	38	0.53
GEH / Coolgardie Ave	West	North	36	30	1.12
GEH / Redcliffe Rd	East	South	20	10	2.52
GEH / Redcliffe Rd	North	East	6	5	0.61
GEH / Redcliffe Rd	North	South	1683	1551	3.28
GEH / Redcliffe Rd	South	North	1596	1542	1.42
GEH / Fountleroy Ave	South	West	61	60	0.08
GEH / Fountleroy Ave	South	North	1331	1312	0.53
GEH / Fountleroy Ave	South	East	234	159	5.37
GEH / Fountleroy Ave	South	South	30	12	3.88

Intersection - PM Peak	From	To	Traffic Volume		GEH
			Observed	Modelled	
GEH / Epsom Ave	South	West	51	51	0.00
GEH / Epsom Ave	South	North	2348	2340	0.17
GEH / Epsom Ave	South	East	190	211	1.51
GEH / Epsom Ave	North	East	256	224	2.05
GEH / Epsom Ave	North	South	1875	1876	0.03
GEH / Epsom Ave	North	West	28	21	1.37
GEH / Epsom Ave	North	North	80	55	3.07
GEH / Epsom Ave	East	South	88	85	0.28
GEH / Epsom Ave	East	West	48	34	2.19
GEH / Epsom Ave	East	North	230	234	0.29
GEH / Epsom Ave	West	North	55	35	2.98
GEH / Epsom Ave	West	East	42	39	0.47
GEH / Epsom Ave	West	South	86	86	0.00
GEH / Moreing St	East	South	39	12	5.40
GEH / Moreing St	North	East	29	20	1.73
GEH / Moreing St	South	West	52	58	0.86
GEH / Moreing St	West	North	112	88	2.44
GEH / Lyall St	East	South	161	162	0.09
GEH / Lyall St	North	East	69	61	1.02
GEH / Tonkin Hwy	East	South	370	371	0.05
GEH / Tonkin Hwy	South	West	966	935	1.00
GEH / Tonkin Hwy	East	North	143	143	0.03
GEH / Tonkin Hwy	South	North	1815	1698	2.80
GEH / Tonkin Hwy	North	South	1764	1694	1.68
GEH / Tonkin Hwy	North	East	619	533	3.60
GEH / Tonkin Hwy	South	West	441	447	0.28
GEH / Tonkin Hwy	North	East	334	365	1.64
GEH / Tonkin Hwy	West	North	366	375	0.46
GEH / Tonkin Hwy	West	South	608	601	0.29
GEH / Tonkin Hwy	South	North	1517	1372	3.83
GEH / Tonkin Hwy	North	South	2109	2004	2.32
GEH / Boulder Ave	East	South	74	66	0.98
GEH / Boulder Ave	North	East	8	13	1.49
GEH / Boulder Ave	South	West	28	23	0.95
GEH / Boulder Ave	West	North	5	4	0.47
GEH / Bulong Ave	South	West	14	11	0.73
GEH / Bulong Ave	South	North	1842	1713	3.06
GEH / Bulong Ave	North	East	25	28	0.66
GEH / Bulong Ave	North	South	1952	1889	1.43
GEH / Bulong Ave	East	South	60	88	3.21
GEH / Bulong Ave	West	North	4	4	0.00
GEH / Coolgardie Ave	South	West	50	48	0.34
GEH / Coolgardie Ave	South	North	1750	1646	2.52
GEH / Coolgardie Ave	South	East	36	22	2.60
GEH / Coolgardie Ave	South	South	10	4	2.27
GEH / Coolgardie Ave	North	West	11	15	1.21
GEH / Coolgardie Ave	North	South	1879	1873	0.15
GEH / Coolgardie Ave	North	East	59	61	0.31
GEH / Coolgardie Ave	East	South	63	21	6.44
GEH / Coolgardie Ave	East	West	22	19	0.57
GEH / Coolgardie Ave	East	North	45	46	0.12
GEH / Coolgardie Ave	West	South	25	23	0.33
GEH / Coolgardie Ave	West	East	23	30	1.40
GEH / Coolgardie Ave	West	North	38	33	0.80
GEH / Redcliffe Rd	East	South	80	47	4.11
GEH / Redcliffe Rd	North	East	11	3	2.83
GEH / Redcliffe Rd	North	South	1926	1883	0.98
GEH / Redcliffe Rd	South	North	1842	1711	3.11
GEH / Fountleroy Ave	South	West	45	53	1.09
GEH / Fountleroy Ave	South	North	1633	1546	2.18
GEH / Fountleroy Ave	South	East	116	90	2.58
GEH / Fountleroy Ave	South	South	12	2	3.58



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GEH / Fountleroy Ave	North	East	149	210	4.57
GEH / Fountleroy Ave	North	South	1553	1486	1.72
GEH / Fountleroy Ave	North	West	29	33	0.75
GEH / Fountleroy Ave	North	North	10	8	0.74
GEH / Fountleroy Ave	East	South	40	23	3.03
GEH / Fountleroy Ave	East	West	37	23	2.56
GEH / Fountleroy Ave	East	North	103	120	1.61
GEH / Fountleroy Ave	West	South	56	55	0.19
GEH / Fountleroy Ave	West	North	30	51	0.14
GEH / Fountleroy Ave	West	East	30	24	4.31
Fountleroy Ave / Redcliffe Rd	South	East	44	25	3.20
Fountleroy Ave / Redcliffe Rd	North	West	28	5	5.66
Fountleroy Ave / Redcliffe Rd	North	East	119	145	2.30
Fountleroy Ave / Redcliffe Rd	North	South	1	1	0.21
Fountleroy Ave / Redcliffe Rd	East	South	18	9	2.39
Fountleroy Ave / Redcliffe Rd	East	North	136	116	1.76
Fountleroy Ave / Redcliffe Rd	East	West	150	164	1.15
Fountleroy Ave / Redcliffe Rd	West	East	430	390	1.98
Fountleroy Ave / Kleinig road - S Approach			14	12	0.55
Fountleroy Ave / Kleinig road - W Approach			593	557	1.51
Fountleroy Ave / Kleinig road - N Approach			88	88	0.00
Fountleroy Ave / Kleinig road - E Approach			324	365	2.19
Fountleroy Ave / Dunreath Dr - S Approach			458	461	0.16
Fountleroy Ave / Dunreath Dr - W Approach			524	525	0.05
Fountleroy Ave / Dunreath Dr - E Approach			36	40	0.65
Dunreath Dr / Brearley ave - S Approach			996	995	0.03
Dunreath Dr / Brearley ave - W Approach			19	15	0.97
Dunreath Dr / Brearley ave - N Approach			433	424	0.43
Dunreath Dr / Brearley ave - E Approach			239	227	0.76
Dunreath Dr / Central Ave & Snook Rd - S Approach			882	766	4.03
Dunreath Dr / Central Ave & Snook Rd - W Approach			391	405	0.72
Dunreath Dr / Central Ave & Snook Rd - N Approach			366	387	1.07
Dunreath Dr / Central Ave & Snook Rd - E Approach			192	216	1.67
Central Ave / Second st	South	West	26	22	0.73
Central Ave / Second st	South	East	347	328	1.01
Central Ave / Second st	East	South	264	252	0.72
Central Ave / Second st	East	West	31	20	2.09
Central Ave / Second st	West	South	23	15	1.89
Central Ave / Second st	West	East	55	60	3.00
Bulons Ave / Central Ave	North	South	51	80	3.61
Coolgardie Ave / First St	South	West	109	73	3.77
Coolgardie Ave / First St	West	South	146	107	3.45
First St / Bulong Ave	South	North	84	72	1.38
First St / Bulong Ave	South	East	1	20	5.83
First St / Bulong Ave	North	South	105	66	4.17
First St / Bulong Ave	North	East	50	60	1.40
First St / Bulong Ave	East	South	11	20	2.24
First St / Bulong Ave	East	North	26	12	3.21
First St / Central Ave	South	North	84	91	0.79
First St / Central Ave	North	South	114	86	2.78
First St / Brearley Ave	South	West	20	23	0.56
First St / Brearley Ave	South	North	89	89	0.02
First St / Brearley Ave	North	West	35	28	1.32
First St / Brearley Ave	West	South	10	7	0.95
First St / Boulder Ave	South	North	78	56	2.74
First St / Boulder Ave	South	East	18	37	3.56
First St / Boulder Ave	North	South	50	38	1.84
First St / Boulder Ave	North	East	48	28	3.21
First St / Boulder Ave	East	South	12	7	1.62
First St / Boulder Ave	East	North	31	56	3.82
Second St / Boulder Ave - S Approach			407	398	0.43
Second St / Boulder Ave - W Approach			66	64	0.25
Second St / Boulder Ave - N Approach			287	266	1.26
Second St / Boulder Ave - E Approach			64	82	2.06
Dunreath Dr / High St	West	North	43	42	0.09

GEH / Fountleroy Ave	North	East	60	111	5.50
GEH / Fountleroy Ave	North	South	1710	1751	0.98
GEH / Fountleroy Ave	North	West	38	40	0.32
GEH / Fountleroy Ave	North	North	10	8	0.74
GEH / Fountleroy Ave	East	South	132	134	0.21
GEH / Fountleroy Ave	East	West	62	37	3.49
GEH / Fountleroy Ave	East	North	335	311	1.31
GEH / Fountleroy Ave	West	South	47	17	5.26
GEH / Fountleroy Ave	West	North	52	51	0.20
GEH / Fountleroy Ave	West	East	60	31	4.33
Fountleroy Ave / Redcliffe Rd	South	East	45	18	4.85
Fountleroy Ave / Redcliffe Rd	North	West	7	31	5.57
Fountleroy Ave / Redcliffe Rd	North	East	348	332	0.87
Fountleroy Ave / Redcliffe Rd	North	South	44	18	4.58
Fountleroy Ave / Redcliffe Rd	East	South	35	31	0.62
Fountleroy Ave / Redcliffe Rd	East	North	5	6	0.59
Fountleroy Ave / Redcliffe Rd	East	West	426	446	0.98
Fountleroy Ave / Redcliffe Rd	West	East	233	227	0.41
Fountleroy Ave / Kleinig road - S Approach			28	24	0.74
Fountleroy Ave / Kleinig road - W Approach			626	574	2.13
Fountleroy Ave / Kleinig road - N Approach			202	200	0.13
Fountleroy Ave / Kleinig road - E Approach			493	516	1.02
Fountleroy Ave / Dunreath Dr - S Approach			655	597	2.33
Fountleroy Ave / Dunreath Dr - W Approach			645	645	0.02
Fountleroy Ave / Dunreath Dr - E Approach			121	155	2.93
Dunreath Dr / Brearley ave - S Approach			940	883	1.89
Dunreath Dr / Brearley ave - W Approach			22	16	1.38
Dunreath Dr / Brearley ave - N Approach			673	581	3.69
Dunreath Dr / Brearley ave - E Approach			562	576	0.59
Dunreath Dr / Central Ave & Snook Rd - S Approach			993	848	4.78
Dunreath Dr / Central Ave & Snook Rd - W Approach			432	459	1.27
Dunreath Dr / Central Ave & Snook Rd - N Approach			947	923	0.80
Dunreath Dr / Central Ave & Snook Rd - E Approach			263	248	0.95
Central Ave / Second st	South	West	33	16	3.39
Central Ave / Second st	South	East	400	403	0.14
Central Ave / Second st	East	South	542	470	3.21
Central Ave / Second st	East	West	48	58	1.32
Central Ave / Second st	West	South	26	14	2.68
Central Ave / Second st	West	East	32	58	3.82
Bulons Ave / Central Ave	North	South	58	61	0.34
Coolgardie Ave / First St	South	West	142	82	5.71
Coolgardie Ave / First St	West	South	108	91	1.73
First St / Bulong Ave	South	North	115	70	4.68
First St / Bulong Ave	South	East	3	11	2.91
First St / Bulong Ave	North	South	77	54	2.79
First St / Bulong Ave	North	East	33	50	2.67
First St / Bulong Ave	East	South	13	24	2.48
First St / Bulong Ave	East	North	42	35	1.13
First St / Central Ave	South	North	106	81	2.56
First St / Central Ave	North	South	88	75	1.49
First St / Brearley Ave	South	West	36	18	3.37
First St / Brearley Ave	South	North	105	94	1.08
First St / Brearley Ave	North	West	38	48	1.55
First St / Brearley Ave	West	South	5	13	2.56
First St / Boulder Ave	South	North	70	68	0.29
First St / Boulder Ave	South	East	12	20	2.09
First St / Boulder Ave	North	South	21	16	1.06
First St / Boulder Ave	North	East	31	34	0.56
First St / Boulder Ave	East	South	18	16	0.39
First St / Boulder Ave	East	North	71	45	3.41
Second St / Boulder Ave - S Approach			460	473	0.59
Second St / Boulder Ave - W Approach			43	55	1.66
Second St / Boulder Ave - N Approach			568	483	3.71
Second St / Boulder Ave - E Approach			139	110	2.58
Dunreath Dr / High St	West	North	120	68	5.34

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Dunreath Dr / High St	North	West	15	9	1.86
Dunreath Dr / High St	North	South	524	461	2.83
Dunreath Dr / High St	South	West	59	70	1.42
Dunreath Dr / High St	South	North	839	726	4.04
Dunreath Dr / Boud Ave - S Approach			1148	1137	0.34
Dunreath Dr / Boud Ave - W Approach			69	56	1.70
Dunreath Dr / Boud Ave - N Approach			529	460	3.09
Dunreath Dr / Boud Ave - E Approach			368	299	3.78
Dunreath Dr / Costco Entry - S Approach			1362	1372	0.28
Dunreath Dr / Costco Entry - W Approach			99	87	1.22
Dunreath Dr / Costco Entry - N Approach			737	702	1.30
Dunreath Dr / Costco Entry - E Approach			11	8	0.97
Stanton Rd / Kanowna Ave	South	West	86	68	2.05
Stanton Rd / Kanowna Ave	South	North	373	390	0.85
Stanton Rd / Kanowna Ave	North	West	10	5	2.00
Stanton Rd / Kanowna Ave	North	South	374	346	1.50
Stanton Rd / Kanowna Ave	West	North	34	12	4.69
Stanton Rd / Kanowna Ave	West	South	28	12	3.63
Stanton Rd / Morrison St	South	West	10	3	2.65
Stanton Rd / Morrison St	South	North	418	425	0.34
Stanton Rd / Morrison St	South	East	60	59	0.10
Stanton Rd / Morrison St	North	West	7	5	0.82
Stanton Rd / Morrison St	North	South	369	327	2.25
Stanton Rd / Morrison St	North	East	26	23	0.61
Stanton Rd / Morrison St	East	South	70	75	0.63
Stanton Rd / Morrison St	East	North	35	35	0.00
Stanton Rd / Lvall St	South	West	18	4	4.06
Stanton Rd / Lvall St	South	North	453	440	0.62
Stanton Rd / Lvall St	North	West	76	71	0.54
Stanton Rd / Lvall St	North	South	383	334	2.57
Stanton Rd / Lvall St	West	North	35	47	1.93
Stanton Rd / Lvall St	West	South	20	42	3.89
Stanton Rd / Moreing St	South	West	17	4	3.85
Stanton Rd / Moreing St	South	North	427	389	1.87
Stanton Rd / Moreing St	North	West	17	2	4.96
Stanton Rd / Moreing St	North	South	386	374	0.63
Stanton Rd / Moreing St	West	North	44	56	1.67
Stanton Rd / Moreing St	West	South	13	41	5.36
Stanton Rd / Epsom Ave - E Approach			372	337	1.87
Stanton Rd / Epsom Ave - W Approach			458	449	0.42
Stanton Rd / Epsom Ave - N Approach			399	413	0.70
Durban St / Epsom Ave	South	West	116	89	2.69
Durban St / Epsom Ave	South	East	141	109	2.82
Durban St / Epsom Ave	East	South	236	265	1.86
Durban St / Epsom Ave	East	West	229	235	0.37
Durban St / Epsom Ave	West	South	105	74	3.28
Durban St / Epsom Ave	West	East	317	340	1.27
Bulong Ave / Central Ave	South	North	57	32	3.75

Dunreath Dr / High St	North	West	55	22	5.32
Dunreath Dr / High St	North	South	963	962	0.03
Dunreath Dr / High St	South	West	94	110	1.62
Dunreath Dr / High St	South	North	873	782	3.16
Dunreath Dr / Boud Ave - S Approach			1123	1024	3.03
Dunreath Dr / Boud Ave - W Approach			323	320	0.19
Dunreath Dr / Boud Ave - N Approach			974	958	0.51
Dunreath Dr / Boud Ave - E Approach			498	463	1.60
Dunreath Dr / Costco Entry - S Approach			1473	1407	1.73
Dunreath Dr / Costco Entry - W Approach			283	256	1.67
Dunreath Dr / Costco Entry - N Approach			1399	1434	0.94
Dunreath Dr / Costco Entry - E Approach			37	32	0.85
Stanton Rd / Kanowna Ave	South	West	77	43	4.42
Stanton Rd / Kanowna Ave	South	North	439	456	0.82
Stanton Rd / Kanowna Ave	North	West	5	19	4.00
Stanton Rd / Kanowna Ave	North	South	564	545	0.82
Stanton Rd / Kanowna Ave	West	North	21	20	0.27
Stanton Rd / Kanowna Ave	West	South	18	16	0.54
Stanton Rd / Morrison St	South	West	21	15	1.41
Stanton Rd / Morrison St	South	North	483	497	0.62
Stanton Rd / Morrison St	South	East	70	34	4.93
Stanton Rd / Morrison St	North	West	6	19	3.59
Stanton Rd / Morrison St	North	South	541	484	2.50
Stanton Rd / Morrison St	North	East	35	53	2.77
Stanton Rd / Morrison St	East	South	60	24	5.55
Stanton Rd / Morrison St	East	North	26	8	4.37
Stanton Rd / Lvall St	South	West	21	6	3.94
Stanton Rd / Lvall St	South	North	547	512	1.52
Stanton Rd / Lvall St	North	West	152	174	1.69
Stanton Rd / Lvall St	North	South	465	334	6.54
Stanton Rd / Lvall St	West	North	26	37	1.96
Stanton Rd / Lvall St	West	South	23	24	0.21
Stanton Rd / Moreing St	South	West	21	7	3.88
Stanton Rd / Moreing St	South	North	554	478	3.34
Stanton Rd / Moreing St	North	West	30	24	1.15
Stanton Rd / Moreing St	North	South	458	333	6.30
Stanton Rd / Moreing St	West	North	14	39	4.89
Stanton Rd / Moreing St	West	South	14	23	2.09
Stanton Rd / Epsom Ave - E Approach			489	466	1.05
Stanton Rd / Epsom Ave - W Approach			580	542	1.59
Stanton Rd / Epsom Ave - N Approach			478	355	6.03
Durban St / Epsom Ave	South	West	155	130	2.09
Durban St / Epsom Ave	South	East	173	184	0.79
Durban St / Epsom Ave	East	South	270	227	2.70
Durban St / Epsom Ave	East	West	289	239	3.08
Durban St / Epsom Ave	West	South	90	91	0.11
Durban St / Epsom Ave	West	East	407	360	2.40
Bulong Ave / Central Ave	South	North	81	59	2.60





Engineering a better future for over 20 years!



Redcliffe Area Traffic Study

Traffic Analysis Report

PREPARED FOR:
City of Belmont

March 2025

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REFERENCES:

1. Main Roads WA Operational Modelling Guidelines, Version 2.0, January 2021.
2. Austroads Guide to Traffic Management Part 8 (Local Area Traffic Management).
3. Main Roads WA Strategy and Implementation Framework, Low-Cost Urban Road Safety Program, May 2022; D22#24187
4. Liveable Neighbourhoods Guidelines, January 2009 Updated 02
5. Road hierarchy for Western Australia, road types and criteria; Main Roads Western Australia; D10#10992



1 Executive Summary

The Redcliffe Area Traffic Study is a strategic initiative commissioned by the City of Belmont (The City) to thoroughly evaluate traffic flow in the Redcliffe area for the short, medium, and long term. The main goal of this project is to identify preferred network improvements that will implement necessary safety and amenity enhancements to better serve the community.

Transcore has been engaged by The City to conduct microsimulation transport modelling for this study. This advanced modelling technique allows for a detailed analysis of traffic patterns and behaviours under various conditions, enabling accurate predictions of how changes in land use and the road network might affect overall traffic flow.

To prepare for this modelling, Transcore, in collaboration with The City and Perth Airport, conducted extensive data collection and site observations. Understanding the value of community input, The City has actively sought feedback from residents, workers, and visitors to gain insights into their experiences in the area. This community feedback has been incorporated into the development of the microsimulation models, ensuring that the analysis addresses the needs and concerns of road users.

As part of this project, Transcore has engaged with key stakeholders, including Main Roads WA, the Department of Planning, Lands and Heritage (DPLH), Public Transport Authority (PTA) and Perth Airport. Utilizing the existing calibrated base case model, Transcore tested various scenarios and options aimed at redistributing traffic on local roads to improve safety and amenity for residents. The options explored fall into two categories:

- Network Change Options; and,
- Traffic Calming Measures.

The modelling scenarios tested under each option were informed by crash analysis results, site observations, and community feedback. The preferred modelling scenarios were chosen based on their effectiveness in reducing traffic volumes on local roads and enhancing safety and amenity for residents.

The following recommendations are proposed for short, medium, and long-term scenarios:

1.1 Short term recommendations:

Traffic modelling and analysis undertaken for the short-term scenario indicated that implementing the following modifications will provide same reduction in traffic volume on local roads and improved safety and amenity for residents. Therefore, the following modifications are recommended in the short term:



Stanton Road and Second Street:

- Raised platforms at Moreing Street and Lyall Street.
- Raised platform at Morrison Street with roundabout.
- Pedestrian crossing west of Lyall Street.
- Children crossing west of Morrison Street.
- Children crossing east of Kanowna Avenue.
- Reducing the speed limit for the section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) to 40 km/h.
- Left in/ Left out (LILO) treatment at Lyall Street/ Stanton Road as a trial.
- Investigate proposal of applying 40 km/h speed limit on Redcliffe area road network with associated traffic calming modifications.

In addition to the above modifications, Transcore suggests the following measures to be monitored and controlled to ensure the effectiveness of the proposed changes:

Speed compliance patrols: The section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) will be signposted at 40 km/h upon completion of the Low-Cost Urban Road Safety (LCURS) treatments. The City is encouraged to request the WA Police to have an active speed campaign along Stanton Road and Second Street.

Truck movement restrictions: All of the roads within the modelling study area (except western section of Dunreath Drive, Ben Street and Redcliffe Road which are RAV Tandem Drive 4) are classified as RAV Tandem Drive 1 which means that only “as of right” vehicles would be able to travel on these roads. Therefore, heavy vehicles longer than 19m are not permitted on all the other local roads. The City needs to monitor and raise any non-compliant movements with Main Roads WA for their action.

Bus movement from Depot to Redcliffe station: Advocacy to PTA for not using route via Ben Street, Great Eastern Highway (GEH), Coolgardie Avenue, First Street and Bulong Avenue for out of service movements.

Further, detailed investigations are required to address safety issues and confirm appropriate treatments at the following intersections:

- First Street/ Bulong Avenue;
- Victoria Street/ Moreing Street;
- Epsom Avenue/ Durban Street/ Stanton Road;
- Redcliffe Road/ Fauntleroy Avenue;
- Epsom Avenue/ Victoria Avenue;
- Second Street/ Kanowna Avenue; and,
- Morrison Street/Treffone Street/Ryans Court.



1.2 Medium term recommendations:

The following recommendations are proposed beyond 2032 (post Qantas terminal relocation) scenario:

- **Traffic Monitoring:** The City continue to monitor traffic volumes and crash records on local roads towards confirming future improvements.
- **Investigate additional traffic calming measures:** The City to ensure that the proposed traffic calming treatments (outlined for short term) implemented along Stanton Road and Second Street perform effectively. Additional traffic calming measures may be introduced on other local roads following the active traffic monitoring post Qantas terminal relocation.
- **Active Transport Improvements:** The following Active Transport proposals suggested by Perth Airport to be investigated and considered as part of the Sustainable Transport Strategy for The City:
 - Cycleway parallel with Tonkin Highway linking The Court/ Victoria Street North with Stanton Road.
 - Recreational Shared Path (RSP), Coolgardie Avenue, First Avenue and Victoria Street north.
 - RSP along old Brearley Avenue.
 - RSP along Stanton Road/ Second Street between Central Avenue and bridge over Tonkin Highway.
 - RSP along Dunreath Drive.
 - RSP along Fauntleroy Avenue.
- **Optimisation of the GEH signalised intersections:** In collaboration with Main Roads WA, The City advocate to improve traffic operations along GEH. This includes optimizing traffic signals, enhancing pedestrian crossings, and upgrading turning movements at signalised intersections in line with Main Roads WA's ultimate upgrade plans for the GEH.
- **Public Transport Coordination:** The City advocate to the PTA to synchronise bus and train timetables and schedules, and adjust bus frequency as necessary.
- **Perth Airport West Precinct development:** The City review developments in the Perth Airport West Precinct, ensuring that developments and relevant road network upgrades occur simultaneously to prevent congestion in the Redcliffe area.

1.3 Long term recommendations:

The following recommendations are proposed beyond 2041:

Further Upgrades on GEH:

- Advocate significant road upgrades to increase capacity on GEH, including additional lanes where feasible and the installation of dedicated turning lanes at critical intersections.



- Advocate for key intersection upgrades along GEH to improve traffic flow and reduce congestion, focusing on high-traffic intersections that currently experience bottlenecks.

Optimization of Traffic Signals:

- Advocate to Main Roads WA for a comprehensive review of the traffic signal timings on GEH to optimise flow, reduce delays, and minimise stop-and-go conditions. Implement adaptive traffic signal control systems that respond in real-time to traffic conditions.

Investigate Upgrades on Dunreath Drive and Fauntleroy Avenue:

- Advocate for further upgrades on Dunreath Drive and Fauntleroy Avenue to enhance capacity and improve safety. This could include widening, implementing dedicated bike lanes, and improving pedestrian facilities.

Enhance Active Transport Infrastructure:

- Work with State Government to develop and expand pedestrian and cycling infrastructure, including dedicated bike lanes, pedestrian pathways, and safe crossing points. Promote active transport options to reduce reliance on vehicles and encourage sustainable travel.

Improve Public Transport Services:

- Advocate and enhance public transport services by increasing the frequency and reliability of bus and train services. Consider implementing new routes or expanding existing ones to better serve the community and reduce traffic congestion.

Investigate accessibility to GEH from Redcliffe Station Precinct:

- Advocate for State Government to investigate direct access to GEH and Central Avenue.



2 Introduction

Transcore has been commissioned by The City to undertake microsimulation traffic modelling and analysis for the Redcliffe area, focusing on existing (2024), medium-term (2032), and long-term (2041) scenarios.

Transcore prepared three different traffic reports for this study:

- Existing Situation Report;
- Calibration and Validation Report; and,
- **Traffic Analysis Report.**

This “Traffic Analysis Report” aims to document the assumptions, methodology, and outcomes of the assessments conducted for the short, medium, and long-term scenarios.

As part of this project, Transcore has conducted extensive data collection and site observations in collaboration with The City and Perth Airport. This data was essential for calibrating the base case model, ensuring that the analysis is based on accurate information.

A Traffic Report was prepared for the "Existing Situation", documenting the collected data, existing road network details, and other pertinent information used as inputs for the microsimulation models. This “Traffic Analysis Report” also includes insights from Transcore's site visits and community feedback, providing a comprehensive overview of the current traffic conditions in Redcliffe.

Transcore has also prepared a separate report titled "Calibration and Validation Report." The data from the Traffic Report for the "Existing Situation Report" was used in calibrating and validating the base case model.

2.1 Modelling Study Area

The modelling study area is shown in **Figure 1**. The study area includes major distributor roads and the majority of the local access streets within Redcliffe area, highlighting critical intersections and access points that influence traffic flow. It extends to key adjacent areas within Belmont, ensuring a comprehensive understanding of how traffic in Redcliffe interacts with the broader regional road network.





Figure 1: Modelling study area, key roads



3 Existing Situation

3.1 Data Collection

Developing a calibrated base case model necessitates a thorough understanding of the existing traffic patterns within the modelling study area. Given the Redcliffe area's proximity to Perth Airport and regional roads such as Tonkin Highway and GEH, the existing traffic within the modelling study area includes local traffic, regional traffic, and airport-related traffic.

To establish the existing traffic patterns and peak hours for modelling and analysis, extensive data collection, site observations, and community engagement were conducted. This section of the report provides a brief overview of the efforts undertaken to investigate the current situation.

3.1.1 Traffic counts

As part of the Redcliffe Area Traffic Study, video traffic counts were organised by The City and Perth Airport on Thursday, 23 May 2024. Additionally, The City supplied the latest Sydney Coordinated Adaptive Traffic System (SCATS) data (sourced from Main Roads WA) for all signalised intersections within the modelling area, also corresponding to the same date.

3.1.2 Signal Data (SCATS)

The SCATS history files for the nominated peak hours were sourced from Main Roads WA for signalised intersections for Thursday, 23 May 2024. This data is crucial for understanding the operational characteristics of traffic signals during the peak hours.

3.1.3 Speed limits

Most roads have a speed limit of 50 km/h, while GEH and Dunreath Drive have a higher speed limit of 60 km/h.

In proximity to Redcliffe Primary School and St Maria Goretti Primary School, a school zone speed limit of 40 km/h is in effect along sections of Kanowna Avenue and Stanton Road during the AM modelled peak hour (8:00-9:00). The PM modelled peak hour (4:00-5:00) would not be affected by the school zone speed limit. There are a number of existing traffic calming measures with advisory speed limits within the modelling study area which has been considered and coded in the base case model.



3.1.4 Existing Queue Length

Queue lengths at the start of the green time for every movement/lane were observed and recorded for signalised intersections. Queue lengths also were collected for key unsignalised intersections. The collected queue data was used to calibrate and validate the base case models.

3.1.5 Observed Travel Times

Vehicle travel times on the following routes within the modelling study area were collected:

- GEH;
- Fauntleroy Avenue/ Dunreath Drive; and,
- Central Avenue/Second Street/ Stanton Road/ Epsom Avenue.

Travel times were recorded for both directions on roads during the peak hours and used for calibration and validation of the base case models.

3.1.6 Public Transport

The existing public transport routes, bus stops, and the time table for each bus stop during the nominated peak hours were collected and coded in the existing base case models.

3.1.7 Crash Analysis

To identify hazardous intersections within the modelling study area, the Main Roads WA crash analysis tool was utilised. Intersections with more than four reported crashes in the five-year period from 2019 to 2023 were filtered for analysis. **Figure 2** illustrates the results of this crash analysis.

Most hazardous intersections are situated along busier roads, including GEH, Dunreath Drive, Fauntleroy Avenue, Stanton Road, and Epsom Avenue. Notably, the following intersections within local roads reported to have at least four reported crashes:

- First Street/Bulong Avenue (4 crashes);
- Victoria Street/Moreing Street (5 crashes);
- Lyall Street/Stanton Road (6 crashes);
- Epsom Avenue/Durban Street (6 crashes);
- Redcliffe Road/Fauntleroy Avenue (14 crashes);
- Epsom Avenue/ Stanton Road (4 crashes);
- Epsom Avenue/ Victoria Street (4 crashes);
- Second Street/ Kanowna Avenue (4 crashes); and,
- Second Street/ Boulder Avenue (5 crashes).



These findings highlight areas that may require targeted safety improvements and traffic management interventions.

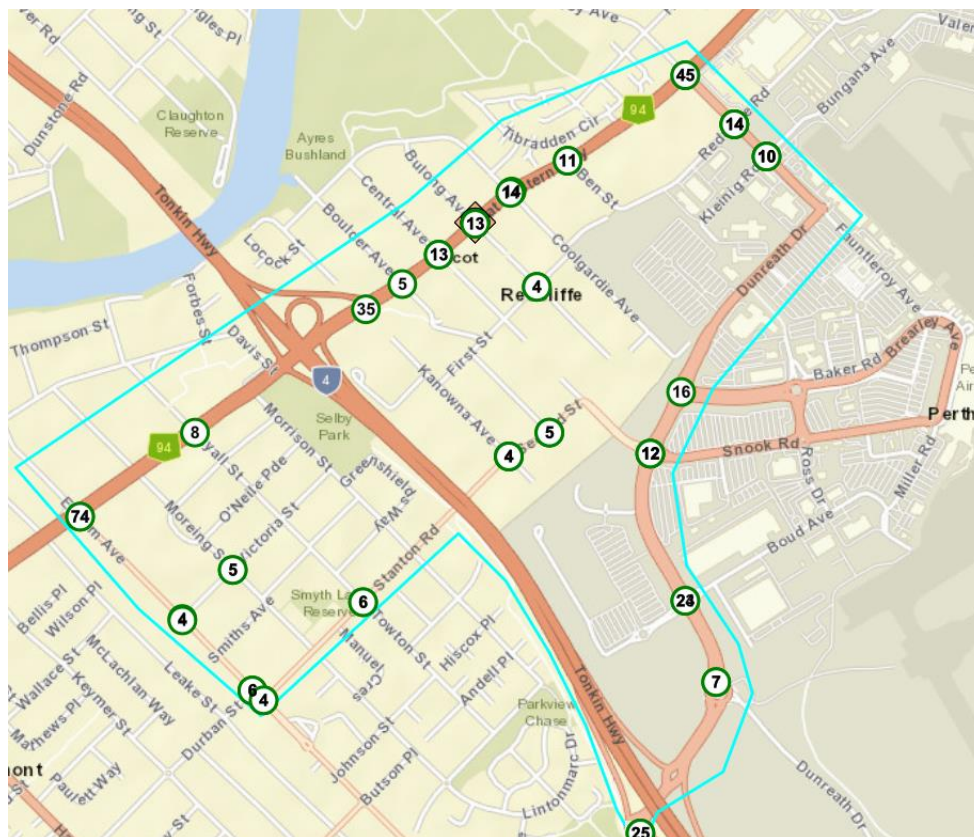


Figure 2: key intersections within the modelling study area with more than 4 crashes between 2019 and 2023

3.1.8 Community Feedback

Recognizing the significance of community input, The City proactively engaged residents, workers, and visitors to gain insights into their experiences in the Redcliffe area. This engagement process involved various methods, including a mapping tool and a survey, which allowed community members to identify specific locations of concern and share their observations.

Additionally, drop-in sessions held on July 25 and 28, 2024, provided opportunities for direct interaction, enabling participants to voice their concerns and suggestions in person.

A total of 264 participants completed the survey, either online or in person. The feedback collected highlighted several critical traffic issues including:

- Congestion due to excessive traffic volumes;



- Through traffic (or "rat running");
- Speeding; and,
- Safety concerns for all road users on local roads.

Below are the locations with the most feedback:

Location 1: Stanton Road

Location 2: Central Avenue

Location 3: Morrison Street

Location 4: Lyall Street

Location 5: GEH

Location 6: Epsom Avenue

The insights gathered from community feedback were helpful in identifying key traffic concerns and shaping the development of option testing modelling scenarios. By analysing the most frequently mentioned issues and locations, The City was able to prioritise areas requiring immediate attention. This feedback informed the modelling scenarios by:

- **Targeting Key Areas:** The locations with the highest concentration of comments were prioritised for modelling, ensuring that the most significant community concerns were addressed.
- **Identifying Common Themes:** The recurring issues—such as congestion, safety, and "rat running"—guided the development of specific scenarios aimed at alleviating these problems.
- **Consideration of Community Comments:** Many suggested solutions from community members were considered in the modelling process, allowing for a collaborative approach to traffic management.
- **Testing Potential Interventions:** Modelling scenarios to evaluate the effectiveness of proposed interventions.



3.2 Observations of Existing Situation

Based on site visits, data review, crash analysis and community feedback, the following key observations have been made regarding the current traffic situation in the Redcliffe area:

- **Through Traffic on local roads:** The proximity of the Redcliffe area to Perth Airport and new commercial developments, such as Costco and Direct Factory Outlet (DFO), has led to significant through traffic (mainly relevant to Perth Airport) on local roads, particularly Stanton Road and Second Street, with lesser impacts on Central Avenue, Bulong Avenue, First Street, and Coolgardie Avenue.
- **Over utilisation of Stanton Road:** Stanton Road features a 7m carriageway and an average 20m road reserve and would be classified as local distributor with upper threshold of 6,000 vehicles per day (vpd) in Main Roads WA Road hierarchy map. Traffic volumes on Stanton Road (at the bridge) are approximately 14,000 vpd. This volume exceeds the typical capacity for a local distributor Road.
- **Capacity of Main Distributor Roads:** The main distributor roads, GEH and Dunreath Drive, are operating at capacity during peak hours. This congestion affects the effectiveness of existing traffic calming measures on Stanton Road and surrounding local roads.
- **Insufficient/ ineffective Traffic Calming Measures:** While some traffic calming measures are in place along Stanton Road and other local roads like Lyall Street and Moreing Street, these measures are either insufficient or ineffective in deterring through traffic.
- **Safety:** Safety issues related to the intersections of:
 - First Street/Bulong Avenue;
 - Victoria Street/Moreing Street;
 - Lyall Street/Stanton Road;
 - Epsom Avenue/Durban Street;
 - Redcliffe Road/Fauntleroy Avenue;
 - Epsom Avenue/ Stanton Road;
 - Epsom Avenue/ Victoria Street;
 - Second Street/ Kanowna Avenue; and,
 - Second Street/ Boulder Avenue.
- **Signal Optimisation:** A lack of signal optimisation and coordination along GEH.
- **Traffic Congestion:** Notable congestion on GEH, Stanton Road, Central Avenue, Fauntleroy Avenue and Epsom Avenue.
- **Pedestrian Safety:** Concerns regarding pedestrian safety along GEH, Stanton Road, Coolgardie Avenue, Central Avenue, Dunreath Drive, Boulder Avenue, and Bulong Avenue.



4 Base Case Model

4.1 Model Calibration

4.1.1 *Existing Base Case Models*

The existing AM and PM peak hour models were built for 8:00 – 9:00 am and 4:00 – 5:00 pm periods respectively. For the base case “warm up” and “cool down” periods of 15 minutes were introduced to populate all road links prior to and after the model period. The microsimulation model (for existing and future scenarios) was developed in accordance with Main Roads WA Operational Modelling Guidelines.

4.1.2 *Vehicle Types*

The demand matrices were established using the Austroads Vehicle Classification System in accordance with Table 5.1 of Main Roads WA Operational Modelling Guidelines. The desired heavy vehicle acceleration values were adopted using the values provided in Table 5-2 of Main Roads WA Operational Modelling Guidelines. The recommended power and weight for different vehicle types were adjusted using the values in Table 5.3 of the Main Roads WA Operational Modelling Guidelines.

The network coding, priority rules and conflict areas were coded in accordance with the recommendations of Main Roads WA Operational Modelling Guidelines.

4.1.3 *Link Volumes and Turn Counts*

The observed and modelled link volumes and turn counts were compared for the key roads and intersections within the modelling study area. The GEH¹ value was used for checking the appropriateness of the calibrated base case models ensuring that 85% of the data in the base case model should have a GEH less than 5.0.

4.2 Model Validation

4.2.1 *Queue Lengths*

During the calibration process, the maximum queue lengths were observed in the model and compared to queue length information collected from on-site observations to ensure the modelled queues are in the correct order of magnitude for both AM and PM peak hours which confirms satisfactory validation of the base case model.

¹ The GEH Statistic is a formula used in traffic engineering, and traffic modelling to compare two sets of traffic volumes. The GEH formula gets its name from Geoffrey E. Havers.



4.2.2 Travel Times

In VISSIM², travel time is integral to the traffic assignment process, which distributes and assigns traffic across the network based on various dynamic factors. The software calculates the travel time for each road segment, or link, by considering several elements, such as the actual speed of vehicles, traffic flow, road capacity, and delays caused by queueing. This calculation reflects the real-time conditions on the road, taking into account how congestion and signal timing can affect travel times. For instance, if a road segment experiences heavy traffic, the speed will decrease, leading to longer travel times, which in turn influences how vehicles are assigned to different routes.

Additionally, VISSIM employs a dynamic traffic assignment approach that continuously updates travel times as conditions change. As vehicles traverse the network, factors like vehicle density and the presence of bottlenecks such as temporary traffic management on roads can alter the travel times on various links. When a bottleneck or traffic incident occurs, travel times on affected routes increase, prompting vehicles to reroute to less congested alternatives. Moreover, the impact of traffic signal control plays a significant role, particularly in urban environments where coordinated signals can optimise flow but also affect the overall travel time experienced by vehicles. This real-time adaptability allows VISSIM to simulate traffic behaviour accurately, reflecting the complexities of urban traffic dynamics.

In order to validate the base case model against travel time, the recorded vehicle travel times against the modelled travel times during the AM and PM peak hours were reviewed for main routes within the modelling study area to ensure the calibrated base case model reasonably predicts the observed travel times for the key roads within the modelling study area.

Overall, the calibrated base case models produced results that were well aligned to observed values for AM and PM peak period conditions. For the calibration and validation analysis, all of the available data was used; no data has been omitted or removed because of a poor fit.

Therefore, the base case models were considered to be sufficiently accurate for developing the future models or testing various network changes.

² Verkehr In Städten - SIMulations modell (German for "Traffic in cities - simulation model")



5 Scenario Modelling Considerations – Short Term

Site observations, supported by the calibrated base case model and community feedback, have revealed significant through traffic on Stanton Road and Second Street, leading to congestion and safety concerns, as confirmed by crash analysis at key intersections along these routes.

The review of the calibrated base case model indicates that approximately 50% of the traffic on Stanton Road and Second Street is attributed to Perth Airport traffic during peak hours, with either the origin or destination being within the airport.

In response, it is recommended that The City explore both short-term and long-term strategies to alleviate these issues. Recent changes in Jetstar flight operations at Perth Airport, followed by the planned relocation of Qantas flights around 2032, may provide medium-term relief, but further solutions must be investigated and implemented to address the ongoing challenges.

Transcore utilised the existing calibrated base case model to test various scenarios and options aimed at redistributing traffic on local roads to enhance safety and amenity for residents. The options tested fell into two categories:

1. Network Change Options, and,
2. Traffic Calming Measures.

The modelling scenarios tested under each option were developed based on the results of the crash analysis, site observations and review of the community feedback.

This section of the report will review and document the outcomes of the modelling scenarios conducted for the existing situation using the calibrated base case model (2024 model).

5.1 Network change options

The network change option reflects the potential changes to the road network that may result in detracting the Perth Airport traffic from local roads (in particular Stanton Road and Second Street) for improving traffic operation, safety and local living amenity. The key network change options that were tested in the model were:

1. LILO treatment at Lyall Street/ Stanton Road;
2. Cul-de-sac closure at Bulong Avenue/ Boorn Street; and,
3. Closure of Central Avenue.
4. Closure of Stanton bridge.
5. Closure of Moreing Street, Lyall Street and Boulder Avenue at GEH.



5.1.1 LLO treatment at Lyall Street/ Stanton Road

Site observations and traffic modelling indicate during PM peak hours there is significant through traffic on Lyall Street, particularly during PM peak hours. The current right turn movement from Stanton Road to Lyall Street is approximately 76 vehicles per hour (vph) in the AM and 167 vph in the PM, leading to long queues on Stanton Road, especially during the PM peak. One potential solution to manage traffic on Lyall Street is to downgrade the intersection of Lyall Street and Stanton Road to a left in/left out configuration. While traffic calming measures, such as slow points, are currently in place on Lyall Street, they have proven ineffective in deterring through traffic during the peak hours.

Traffic modelling and analysis undertaken indicates that downgrading the intersection of Lyall Street and Stanton Road to a LLO configuration would redistribute the majority of the right in/ right out movements at the intersection to Moreing Street with lesser extent to Epsom Avenue and Boulder Avenue as shown in **Figure 3**. According to this figure 100% of the right turn movements out of Lyall Street into Stanton Road would shift to Moreing Street. 40% of the right-in movements from Stanton Road to Lyall Street would shift to Moreing Street and the balance would be redistributed to Boulder Avenue.

The maximum queue on Stanton Road at the Moreing Street intersection is also detailed in **Figure 3**. The maximum queue on Stanton Road shown at Moreing Street intersection is less than the observed queue at Lyall Street in the current situation.

In order to establish the impact of the proposed LLO configuration at Lyall Street intersection, the traffic change on the existing road network were reviewed and the traffic change on most affected roads were reported in **Table 1** and explained below:

In the morning (8:00-9:00 am) period, Lyall Street experiences a substantial decrease in traffic, from 156 vph without treatment to just 50 with the proposed changes, resulting in a reduction of 106 vph or 68%. Conversely, Moreing Street sees an increase from 106 to 137 vph, a rise of 31 vph or 29%. Other roads such as Stanton Road and Epsom Avenue also show minor increases, indicating a shift in traffic patterns due to the proposed configuration.

In the afternoon (4:00-5:00 pm) period, the trend continues with Lyall Street showing a remarkable decline in traffic from 241 vph to 45, a reduction of 196 vph or 81%. Moreing Street again experiences a significant increase, rising from 96 to 181 vph, illustrating an 89% increase. Other roads also reflect changes, with Stanton Road showing a slight decrease and Epsom Avenue indicating a moderate rise.

Overall Findings:

The LLO configuration at Lyall Street effectively reduces traffic at the intersection and Lyall Street with redistributing the traffic to other streets, with Moreing Street and Boulder Avenue seeing the most significant increases. However, the existing standard of Moreing Street and Boulder Avenue would be able to accommodate the additional traffic and the traffic impact of this modification would not undermine traffic operation or safety of the other roads.



According to the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines (2016), an increase in traffic flow of less than 100 vph is generally deemed insignificant.

This means that although some roads, such as Moreing Street and Epsom Avenue, may see a rise in vehicle numbers as traffic redistributes due to the new configuration at Lyall Street intersection/ Stanton Road, these increases are not expected to cause significant congestion or operational issues.

The assessment aligns with the guidelines that suggest any road section experiencing an increase greater than 100 vph should be analysed further. Since the proposed changes result in increases that remain below this threshold, it can be concluded that the overall traffic impact on the surrounding road network will remain manageable and not materially affect road performance.

However, the redistribution of traffic resulting from the proposed LILO on Lyall Street would not adversely affect the traffic operations of adjacent roads. It is recommended that this initiative be implemented as a trial measure, with traffic movements monitored after the conversion. If it proves effective in managing traffic flow and reducing congestion, it may be considered for permanent implementation.



Figure 3: Model outputs for LILO treatment at Lyall Street/ Stanton Road



Table 1: Model outputs for LILLO treatment at Lyall Street/ Stanton Road

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value +/-	% +/-
AM	Lyall St	156	50	-106	-68%
	Moreing St	106	137	31	29%
	Stanton Rd (East of Lyall St)	872	910	38	4%
	Epsom Ave (South of Durban St)	910	991	81	9%
	Morrison St	40	45	5	13%
	Boulder Ave	66	69	3	5%
PM	Lyall St	241	45	-196	-81%
	Moreing St	96	181	85	89%
	Stanton Rd (East of Lyall St)	1054	987	-67	-6%
	Epsom Ave (South of Durban St)	960	1028	68	7%
	Morrison St	46	50	4	9%
	Boulder Ave	80	140	60	75%

5.1.2 Cul – de – sac closure at Bulong Avenue/ Boorn Street

Site observations, information obtained from The City, review of the community feedback and crash history at the intersection of First Street/ Boulder Avenue indicated safety concerns at this intersection which would need further investigations to address the crashes that impact the community.

Further, the out of service buses from Redcliffe Station use Central Avenue, Bon Street, Bulong Avenue, First Street, Coolgardie Avenue, GEH and Ben Street to access the bus depot which is located near the intersection of Redcliffe Road/ Fauntleroy Avenue as shown in red route in **Figure 4**. Currently the buses avoid right turn from Redcliffe Road to Fauntleroy Avenue due to the congestion, excessive delay and turning conditions for buses to navigate this intersection. Therefore, the buses instead of using the blue route in **Figure 4** would prefer to use the red route which require navigating the intersection of Bulong Avenue/ First Street.

This intersection is tight for lane correct turning movement of buses and trucks and has been identified as a hazardous intersection due to the number of crashes that has been reported at this intersection. The proposed modifications would encourage the buses to avoid this route and instead opt to turn left from Central Avenue towards Dunreath Drive to access Fauntleroy Avenue and the bus depot as shown in blue route in **Figure 4**.



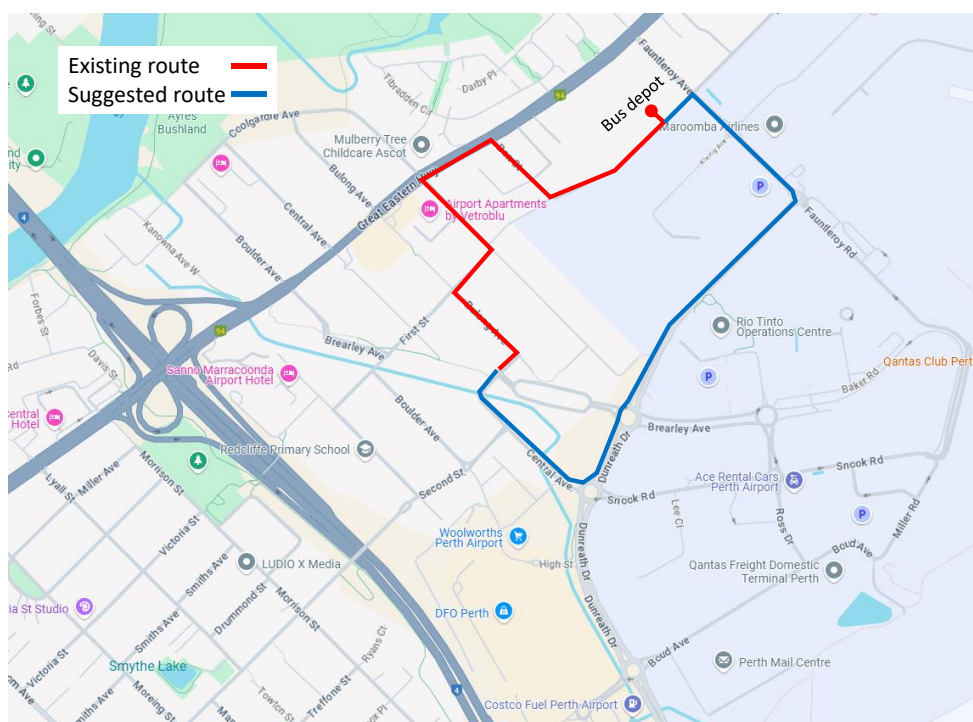


Figure 4: Existing and proposed routes to depot for the buses that are not in service

The preferred response is to improve turning conditions for buses and other traffic at the intersection of Redcliffe Road/Fauntleroy Avenue. Therefore, advocacy with PTA is required to ensure buses do not take the red route.

Transcore has coded the proposed modifications at the 2024 calibrated base case model to assess the traffic impact of the proposal.

Implementing the cul-de-sac closure at the Bulong Avenue and Boorn Street intersection is expected to significantly redistribute traffic patterns in the area during the AM and PM peak hours (refer [Table 2](#)).

In the morning (8:00-9:00 am) period, Bulong Avenue experiences a substantial decrease in traffic from 117 vph without treatment to just 27 with the closure, representing a reduction of 90 vph or 77%. This significant drop indicates that the cul-de-sac closure effectively removes through traffic from Bulong Avenue, redirecting vehicles to alternative routes. Concurrently, roads like Fauntleroy Avenue show an increase of 45 vehicles or 8%, suggesting that some of the diverted traffic is being absorbed by this road. Boulder Avenue also sees a slight decrease in traffic, while First Street experiences a notable reduction of 45 vehicles or 25%, indicating a redistribution of traffic away from these routes as well.

In the afternoon (4:00-5:00 pm) period, the impact of the cul-de-sac closure is even more pronounced. Bulong Avenue traffic drops from 127 vph to 25, a decrease of



102 vph or 80%. Conversely, Boulder Avenue experiences a significant increase of 98 vph or 89%, while First Street sees an increase of 77 vph or 67%.

Figure 5 illustrates the VISSIM modelling outputs during the PM peak hour (4:00-5:00). As evident, long queues and delays are expected at the roundabout intersection of Second Street/ Boulder Avenue during the PM peak hour. It should be noted that in the afternoon Fauntleroy Avenue is busy and as a result it is less attractive for redistribution of the traffic (refer **Figure 6** for AM and PM preferred routes).



Figure 5: VISSIM modelling output for Cul-de-sac closure at Bulong Avenue/ Boorn Street

Table 2: VISSIM output for Cul-de-sac closure at Bulong Avenue/ Boorn Street

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value	%
				+/-	+/-
AM	Second St	685	683	-2	0%
	Boulder Ave	132	114	-18	-14%
	Bulong Ave	117	27	-90	-77%
	First St	180	135	-45	-25%
	Fauntleroy Ave	568	613	45	8%
PM	Second St	900	965	65	7%
	Boulder Ave	110	208	98	89%
	Bulong Ave	127	25	-102	-80%
	First St	115	192	77	67%
	Fauntleroy Ave	715	717	2	0%



Overall Findings:

The proposed Cul-de-sac closure at Bulong Avenue/Boorn Street would redirect existing traffic to other local roads, particularly First Street and Boulder Avenue. Furthermore, significant queues and delays are expected at the roundabout intersection of Second Street/ Boulder Avenue/ High Street. Therefore, the proposed Cul-de-sac closure at Bulong Avenue/Boorn Street is not favoured.

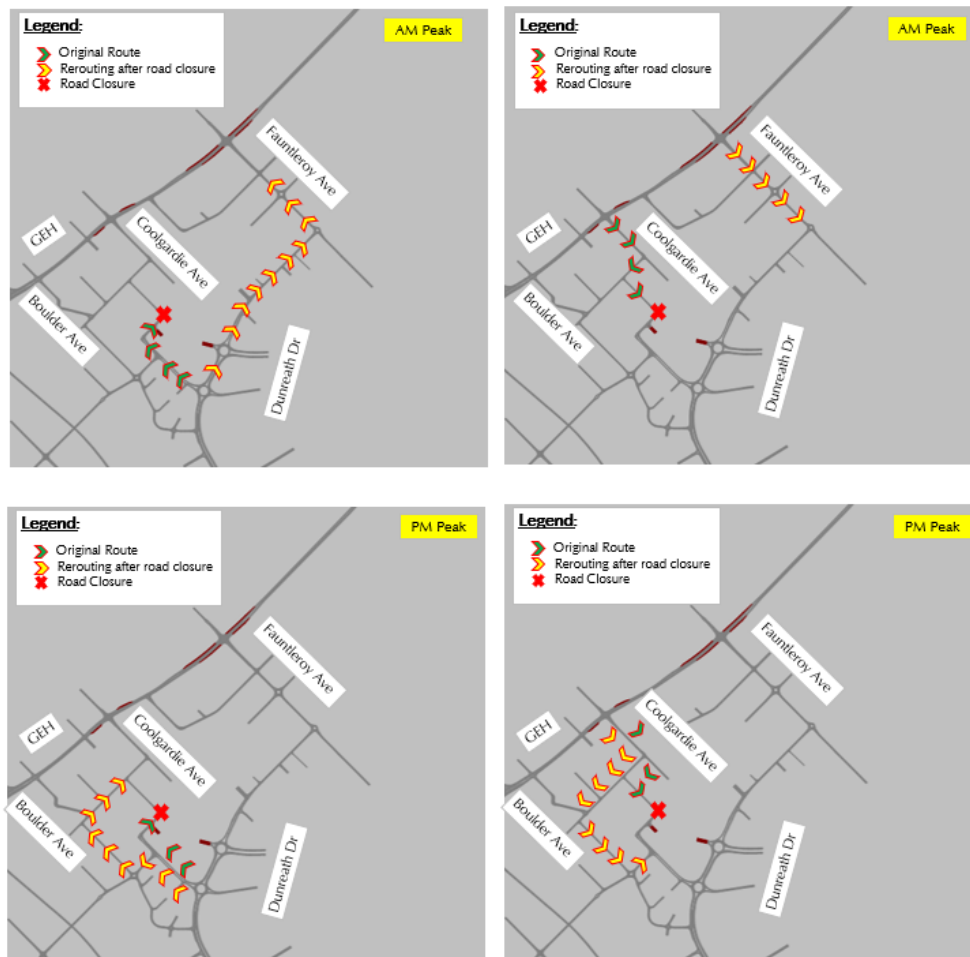


Figure 6: Implementing a cul-de-sac closure at Bulong Avenue/Boorn Street and rerouting traffic during AM and PM peak hours



5.1.3 Closure of Central Avenue

One potential solution suggested in the community engagement feedback for managing Perth Airport traffic through local roads was the closure of Central Avenue south of Second Street. The transport modelling and analysis conducted for this proposal indicate that closing Central Avenue could result in reduction in traffic on Second Street and Stanton Road during the AM and PM peak hours, respectively. However, this modification would redistribute traffic to High Street, Dunreath Drive and the car park driveway to the east of High Street as shown in **Figure 7** and explained below and in **Table 3**.

Table 3: VISSIM outputs for closure of Central Avenue

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value +/-	% +/-
AM	Stanton Rd (West of Kanowna Ave)	720	610	-110	-15%
	High St	60	600	540	900%
	Dunreath Dr (West of High St)	1251	1277	26	2%
	Boulder Ave	66	51	-15	-23%
PM	Stanton Rd (West of Kanowna Ave)	1000	850	-150	-15%
	High St	200	980	780	390%
	Dunreath Dr (West of High St)	1823	1819	-4	0%
	Boulder Ave	58	76	18	31%

Second Street and Stanton Road:

AM and PM: The closure is projected to reduce traffic by 15% on these roads during peak times. This reduction could be beneficial in alleviating traffic congestion on these roads.

High Street:

High Street would have a 900% increase in AM traffic and a 390% increase in PM traffic after closure of Central Avenue. High Street is designed as a low-speed access street with a pedestrian-friendly environment, featuring a mini roundabout, raised plateau, and an advisory speed limit of 20 km/h in eastern section. The projected increase in traffic volume on this road would likely result in congestion and safety issues for all road users along this road. Additionally, there is a risk that drivers may use the car park driveway as a shortcut, or "rat run," to avoid congestion. This behaviour is not desirable, as it could further compromise safety and disrupt the car park traffic flow.

Car Park Driveway:

The risk of drivers using the car park driveway as a "rat run" to avoid congestion on High Street is significant. This behaviour could lead to unpredictable traffic flow within the car park, increasing the likelihood of accidents and disrupting the intended use of the car park facilities.

Overall Findings:

Therefore, the proposed closure of Central Avenue would extremely redistribute Perth Airport traffic onto other local roads particularly High Street, and is not justified appropriate in the current situation.





Figure 7: VISSIM modelling output for closure of Central Avenue



5.1.4 Closure of Stanton bridge

Another potential solution suggested in the community engagement feedback for managing Perth Airport traffic through local roads was the closure of the Stanton bridge to vehicular traffic. Currently, the bridge accommodates around 14,000 vpd, and its closure would significantly redistribute this traffic onto local roads, potentially causing congestion in various areas of the traffic modelling area. To evaluate the impact of this closure more thoroughly, the bridge was removed from the base case calibrated model for analysis.

The VISSIM modelling outputs, illustrated in **Figure 8**, reveal concerning outcomes during both AM and PM peak hours. In the AM peak, the westbound traffic that typically uses Stanton Road is projected to divert mainly to Epsom Avenue, leading to operational challenges, including long queues and increased delays. Additionally, the right-turn movements from GEH onto Epsom Avenue will be redirected to Coolgardie Avenue and Fauntleroy Avenue, likely resulting in extended queues and excessive delays along GEH itself.

During the PM peak hour (4:00-5:00), the scenario worsens as eastbound traffic on Stanton Road is expected to divert to Boulder Avenue, Coolgardie Avenue, and Fauntleroy Avenue. This diversion will likely cause queues on Fauntleroy Avenue to extend back to Central Avenue. Furthermore, Epsom Avenue is anticipated to experience significant congestion, with queues stretching back to Durban Street.

Overall Findings:

Overall, the closure of the Stanton bridge would lead to increased traffic congestion at key access points along Tonkin Highway, Durban Street, and Boulder Avenue, resulting in longer queues and delays at several intersections and potentially leading to gridlock in the area and therefore it is not favoured.





Figure 8: VISSIM modelling output for closure of Stanton bridge



5.1.5 Closure of Moreing Street, Lyall Street and Boulder Avenue at GEH

Another possible solution to control the level of through traffic on local roads, particularly at the intersections of Moreing Street, Lyall Street, and Boulder Avenue, is to terminate these intersections at the GEH end.

The VISSIM model results, shown in **Figure 9**, indicate that during the AM peak, the majority of the traffic from Moreing Street and Lyall Street will be redirected to Epsom Avenue to access GEH. This change is likely to create queues and congestion on Epsom Avenue. Additionally, the model suggests increased traffic on Fauntleroy Avenue due to the closure of Boulder Avenue at GEH, leading to queues and congestion on Fauntleroy Avenue.

During the PM peak hour (4:00-5:00), the model indicates that part of the Perth Airport traffic currently using Stanton Road and Boulder Avenue to join GEH will shift to Coolgardie Avenue and Fauntleroy Avenue, further contributing to existing queues on these roads during the PM peak hour (refer **Figure 9**).

Moreover, the current left-turn traffic from GEH to Boulder Avenue, Moreing Street, and Lyall Street will be mainly redirected to Coolgardie Avenue and Epsom Avenue. These traffic shifts are expected to create queues on Fauntleroy Avenue, Coolgardie Avenue, and Epsom Avenue.

Overall Findings:

This scenario would lead to increased traffic congestion at key access points along Epsom Avenue, Coolgardie Avenue, and Fauntleroy Avenue, resulting in longer queues and delays in the area. Therefore, this option is not favoured.





Figure 9: VISSIM modelling output for closure Moreing Street, Lyall Street and Boulder Avenue at GEH



5.2 Traffic calming measures options

5.2.1 LCURS Program, Stanton Road and Second Street

The City has previously explored traffic calming measures along Stanton Road and Second Street as part of the LCURS Program. This initiative aims to reduce the likelihood of traffic incidents on local roads throughout the metropolitan area in response to safety concerns and community feedback. Proposed treatments along Stanton Road and Second Street are shown in **Figure 10** and can be found in below link: <https://connect.belmont.wa.gov.au/low-cost-urban-road-safety-program>.

The program involves installing low-cost road treatments such as the installation of speed cushions and raised safety platforms. Features include red asphalt with shark teeth markings to improve driver awareness of the road profile change. Further, it is suggested that the section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) will be signposted at 40 km/h, following consideration of approval by Main Roads WA. Reduced speeds will lead to an improvement in safety at conflict areas such as intersections and improve movement conditions for pedestrians and cyclists.

Transcore coded the original traffic calming measures in the existing calibrated base case model and the impact of the treatments on the existing road network are summarised in **Table 4**.

As evident, the proposed traffic calming measures under the LCURS, do not significantly change the traffic volumes on the modelling study area road network. The data shows minor fluctuations, with some roads experiencing slight decreases (e.g., Stanton Road with a 1-2% decrease) and others minor increases (e.g., Morrison Street with a about 10% increase). These changes are not substantial enough to suggest a significant impact on traffic flow. Given that the current treatments are not significantly altering traffic volumes, it suggests that different types of treatments or a combination of various traffic calming measures along with potential changes to the road network might be necessary. This could involve more aggressive speed reduction techniques, physical barriers to prevent certain traffic movements, or reconfiguration of road layouts to better manage traffic distribution.



Table 4: VISSIM output for LCURS Scenario

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value +/-	% +/-
AM	Stanton Rd (West of Kanowna Ave)	720	711	-9	-1%
	Boulder Ave	66	67	1	2%
	Lyll St	156	162	6	4%
	Morrison St	40	44	4	10%
	Moreing St	106	104	-2	-2%
	Epsom Ave (South of GEH)	744	729	-15	-2%
PM	Stanton Rd (West of Kanowna Ave)	1000	982	-18	-2%
	Boulder Ave	80	81	1	1%
	Lyll St	241	237	-4	-2%
	Morrison St	46	51	5	11%
	Moreing St	96	94	-2	-2%
	Epsom Ave (South of GEH)	815	816	1	0%



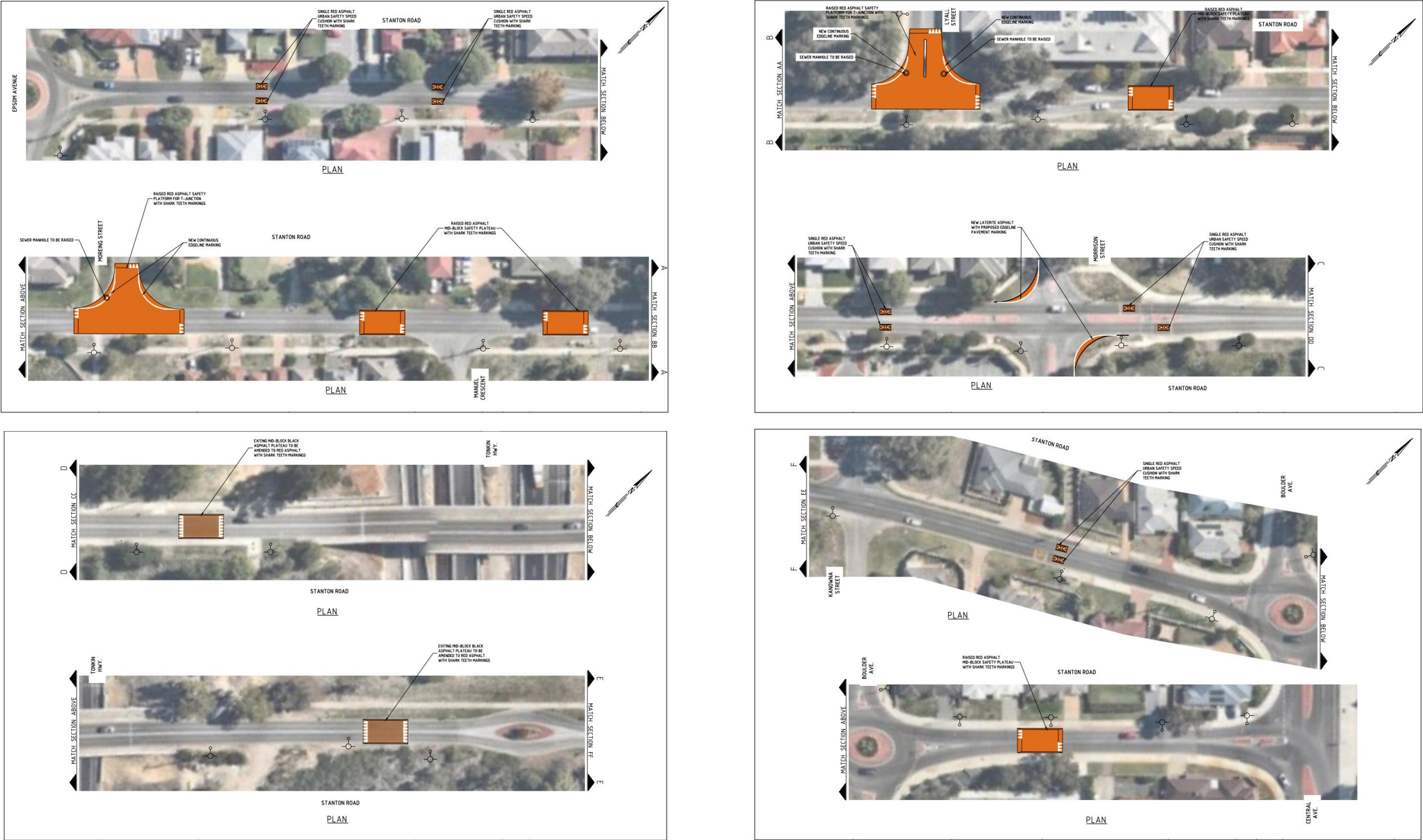


Figure 10:Proposed original traffic calming measures as part of the LCURS program



5.2.2 Implementing Revised LCURS treatments, Stanton Road and Second Street

Revised LCURS proposal was considered involving removal of speed cushions, mid-block plateaus and introduction of raised plateau at Morrison Street with roundabout and the following traffic calming items (as shown in [Figure 11](#)).

- Pedestrian crossing west of Lyall Street.
- Children crossing west of Morrison Street.
- Children crossing east of Kanowna Avenue.

Further, the section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) will be signposted at 40 km/h, following consideration of approval by Main Roads WA. Reduced speeds will lead to an improvement in safety at conflict areas such as intersections and improve movement conditions for pedestrians and cyclists.

In selecting the treatments and their locations, careful consideration was given to community feedback and discussions with The City and Main Roads WA. The proposed children's crossings aim to enhance safety and amenity for children, addressing community requests. Additionally, the pedestrian crossing west of Lyall Street is intended to improve safety for residents of the nearby aged care facilities. The proposed roundabout at Morrison Street and Stanton Road is designed to enhance traffic circulation for school traffic and regulate speed on Stanton Road. The raised platform at the roundabout will emphasise the low-speed environment near the school, encouraging drivers to navigate the roundabout with caution and improved opportunity for traffic movements crossing Stanton Road from Morrison Street.

The combination of these treatments is expected to effectively regulate speed limits on Stanton Road and improve safety and amenity for residents, which was raised as a key concern of the community.

The proposed traffic calming measures were coded into the existing (2024) VISSIM model. A dummy signal was added at the proposed children's crossing points west of Morrison Street and east of Kanowna Avenue, simulating traffic stops for about 15 seconds every five minutes during the AM peak hours (8:00 to 9:00). This signal would not be active during the PM peak hour (4:00-5:00) as the school is closed at this time.

Similarly, the proposed signalised pedestrian crossing west of Lyall Street is assumed to activate every 5 minutes for 15 seconds during both AM and PM modelled peak hours to allow safe pedestrian crossing.

The review of the microsimulation models during the AM and PM peak hours indicated that the proposed traffic calming measures, including a reduction of the posted speed limit on Stanton Road and Second Street to 40 km/h, would decrease traffic volumes on Stanton Road and Second Street by approximately 13% during the AM and PM peak hours (see [Table 5](#)).





Figure 11: Existing and proposed traffic calming measure along Stanton Road and Second Street



Table 5: VISSIM output for Revised LCURS scenario

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value +/-	% +/-
AM	Stanton Rd (West of Kanowna Ave)	720	626	-94	-13%
	Boulder Ave	66	74	8	12%
	Lyall St	156	154	-2	-1%
	Morrison St	40	46	6	15%
	Moreing St	106	100	-6	-6%
	Epsom Ave (South of GEH)	744	707	-37	-5%
PM	Stanton Rd (West of Kanowna Ave)	1000	870	-130	-13%
	Boulder Ave	80	160	80	100%
	Lyall St	241	217	-24	-10%
	Morrison St	46	52	6	13%
	Moreing St	96	84	-12	-13%
	Epsom Ave (South of GEH)	815	774	-41	-5%

As a result of these initiatives and the redistribution of traffic, below changes in traffic volumes along the following key roads are anticipated:

- Boulder Avenue: +12% increase in the AM and 100% increase in the PM.
- Lyall Street: -1% decrease in the AM and -10% decrease in the PM.
- Moreing Street: -6% decrease in the AM and -13% decrease in the PM.
- Epsom Avenue: -5% decrease in the AM and PM.
- Morrison Street: 15% and 13% increase in the AM and PM.

The average of five model runs for the AM and PM peak hours indicates that the proposed treatments would redirect traffic away from Stanton Road and Second Street, as well as existing local roads to the west of the Tonkin Highway, particularly Lyall Street and Moreing Street. However, this will result in increased traffic on Boulder Avenue, especially during the PM peak hour. Consequently, some vehicles, including airport traffic, are likely to use Boulder Avenue and turn left onto GEH instead of using Stanton Road, particularly during the PM peak.

It is important to note that main distributor roads, such as GEH and Dunreath Drive, are operating at capacity during the peak hours, which impacts the effectiveness of both existing and proposed traffic calming measures on Stanton Road and surrounding local roads.

However, with the recent relocation of Jetstar flights from Perth Airport Terminal 3 to Terminal 2, and the upcoming move of Qantas flights to Terminals 1 and 2, traffic volumes on Redcliffe area would decrease. This shift is expected to encourage long-distance trips and through traffic in the Redcliffe area to use Dunreath Drive, Tonkin Highway, and GEH instead of Stanton Road and Second Street.

The proposed relocation of Terminal 3 and 4 would allow for more redistribution of traffic to Dunreath Drive/ Tonkin Highway and would reduce the impact on Boulder Avenue.



In order to compare the effectiveness of the proposed treatments under the revised LCURS scenario, the impact of both scenarios on the road network were compared and summarised in **Table 6**.

The comparison between the two scenarios indicates that the revised treatments under the LCURS program are more effective at reducing traffic volumes, which could lead to improved safety and traffic flow on the local road network. For instance, Stanton Road saw a 13% decrease in AM and a 13% decrease in PM traffic, which is a more substantial change compared to the original scenario. Similarly, Lyall Street, Moreing Street, and Epsom Avenue all experienced greater reductions in traffic with the revised treatments, indicating an improvement in traffic management and potentially road safety.

5.2.3 Reducing speed limits on all local roads to 40 km/h

Considering the satisfactory outcome of the traffic calming measures on Stanton Road and Second Street combined with the reduced speed limit along these two roads, Transcore undertook another modelling scenario to test reduction of the existing speed limits on all local roads from 50 km/h to 40 km/h.

Implementing a 40km/h speed limit throughout the local roads in the Redcliffe area necessitates approval from Main Roads WA. Specifically, this change would require the addition of further traffic calming measures in line with the LCURS guidelines. The implementation of this 40 km/h limit is expected to occur in stages over several years.

The traffic modelling and analysis for this scenario resulted in slight traffic reduction on Stanton Road and Coolgardie Avenue with slight traffic increase on Fauntleroy Avenue and Dunreath Drive. As explained before the main distributor roads, such as GEH and Dunreath Drive, are operating at capacity during the peak hours, which impacts the effectiveness of the speed reduction in the current situation. Therefore, while the proposed reduction of speed limit would improve safety of all road users on local roads, it would not significantly change the exiting traffic volumes on the local roads.



Table 6: VISSIM output comparison for two scenarios – LCURS and Revised LCURS

	Roads With Significant Changes	Without Treatment	Original LCURS			Revised LCURS		
			With Treatment	Difference		With Treatment	Difference	
				Value +/-	% +/-		Value +/-	% +/-
AM	Stanton Rd (West of Kanowna Ave)	720	711	-9	-1%	626	-94	-13%
	Boulder Ave	66	67	1	2%	74	8	12%
	Lyall St	156	162	6	4%	154	-2	-1%
	Morrison St	40	44	4	10%	46	6	15%
	Moreing St	106	104	-2	-2%	100	-6	-6%
	Epsom Ave (South of GEH)	744	729	-15	-2%	707	-37	-5%
PM	Stanton Rd (West of Kanowna Ave)	1000	982	-18	-2%	870	-130	-13%
	Boulder Ave	80	81	1	1%	160	80	100%
	Lyall St	241	237	-4	-2%	217	-24	-10%
	Morrison St	46	51	5	11%	52	6	13%
	Moreing St	96	94	-2	-2%	84	-12	-13%
	Epsom Ave (South of GEH)	815	816	1	0%	774	-41	-5%



5.3 Combination of the selected modelling scenarios

The traffic modelling scenarios, which resulted in traffic reduction on local roads and in particular Stanton Road and Second Street and demonstrated their effectiveness in reducing traffic volumes on local roads and enhancing safety and amenity for residents are listed below:

- LILO treatment at Lyall Street/ Stanton Road; and,
- Implementing traffic calming measures on Stanton Road and Second Street (Revised LCURS).

However, these modelling scenarios were modelled individually, it is essential to model the combination of these preferred scenarios to ensure that one scenario does not negatively impact the traffic outcomes of another.

The result of the traffic modelling and analysis undertaken for the combination of preferred modelling scenarios are summarised in **Table 7**.

Table 7: VISSIM output for combination of the preferred modelling scenarios

	Roads With Significant Changes	Without Treatment	With Treatment	Difference	
				Value +/-	% +/-
AM	Coolgardie Ave	202	203	1	0%
	Boulder Ave	66	70	4	6%
	Central Ave	745	749	4	1%
	Second St	685	690	5	1%
	High St	64	66	2	3%
	Stanton Rd (East of Kanowna Ave)	737	730	-7	-1%
	Lyall St	156	52	-104	-67%
	Moreing St	106	134	28	26%
	Morrison St	40	46	6	15%
	Epsom Ave (South of GEH)	744	751	7	1%
PM	Coolgardie Ave	203	240	37	18%
	Boulder Ave	80	172	92	115%
	Central Ave	997	999	2	0%
	Second St	901	860	-41	-5%
	High St	207	210	3	1%
	Stanton Rd (East of Kanowna Ave)	1056	953	-103	-10%
	Lyall St	241	30	-211	-88%
	Moreing St	96	132	36	38%
	Morrison St	46	51	5	11%
	Epsom Ave (South of GEH)	815	944	129	16%

The significant changes in traffic volumes particularly during the PM peak highlight the effectiveness of the proposed combined treatments in reducing congestion on Stanton Road and Lyall Streets while rerouting some traffic to Boulder Avenue, Moreing Street, and Epsom Avenue.



To compare the effectiveness of the below scenarios for reducing traffic volumes on Stanton Road and other local roads, a comparison table (refer to **Table 8**) has been prepared. The scenarios evaluated are:

- LILO at the intersection of Lyall Street/Stanton Road
- Revised LCURS
- Combination of Preferred Scenarios

Each scenario has been reviewed and ranked based on its effectiveness in reducing traffic volumes on Stanton Road first, followed by the impact on other local roads.

1. Revised LCURS

Highest traffic reduction on Stanton Road for both peak periods: -94 vph (8:00-9:00 am), -130 vph (4:00-5:00 pm)

Advantages:

- Highest reduction in traffic volumes on Stanton Road.
- Improved traffic flow and reduced congestion.

Disadvantages:

- Potentially redistribute traffic on alternative routes.

2. Combination of the Preferred Scenarios

Traffic reduction on Stanton Road during the PM peak hour only: -9 vph (8:00-9:00 am), -105 vph (4:00-5:00 pm)

Advantages:

- Effective in reducing traffic on Stanton Road during the PM peak hour.

Disadvantages:

- Minimal reduction compared to other scenarios during the AM peak.

3. LILO at Lyall Street/Stanton

Moderate reduction on Stanton Road: -47 vph (8:00-9:00 am), -77 vph (4:00-5:00 pm)

Advantages:

- Relatively effective reduction in traffic during peak hours.
- Helps redirect Perth Airport traffic away from residential areas along Lyall Street.
- Improved traffic safety at the intersection with removal of the right turn and through movement conflicts.

Disadvantages:

- May cause increased traffic on adjacent streets.

Conclusion

The Revised LCURS scenario demonstrates the highest effectiveness in reducing traffic on Stanton Road, achieving a better decrease in vehicle counts during both AM and PM peak hours. This scenario would address congestion concerns more effectively, making it the most favourable option for improving traffic flow in the area.



The Combination of the Preferred Scenarios offers reduction in traffic volumes on Stanton Road, during the PM peak hour. However, not very effective during the AM peak hour.

The LILO at Lyall Street scenario, while effective in significantly reducing traffic on Lyall Street, results in only a moderate decrease in traffic on Stanton Road. The changes it introduces could redirect traffic onto adjacent streets, however would not undermine traffic operation or safety. There are also safety improvements at this intersection with the removal of the right turn and through movement conflicts.

Given these findings, it is recommended that the Revised LCURS treatments be implemented as the primary solution for traffic management on Stanton Road.

Additionally, the proposed LILO on Lyall Street could be considered as a trial and temporary measure. It is essential to monitor traffic movement following the conversion of Lyall Street to LILO. If this approach proves effective in managing traffic flow and reducing congestion, it could then be considered for permanent implementation. This phased approach allows for adjustments based on real-world outcomes, ensuring that the traffic management strategies adopted are both effective and sustainable.



Table 8: Comparison of Scenarios

		Roads With Significant Changes	Without Treatment	With Treatment	Difference	
					Value +/-	% +/-
AM	LILO at Lyall St/Stanton Rd	Boulder Ave	66	69	3	5%
		Stanton Rd (West of Kanowna Ave)	720	767	47	7%
		Lyall St	156	50	-106	-68%
		Moreing St	106	137	31	29%
		Epsom Ave (South of GEH)	744	756	12	2%
	Revised LCURS	Boulder Ave	66	74	8	12%
		Stanton Rd (West of Kanowna Ave)	720	626	-94	-13%
		Lyall St	156	154	-2	-1%
		Moreing St	106	100	-6	-6%
		Epsom Ave (South of GEH)	744	707	-37	-5%
	Combination of the Preferred Scenarios	Boulder Ave	66	70	4	6%
		Stanton Rd (West of Kanowna Ave)	720	711	-9	-1%
		Lyall St	156	52	-104	-67%
		Moreing St	106	134	28	26%
		Epsom Ave (South of GEH)	744	751	7	1%
PM	LILO at Lyall St/Stanton Rd	Boulder Ave	80	140	60	75%
		Stanton Rd (West of Kanowna Ave)	1000	923	-77	-8%
		Lyall St	241	45	-196	-81%
		Moreing St	96	181	85	89%
		Epsom Ave (South of GEH)	815	840	25	3%
	Revised LCURS	Boulder Ave	80	160	80	100%
		Stanton Rd (West of Kanowna Ave)	1000	870	-130	-13%
		Lyall St	241	217	-24	-10%
		Moreing St	96	84	-12	-13%
		Epsom Ave (South of GEH)	815	774	-41	-5%
	Combination of the Preferred Scenarios	Boulder Ave	80	172	92	115%
		Stanton Rd (West of Kanowna Ave)	1000	895	-105	-11%
		Lyall St	241	30	-211	-88%
		Moreing St	96	132	36	38%
		Epsom Ave (South of GEH)	815	944	129	16%



5.4 Summary and Conclusions

Transcore utilised the existing calibrated base case model to explore various scenarios and options aimed at redistributing traffic on local roads, ultimately enhancing safety and amenity for residents. The options tested were categorised into two main types: Network Change Options and Traffic Calming Measures. These categories were identified from analysis that included crash data, site observations, and community feedback, ensuring that the scenarios responded to specific needs and concerns of the local community.

Each modelling scenario was evaluated individually to assess its impact, and the preferred scenarios were subsequently tested in combination. This approach was crucial to ensure that the effects of one scenario did not negate the benefits of another. The traffic modelling and analysis indicated that the Revised LCURS treatments should be implemented as the main traffic management solution for Stanton Road. Furthermore, the proposed LILO on Lyall Street could be considered as a trial measure with monitoring over time.

5.5 Short term recommendations

Traffic modelling and analysis undertaken indicated that implementing the following modifications will provide satisfactory results in reducing traffic volumes on local roads and improving the safety and amenity for residents. Therefore, the following modifications are recommended in the short term:

- Stanton Road and Second Street
- Raised platforms at Moreing Street and Lyall Street.
- Raised platform at Morrison Street with roundabout.
- Pedestrian crossing west of Lyall Street.
- Children crossing west of Morrison Street.
- Children crossing east of Kanowna Avenue.
- Reducing the speed limit for the section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) to 40 km/h.
- LILO treatment at Lyall Street/ Stanton Road – as a trial.
- Investigate proposal of applying 40 km/h speed limit on all Redcliffe area road network.

Further, detailed investigations are required to address safety issue and confirm the appropriate treatments for the following intersections:

- First Street/ Bulong Avenue;
- Victoria Street/ Moreing Street;
- Epsom Avenue/ Durban Street/ Stanton Road;
- Redcliffe Road/ Fauntleroy Avenue;
- Epsom Avenue/ Victoria Avenue;
- Second Street/ Kanowna Avenue; and,



- Morrison Street/Treffone Street/Ryans Court.

In addition to the above modifications, Transcore suggests the following measures to be monitored and controlled to ensure the effectiveness of the proposed changes:

Speed compliance patrols: it is suggested that the section between Epsom Avenue and Central Avenue (Stanton Road and Second Street) should be signposted at 40 km/h. The City is encouraged to request the WA Police to have an active speed campaign along Stanton Road and Second Street.

Truck movement restrictions: All of the roads within the modelling study area (except western section of Dunreath Drive, Ben Street and Redcliffe Road which are RAV Tandem Drive 4) are classified as RAV Tandem Drive 1 which means that only “as of right” vehicles would be able to travel on these roads. Therefore, heavy vehicles longer than 19m should be restricted on all the other local roads. The City needs to monitor and raise any non-compliant movements with Main Roads WA for their action.

Bus movement from depot to Redcliffe station: Advocacy to PTA for not using route via Ben Street, GEH, Coolgardie Avenue, First Street and Bulong Avenue.



6 Medium Term (2032⁺)

The medium term scenario reflects the relocation of the Jetstar and Qantas terminals to Terminal 2. According to the Perth Airport Master Plan 2020 *“as all regular passenger transport services will be consolidated within the Airport Central Precinct by the end of 2025 (likely 2032), no additional land is likely to be required for regular aviation purposes in the Airport West Precinct. Terminal 3 and Terminal 4 will remain as passenger terminals until 2025, after which the redundant terminal buildings will be demolished, as they have reached the end of their useful life”.*

After 2025 (likely 2032), land within the Airport West Precinct will progressively become available for complementary, non-aviation land uses including offices, retail and commercial. The existing services and established road network with abundant car parking is available for use (and re-use) by complementary land uses.

As a result, trips generated from Perth Airport zones within the modelling study area were removed from the demand matrices, and the 2032 matrices were prepared and loaded into the 2032 road network. The 2032 road network is assumed to be similar to the existing 2024 road network, as minimal upgrades are anticipated until the full relocation of the Jetstar and Qantas terminals is completed.

Additionally, it is assumed that trip generation from all internal residential zones located east of the Tonkin Highway within the modelling study area are increased by around 2% per annum to account for potential subdivisions or minor developments by 2032. Traffic projections on GEH are also expected to rise by around 2% per annum from 2024 to 2032.

Review of the 2032 Transport model indicates that relocation of the Jetstar and Qantas terminals would reduce the traffic volumes on most of the roads within the modelling study area and in particular on Stanton Road and Second Street by around 50%.

In the medium term no major congestion is expected on local roads within the modelling study area including Second Street, Stanton Road, Lyall Street and Moreing Street. Due to the general traffic growth on GEH, some congestion similar to the existing situation at the signalised intersections along this road within the modelling study area is expected.

The relocation of the Jetstar and Qantas terminals is projected to significantly alter traffic volumes on several key roads in the area (refer [Table 9](#)). This change is primarily driven by the anticipated reduction in congestion associated with airport-related traffic.

For example, when averaging the morning and afternoon peak periods, Second Street will see a dramatic decrease in traffic, with volumes dropping from approximately 685 vph in the morning and 901 vph in the afternoon to about 196 vph in the morning and 409 vph in the afternoon. This results in an average reduction from 793 vph to 303 vph, reflecting a substantial decrease of around 62%.



Fauntleroy Avenue is projected to experience a significant reduction as well. The average traffic volume will decrease from 571 vph in the morning and 715 vph in the afternoon to 210 vph in the morning and 360 vph in the afternoon. This indicates an average reduction from 643 vph to 285 vph, leading to a 56% decrease.

Dunreath Drive will benefit similarly, with traffic volumes expected to drop from 1,293 vph in the morning and 1,876 vph in the afternoon to 515 vph in the morning and 873 vph in the afternoon. The average volume will reduce from 1,335 vph to 694 vph, resulting in a decrease of approximately 48%.

Stanton Road will also see a notable reduction, with average traffic volumes decreasing from 737 vph in the morning and 1,038 vph in the afternoon to 358 vph in the morning and 552 vph in the afternoon. This leads to an average reduction from 887 vph to 455 vph, representing a decrease of around 49%.

Boulder Avenue and Epsom Avenue will experience smaller reductions. Boulder Avenue's average traffic volume is expected to drop from 66 vph in the morning and 80 vph in the afternoon to an average of 43 vph in the morning and 42 vph in the afternoon, resulting in a decrease from 73 vph to 43 vph, which is about a 41% reduction. Epsom Avenue will see a decrease from an average of 932 vph in the morning and 1,012 vph in the afternoon to 783 vph in the morning and 813 vph in the afternoon, leading to an average reduction from 972 vph to 798 vph, representing a decrease of about 18%.

Overall, the analysis indicates that the relocation of the terminals will lead to significant reductions in traffic volumes across these key roads, with no roads expected to experience increases in traffic.

Table 9: Model outputs for medium term 2032+

	Roads With Significant Changes	Existing	2032+	Difference	
				Value +/-	% +/-
AM	Dunreath Dr	1293	515	-778	-60%
	Boulder Ave	66	43	-23	-35%
	Fauntleroy Ave	571	210	-361	-63%
	Second St	685	196	-489	-71%
	Stanton Rd (East of Kanowna Ave)	737	358	-379	-51%
	Lvall St	156	134	-22	-14%
	Moreing St	106	76	-30	-28%
	Epsom Ave (South of Durban St)	932	783	-149	-16%
PM	Dunreath Dr	1876	873	-1003	-53%
	Boulder Ave	80	42	-38	-48%
	Fauntleroy Ave	715	360	-355	-50%
	Second St	901	409	-492	-55%
	Stanton Rd (East of Kanowna Ave)	1038	552	-486	-47%
	Lvall St	241	189	-52	-22%
	Moreing St	96	74	-22	-23%
	Epsom Ave (South of Durban St)	1012	813	-199	-20%



6.1 Medium term recommendations

The following recommendations are proposed for the 2032 (post Qantas terminal relocation) scenario:

- **Traffic Monitoring:** The City continue to monitor traffic volumes and crash records on local roads towards confirming future improvements.
- **Investigate additional traffic calming measures:** The City to ensure that the proposed traffic calming treatments (outlined for short term) implemented along Stanton Road and Second Street perform effectively. Additional traffic calming measures may be introduced on other local roads following the active traffic monitoring post Qantas terminal relocation.
- **Active Transport Improvements:** The following Active Transport proposals suggested by Perth Airport to be investigated and considered as part of the Sustainable Transport Plan for The City:
 - Cycleway parallel with Tonkin Highway linking The Court/ Victoria Street North with Stanton Road.
 - Recreational Shared Path (RSP), Coolgardie Avenue, First Avenue and Victoria Street north.
 - RSP along old Brearley Avenue.
 - RSP along Stanton Road/ Second Street between Central Avenue and bridge over Tonkin Highway.
 - RSP along Dunreath Drive.
 - RSP along Fauntleroy Avenue.
- **Optimisation of the GEH signalised intersections:** In collaboration with Main Roads WA, The City advocate to improve traffic operations along GEH. This includes optimizing traffic signals, enhancing pedestrian crossings, and upgrading turning movements at signalised intersections in line with Main Roads WA's ultimate upgrade plans for the GEH.
- **Public Transport Coordination:** The City advocate to the PTA to synchronise bus and train timetables and schedules, and adjust bus frequency as necessary.
- **Perth Airport West Precinct development:** The City review developments in the Perth Airport West Precinct, ensuring that developments and relevant road network upgrades occur simultaneously to prevent congestion in the Redcliffe area.



7 Long Term (2041⁺)

7.1 Redcliffe Station Precinct Improvement Scheme

Transcore and The City have met with DPLH regarding the Redcliffe Station Precinct Improvement Scheme and discussed the land use and timing for the implementation of the improvement scheme. Accordingly, DPLH provided the Redcliffe Station Precinct Improvement Scheme document prepared by Taylor Burrell Barnett in July 2024 to outline and provide explanatory information regarding the feasibility of increased development intensity across the Redcliffe Station Precinct. The following sections outline the available information regarding the land use and vehicle access for the Precinct.

7.1.1 Land use and trip generation

According to the Redcliffe Station Precinct Improvement Scheme, the land use across the Precinct will predominately be residential, with mixed use opportunities focussed around Redcliffe Train Station and along GEH. The Improvement Scheme investigated low, moderate and high growth scenarios for the Redcliffe Station Precinct and suggested that the Moderate Growth Scenario should form the basis of refined primary controls for the Precinct. The moderate Growth Scenario has the potential to achieve 2,598 dwellings and represents the most probable development outcome for the Precinct.

Along the GEH, the type of commercial uses that may develop will be dependent on the long-term intersection treatment between Tonkin Highway and GEH. Should GEH be widened with reduced access to side streets and businesses, commercial uses will likely be less viable and vacant floorspace may result. Should access to passing traffic be maintained, it is likely that highway commercial and potentially short-stay accommodation and supporting uses including food and beverage, can continue to develop along this section of the Highway.

Flyt consultant prepared a Traffic Impact Assessment (TIA) in 2019 for DPLH for the proposed Redcliffe Station Precinct Activity Centre Plan (ACP). The following land uses were assumed in Flyt report for the assessment which is in line with the objectives of the Redcliffe Station Precinct Improvement Scheme:

- Commercial – 28,470m²
- Residential – 2,070 apartments and 853 single / grouped dwellings.
- Train Station with Park and Ride and Kiss and Ride.

The estimated trip generation of the above land uses are summarised in [Table 10](#). In line with the assumptions assumed in Flyt 2019 TIA for DPLH. The trip generation for the existing Costco and DFO is assumed to remain consistent with the traffic surveys conducted in 2024.



Table 10: Trip Generation Summary

Land Use	AM Peak Hour		PM Peak Hour	
	Arrival	Departure	Arrival	Departure
Commercial	174	31	41	164
Residential	260	779	870	429
Park and Ride and Kiss and Ride	500	200	200	500
Total	934	1,010	1,111	1,093

7.1.2 Vehicle access

According to the Redcliffe Station Precinct Improvement Scheme direct access to GEH from Bulong and Central Avenue is currently restricted by cul-de-sacs. The draft ACP proposes to retain this restriction until such time as:

- *The domestic operations of Qantas relocate from Airport West to Airport Central;*
- *The upgrades to GEH are complete; and*
- *A traffic impact assessment is undertaken to demonstrate that direct connection of these roads will not have undue impact on the safety and efficiency of the local road network.*

7.2 Perth Airport

According to the information provided by Perth Airport, the Perth Airport Masterplan (2020) is currently under review. The Airport West Precinct area will have the most significant impacts on traffic movements in the adjacent Redcliffe area.

The Airport West Precinct, spans an area of 341 hectares and will continue to serve a variety of aviation support facilities and associated ground transport infrastructure until the end of 2032. This timeline coincides with Qantas's planned relocation from Terminal 3 and 4 (T3/T4) to a new terminal within the Airport Central Precinct. With the consolidation of all regular passenger transport services within the Airport Central Precinct anticipated to be completed by the end of 2032, it is expected that no additional land will be required for regular aviation purposes within the Airport West Precinct.

Currently, Airport West has a total of 10,210 parking bays. Following the consolidation of all commercial air services to Airport Central, these existing car parking areas will present significant redevelopment opportunities.



7.2.1 Airport West Precinct Non-Aviation Development Plan

Currently, there has been notable progress in non-aviation development over the past years including DFO and Costco. After 2032, land within the Airport West Precinct will progressively become available for complementary, non-aviation land uses including:

- High-amenity office park,
- Destination themed retail park, and
- Establishment of land uses, such as entertainment and leisure, which may not be permitted in other localities closer to noise sensitive land uses.

At the time of preparing this report, Perth Airport has not finalised the long-term plan detailing specific land uses and the staged development of potential projects. Therefore, Transcore has made the following assumptions to estimate realistic traffic generation from the Perth Airport West Precinct by 2041.

The total undeveloped area of the Perth Airport West Precinct is approximately 200 hectares. It is assumed that about 50% of this land will be developed by the year 2041, with a build-up area comprising roughly 50% of the developable land. Accordingly, the estimated trip generation from the Perth Airport West Precinct is summarised in **Table 11**.

At this stage and in the absence of any updated information from Perth Airport, it is assumed that the developable land would be equally allocated to Entertainment / Leisure, Office/ Business, Retail, Bulky goods and Showroom.

According to **Table 11**, the trip generation of the Perth Airport West Precinct is estimated to be approximately 103,000vpd and about 5,332vph and 10,663vph during the AM and PM peak hours respectively.



Table 11: Trip generation of the proposed land uses

Land use	Quantity	Daily Rates	AM peak Rates	PM peak Rates	Cross Trade	Daily Trips	AM peak Trips	PM peak Trips	AM		PM	
									IN	OUT	IN	OUT
Entertainment / leisure	100,000	0.31	0.02	0.03	0.25	23495	1557	2038	779	778	1019	1019
Office/ business	100,000	0.110	0.016	0.012	0.25	8250	1200	900	960	240	180	720
Retail	100,000	0.78	0.019	0.076	0.25	58500	1900	5700	950	950	2850	2850
Bulky goods	100,000	0.17	0.00675	0.027	0.25	12750	675	2025	338	337	1013	1012
Showroom	100,000	0.33	0.0105	0.042	0.25	24750	1050	3150	525	525	1575	1575
TOTAL TRAFFIC						102,995	5,332	10,663	3,027	2,305	5,062	5,601



7.2.2 Perth Airport Major Upgrade Proposals

According to the information provided by Perth Airport, a number of upgrades are suggested by Perth Airport which would be constructed by 2041 to support the progressive development of the West Precinct and has been considered in 2041 traffic modelling and analysis. The major upgrades to the road network are shown in **Figure 12**.

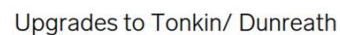
Current observations reveal occasional traffic congestion at the signalised intersection of Dunreath Drive and the Tonkin Highway off-ramp, leading to queue backups that sometimes extend onto the Tonkin Highway.

Traffic modelling and analysis indicate that, in the medium term, following the relocation of the Jetstar and Qantas terminals, the level of queuing and congestion at this intersection is expected to decrease significantly. However, with future developments planned for the Perth Airport West Precinct, traffic volumes at this signalised intersection are projected to increase significantly. Even with the proposed upgrades shown in **Figure 12**, the queue on the Tonkin Highway off-ramp at this intersection is likely to extend back onto the Tonkin Highway.





- Traffic signals and queue detectors instated at the intersection.
- Widening of the northern approach to accommodate a left turn pocket
- Realignment of the pedestrian crossing to the north



- Widening of the Tonkin northbound off-ramp.
- Widening of Dunreath Drive bridge to accommodate a third lane (additional lane eastbound)
- Southbound off-ramp to become give-way controlled.



- Reconfiguring Costco egress to have two right turn lanes towards Tonkin Highway.
- Additional northern circulating lane to the roundabout to accommodate two right turn lanes.

Figure 12: Perth Airport major upgrade proposals

7.3 GEH Upgrades

Transcore and the City met with Main Roads WA and requested the traffic projections for future years and the proposed upgrade plans for GEH.

Accordingly, Main Roads WA provided the below traffic projections for the regional road network and local distributor roads within the modelling study area (refer [Appendix A](#)):

- 2021 – Base network;
- 2036 – 2 scenarios (a four lane GEH at grade and a 6 lane GEH at grade) both assume that Kalamunda Road/ GEH Bypass is grade separated; and,
- 2051 – Ultimate assuming a grade-separated configuration for GEH featuring two lanes going under a trench along its entire length between Tonkin Highway and the GEH Bypass.

According to the advice provided by Main Roads WA, the GEH is set to be upgraded to six lanes by 2041 in this vicinity, with the possibility of a grade-separated configuration featuring two lanes going under a trench along its entire length between Tonkin Highway and the GEH Bypass. The proposed upgrades will include two interchanges at GEH/Coolgardie Avenue and GEH/Fauntleroy Avenue.

For the purpose of the 2041 microsimulation models, it is assumed that GEH will be upgraded to six lanes, but without any grade separation. All side roads connecting to GEH will operate as LIFO intersections, while the main full-movement intersections will function as signalised intersections at GEH/Coolgardie Avenue and GEH/Fauntleroy Avenue.

To establish the 2041 traffic projections for GEH, reference was made to the Main Roads WA Regional Operations Model (ROM) projections. This involved interpolating the 2036 and 2051 traffic projections to derive the traffic volumes anticipated for the year 2036.

7.4 2041 modelling results

Transcore has coded the proposed upgrades on GEH and Dunreath Drive, as discussed in the previous sections. For the 2041 scenario and in order to provide a robust assessment, it was assumed that there will be no significant changes to the frequency or number of bus services, and all local roads will continue to operate under a 50 km/h speed limit, similar to the existing conditions. The 2041 demand matrices were updated based on the trip generation estimates for DA6 and the Perth Airport West Precinct and subsequently loaded onto the 2041 road network. A review of the VISSIM models for both AM (8:00-9:00) and PM (4:00-5:00) peak scenarios revealed significant congestion and gridlock on all distributor roads, including Dunreath Drive and Fauntleroy Avenue, as well as on most local roads (refer [Figure 13](#)).



The 2041 traffic projections on key distributor roads within the modelling study area during the peak hours are provided in **Table 12**. The traffic volumes projected for GEH are anticipated to exceed those reported in the table below. The VISSIM model was unable to load all traffic volumes from the established 2041 origin/destination matrix because of the excessive congestion and gridlock on GEH.

Furthermore, GEH, Dunreath Drive, and Fauntleroy Avenue serve as key routes for regional and Perth Airport traffic, leading to heavy usage. This situation is likely to result in significant "rat running" on Stanton Road, further exacerbating traffic congestion on that road. The cumulative effect of these factors indicates that the road network will face severe challenges in handling the anticipated traffic volumes in 2041.

The suggested road upgrades on GEH and Dunreath Drive as explained in above sections and coded in the 2041 VISSIM model are unlikely to be sufficient to manage the anticipated traffic increase. Given the significant projected traffic volumes, particularly from Perth Airport and regional traffic, these upgrades may not adequately address the congestion and capacity issues expected in the area. Without additional measures or more extensive improvements, the road network is at risk of becoming increasingly overburdened, leading to persistent congestion and safety concerns for all road users.

Table 12: 2041 traffic projections

Street	approach	2024 AM (8:00-9:00)	2024 PM (4:00-5:00)	2041 AM	2041 PM
Stanton Road	On the bridge	870	1054	1235	1819
Dunreath Dr	East of Tonkin High Way	1838	2464	2910	5645
GEH	West of Fauntleroy Avenue	3114	3602	3818	5205
Fauntleroy Ave	South of GEH	571	715	1551	3926

As a sensitivity analysis aimed at managing gridlock within the modelling study area for 2041, the traffic generation from the Perth Airport West Precinct was removed from the demand matrices. The sensitivity modelling conducted without the Perth Airport traffic still indicates congestion on GEH, as shown in **Figure 14**. However, it reveals satisfactory traffic operations on all local roads. Under this scenario, the projected traffic volumes on Stanton Road are estimated to be around 9,000 vpd during both the AM and PM peak hours. Additionally, the traffic projections on Dunreath Drive and Fauntleroy Avenue show a significant reduction without the Perth airport traffic, alleviating some of the congestion concerns associated with these routes.





Figure 13: Snap shot of VISSIM PM model – 2041 with Perth Airport West Precinct traffic generation





Figure 14: Snap shot of VISSIM PM model – 2041 without Perth Airport West Precinct traffic generation



7.5 Long term recommendations

Further Upgrades on GEH:

- Advocate significant road upgrades to increase capacity on GEH, including additional lanes where feasible and the installation of dedicated turning lanes at critical intersections.
- Advocate for key intersection upgrades along GEH to improve traffic flow and reduce congestion, focusing on high-traffic intersections that currently experience bottlenecks.

Optimization of Traffic Signals:

- Advocate to Main Roads WA for comprehensive review of the traffic signal timings on GEH to optimise flow, reduce delays, and minimise stop-and-go conditions. Implement adaptive traffic signal control systems that respond in real-time to traffic conditions.

Investigate Upgrades on Dunreath Drive and Fauntleroy Avenue:

- Advocate further upgrades on Dunreath Drive and Fauntleroy Avenue to enhance capacity and improve safety. This could include widening, implementing dedicated bike lanes, and improving pedestrian facilities.

Enhance Active Transport Infrastructure:

- Work with State Government to develop and expand pedestrian and cycling infrastructure, including dedicated bike lanes, pedestrian pathways, and safe crossing points. Promote active transport options to reduce reliance on vehicles and encourage sustainable travel.

Improve Public Transport Services:

- Advocate and enhance public transport services by increasing the frequency and reliability of bus and train services. Consider implementing new routes or expanding existing ones to better serve the community and reduce traffic congestion.

Investigate accessibility to GEH from Redcliffe Station Precinct:

- Advocate for State Government to investigate direct access to GEH from Bulong Avenue and Central Avenue.



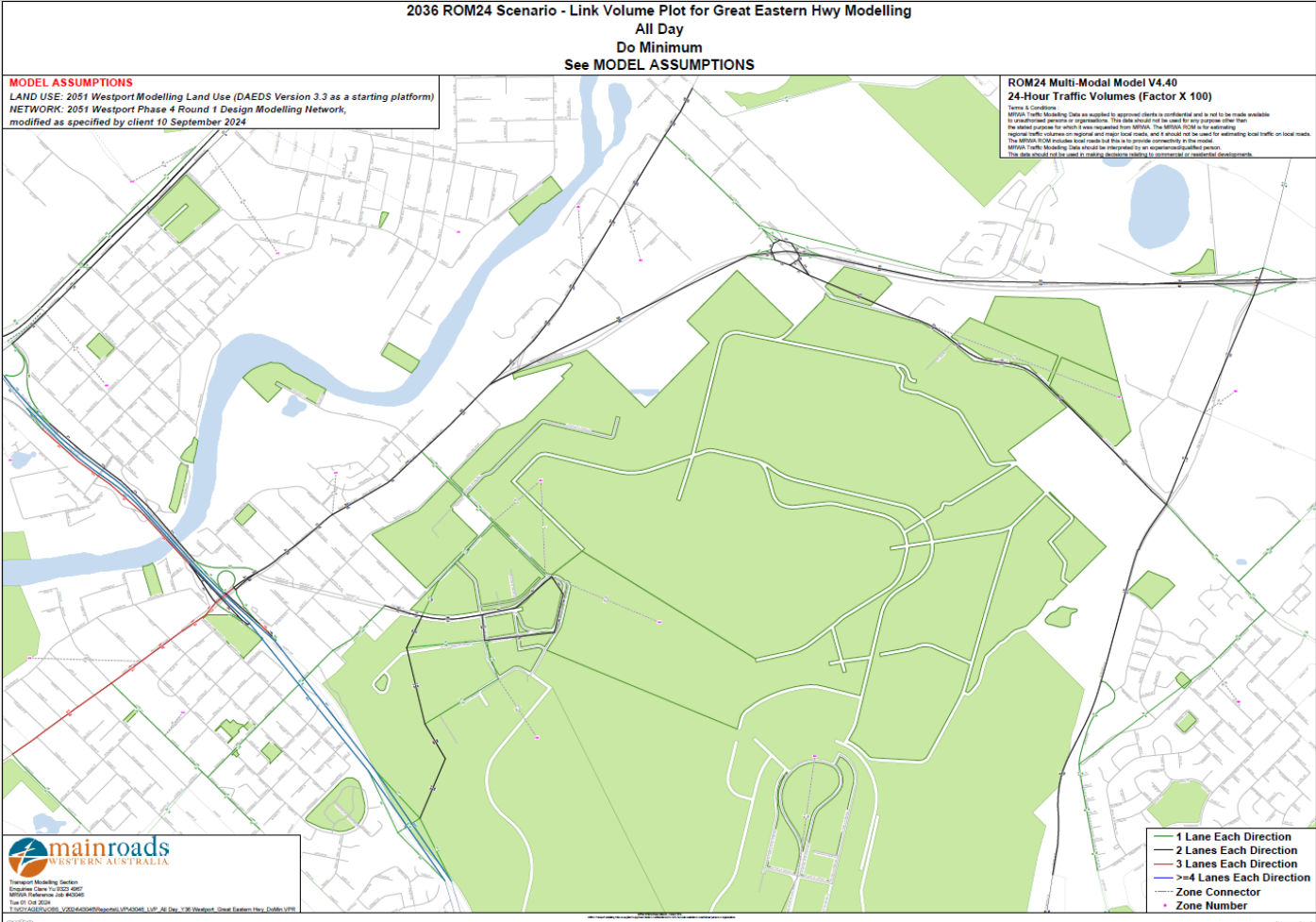
Appendix A

MAIN ROADS WA ROM TRAFFIC PROJECTIONS



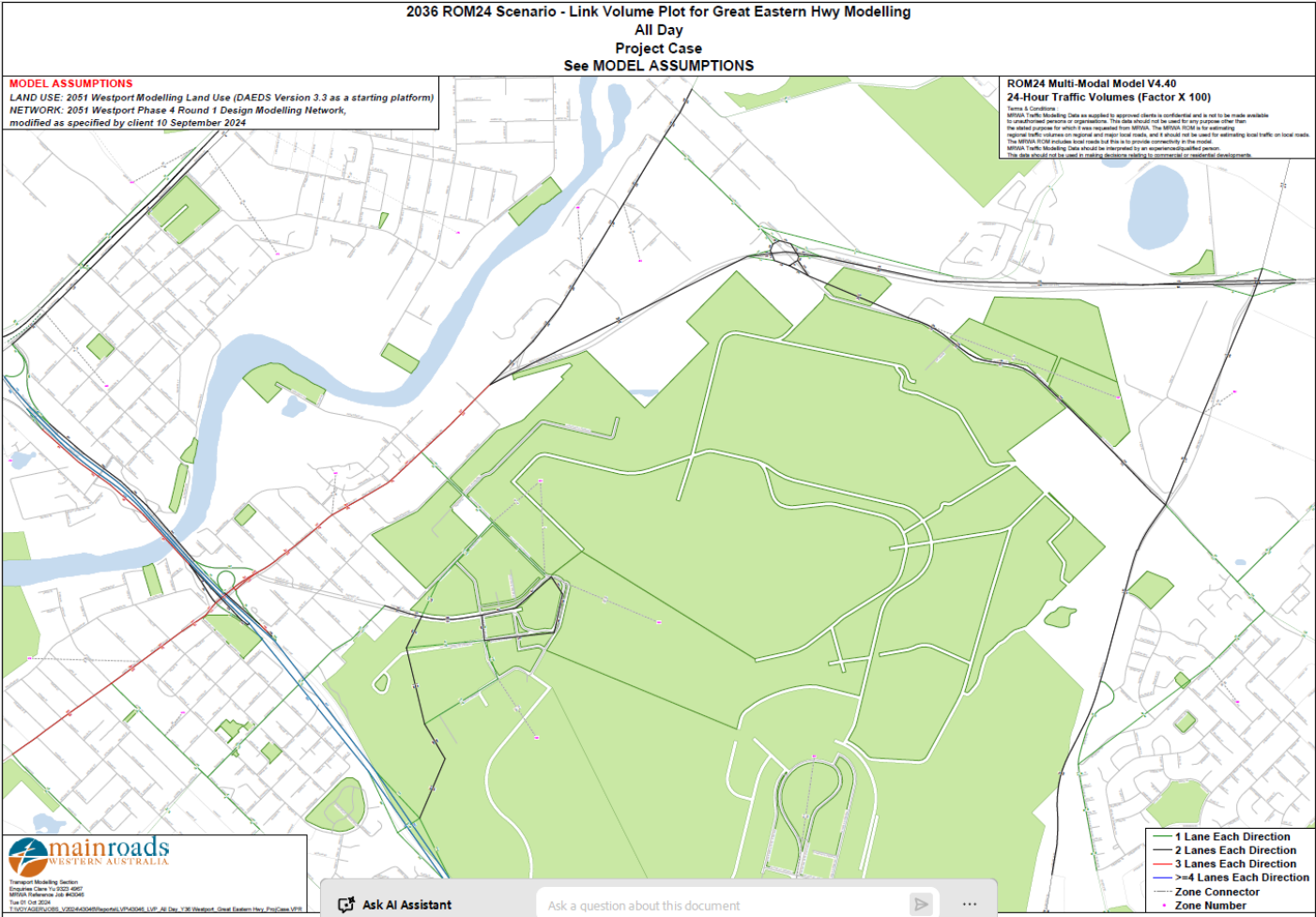
Engineering a better future for over 20 years!





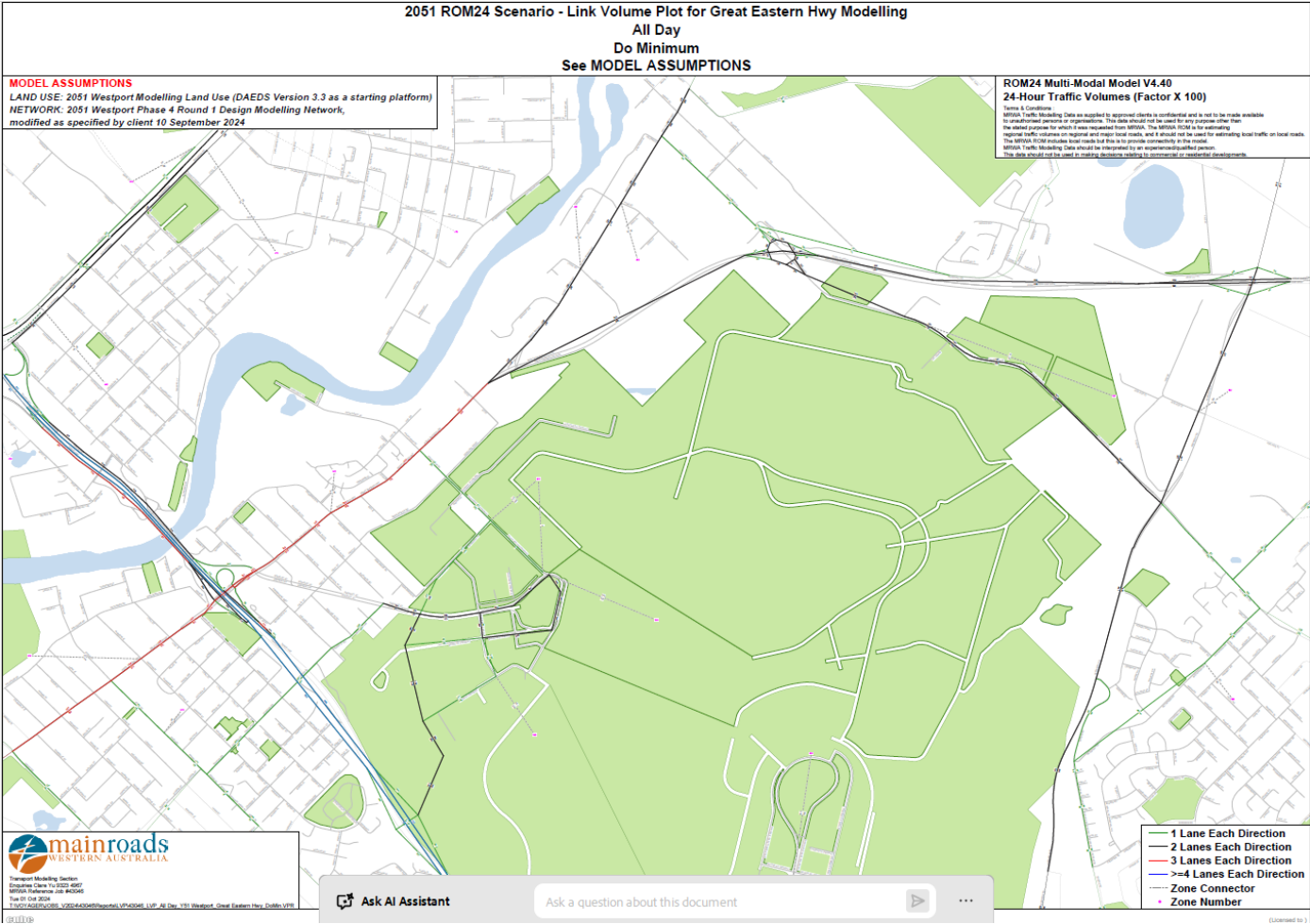
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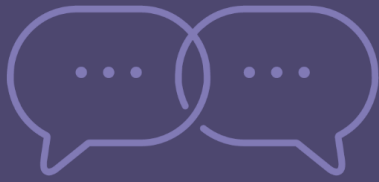




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Engagement Report

Redcliffe Area Traffic Study



Summary

The Redcliffe Area Traffic Study is a project to assess traffic in the Redcliffe area to inform possible improvements.

It considered a combination of traffic data, forecast future trends and community feedback. In addition to public consultation the study considered road usage, public transport routes, cycle paths, and pedestrian access as well as planned future developments and upgrades to the Perth Airport and Redcliffe Rail Station Development precinct.

The engagement aspect of the project was designed in two phases.

Phase one – broad engagement to seek community views and concerns.

Phase two – public comment period on the study results.



Drop in engagement opportunity – 28 July 2024

Methods

Phase one: community consultation (July – August 2024)

Phase one of the Redcliffe Area Traffic Study consultation ran from 15 July – 11 August 2024.

The methods used to capture community and stakeholder feedback included:

- Mapping tool on Belmont Connect and map boards at face to face opportunities
- Survey tool on Belmont Connect and hard copy surveys (same as online ones)
- Contributions were also accepted via email or in writing.

The mapping tool asked people to provide a comment about a particular location of interest. The intent of this was to gain location specific information and identify possible hotspots for the traffic study.

The survey asked people broadly about their main traffic concerns and how they get around the area to assist the traffic study. The survey also prompted people to suggest traffic measures they think could improve traffic and transportation in Redcliffe to understand preferences for different forms of traffic solutions.

There were two structured face to face engagement opportunities:

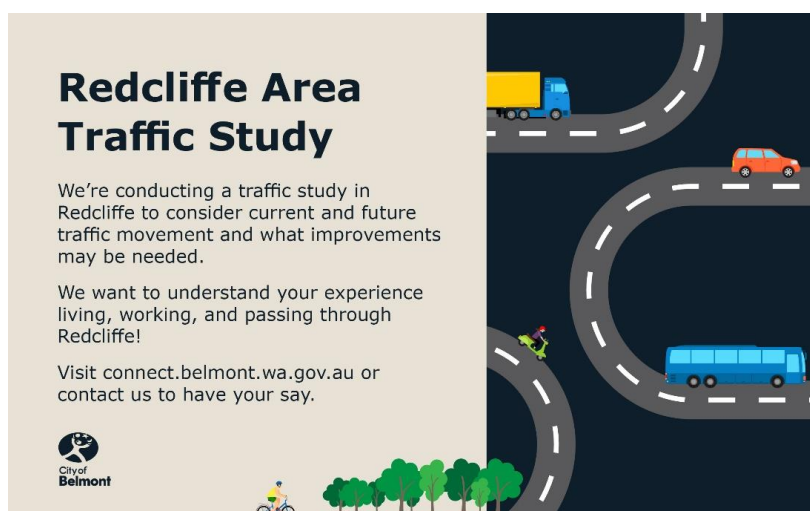
- Drop in session: Thursday 25 July, 3pm – 6pm at St Maria Goretti's Catholic School – 64 Morrison Street, Redcliffe
- Drop in session: Sunday 28 July, 11am – 3pm at Redcliffe Park Community Centre, 33 Morgan Road, Redcliffe

Additional pop-up opportunities were held to distribute flyers and talk to people about the study.

Promotion

The engagement was promoted in the following ways.

- Belmont Connect project page
- letter mailed to property owners and residents in Redcliffe
- email to stakeholders / people who had emailed us regarding Redcliffe traffic or who lived in Redcliffe and had opted in to receive City information
- email to City advisory groups with a request to share
- social media campaign (paid and organic)
- posters
- flyers
- digital screens at Belmont Hub, Civic & Administration Centre
- news item on the City's website.



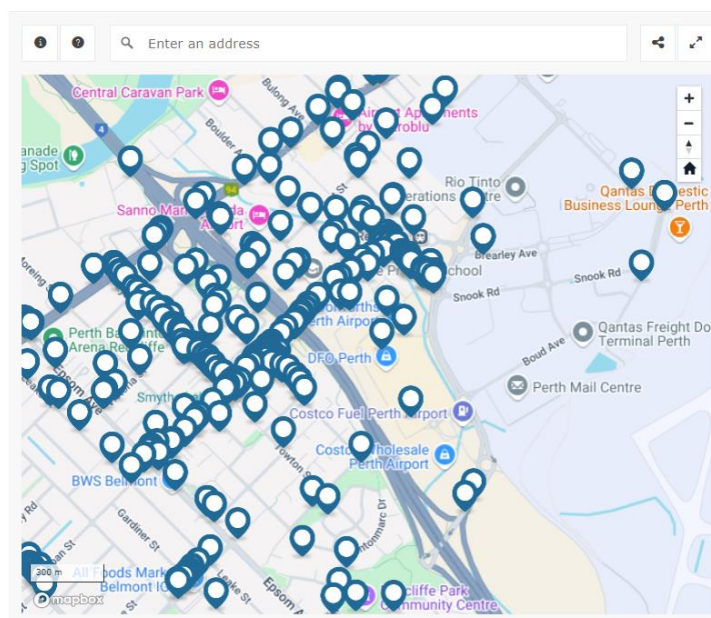
Digital screen – Redcliffe Area Traffic Study

Results

The following contributions were received:

- Mapping tools - 346 contributions from 153 individuals (both online and in person).
- Survey - 264 survey responses (both online and in hard copy).
- An additional two submissions were received through email or post.

Below is an overview of the mapping tool. Each pin represents a community comment that was placed in a location of interest. To read the comments, visit the Redcliffe Area Traffic Study Belmont Connect page at <https://connect.belmont.wa.gov.au/redcliffe-area-traffic-study>.



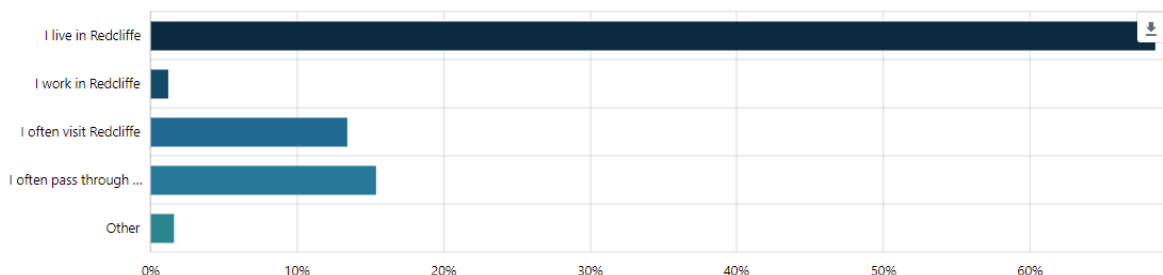
Mapping tool – Redcliffe Area Traffic Study

We heard from people who live, work, and often visit, and pass through the Redcliffe area, with 68.5% of respondents living in Redcliffe.

1

How do you use the Redcliffe area?

Multi Choice | Skipped: 10 | Answered: 254 (96.21%)



According to the community responses in the survey, the biggest traffic issues identified were as follows.

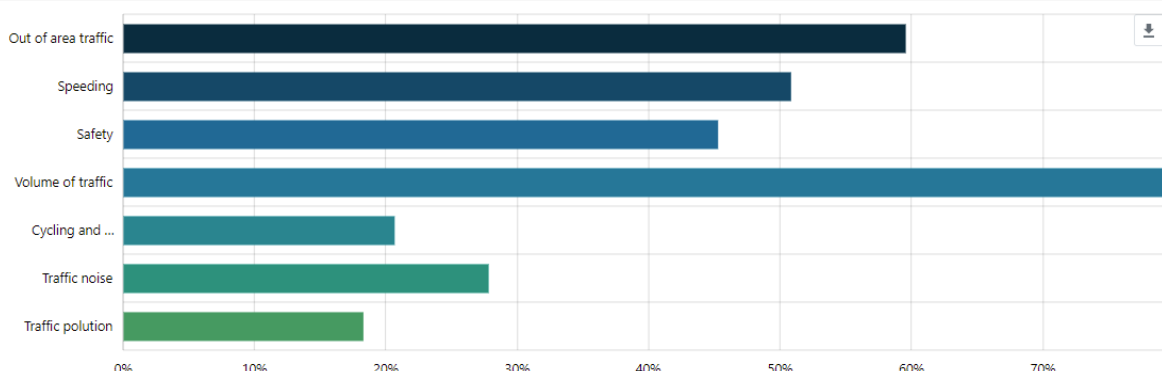
- 79.37% of respondents selected volume of traffic
- 59.52% of respondents selected out of area traffic
- 50.79% of respondents selected speeding
- 45.24% of respondents selected safety

This was also reflected in the open comment box at the end of the survey.

3

What do you think are the biggest traffic issues in Redcliffe?

Multi Choice | Skipped: 12 | Answered: 252 (95.45%)

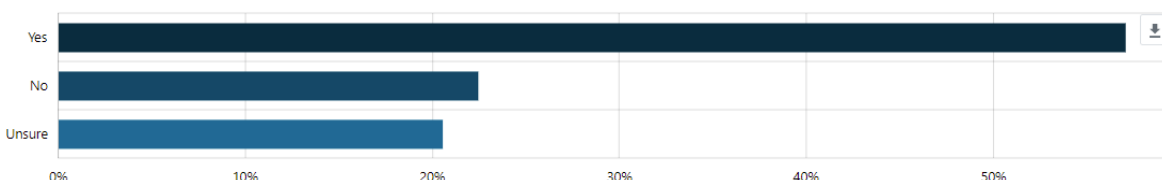


Overall, 57.03% of respondents were in support of traffic calming measures in Redcliffe, 22.43% were not in support, and 20.53% were unsure.

6

Do you support traffic calming measures to address traffic issues in Redcliffe?

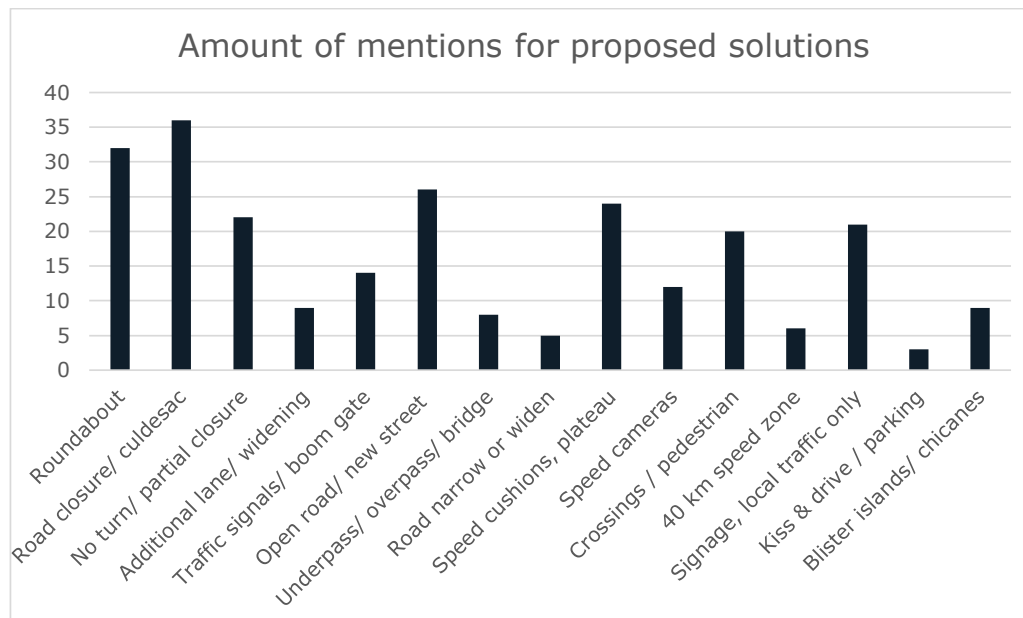
Multi Choice | Skipped: 1 | Answered: 263 (99.62%)



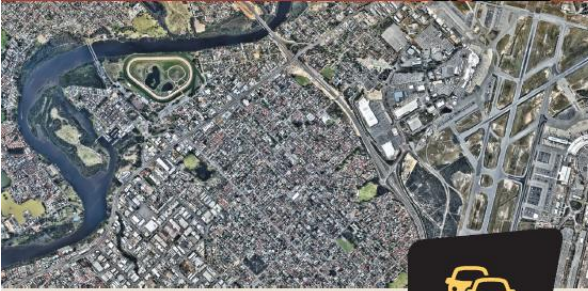
Some respondents addressed why they chose each of the above options in the open comment box. For some participants that responded "unsure" they noted that their support may be dependent on the traffic measures proposed.

The open comment box also allowed participants to suggest traffic calming measures, gathering information on community preferences.

Here is a snapshot of what they suggested:



Results of the consultation helped to shape the Redcliffe Area Traffic Study Analysis Report. To read the report and view interactive map comments visit Belmont Connect.





Redcliffe Area Traffic Study

The Redcliffe Area Traffic Study is available for public comment.

The study identifies possible traffic solutions and models how they may influence traffic flow on local roads in Redcliffe.

For more information visit Belmont Connect or contact the City:
connect.belmont.wa.gov.au/redcliffe-area-traffic-study



 Public comment closes Sunday 13 April

PerthNow Southern print advertising – Redcliffe Area Traffic Study

Phase two: public comment (January – February 2025)

Phase two of the Redcliffe Area Traffic Study consultation ran from 24 March to 13 April.

Members of the community were invited to submit a comment or ask a question in relation to the Redcliffe Area Traffic Study Reports. The following reports were available to the public: Existing Situation Traffic Report, Calibration and Validation Transport Report, Traffic Analysis Report, Updated Table 8 Including Morrison Street document.

The methods used to capture community and stakeholder feedback included:

Community members could provide feedback by:

- completing an online or hard copy Public Comment Survey
- submitting feedback in writing via email or post.

Promotion

The engagement was promoted in the following ways.

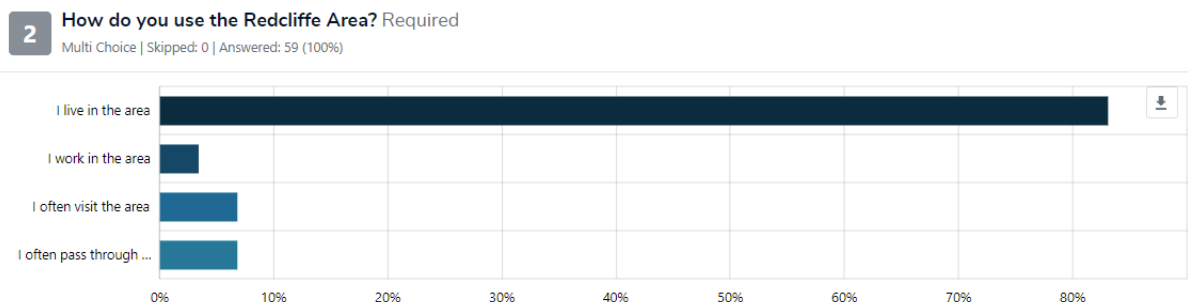
- Belmont Connect project page
- email to stakeholders / people who had completed the first community consultation
- email to City advisory groups with a request to share
- social media
- posters
- flyers
- PerthNow Southern advertising
- digital screens at Belmont Hub, Civic & Administration Centre
- news item on the City's website
- Belmont Bulletin

Results

The Belmont Connect project page received 755 page visitors, 116 document downloads and 59 submissions online.

An additional eight submissions were received through email or post.

For those who completed the public comment survey - we heard from people who live, work, and often visit, and pass through the area, with 83.05% of respondents living in the area.



Comments are included below with officer comments.

A note on duplicate entries

Due to the high level of interest in this project and the multiple ways people could submit feedback, email addresses were requested to reduce the risk of duplicate submissions.

The City has made every effort to identify possible duplicate submissions or very similar comments posted by the same person. Duplicate submissions have been combined where possible or removed from summary results.

Trends and key takeaways

Some of the key aspects of feedback touched on:

- whether they supported or didn't support the recommendations
- the proposed left in/ left out configuration at Lyall Street.
- possible impact on other surrounding roads
- clarification on various treatment types and effectiveness.
- viewpoints or perceptions of outcomes not supported by the modelling analysis.
- stakeholder feedback generally positive.
-

Community comments: public comment period

Feedback	Officer Comments
<p>Durban Street to Epsom Ave (at the T junction) turning right going towards the roundabout is very dangerous.</p> <p>With the development soon to happen at Belvidere St / shops, Im expecting increase traffic.</p>	<p>This intersection was noted for further detailed investigations to address safety issues, as a short term recommendation.</p>
<p>Short term solution - The TCL at the intersection of Great Eastern Hwy and Fauntleroy Avenue should have turning arrows due to the significant congestion and inability to get through the lights. Example, driving easterly (away from Garvey Park) turning right onto Great Eastern Highway anywhere from 5.30am is near impossible to get through the lights without almost crashing due to the volume of traffic both from Fauntleroy Avenue attempting to enter Great Eastern and from the flow coming from the Airport onto Great Eastern. The bypass road on Dunreath has not had the desired affect of taking traffic from Fauntleroy since the closure of Brearly Avenue. Also, it is dangerous for pedestrians crossing when the light goes green allowing forward flowing traffic and a red arrow to stop turning to allow pedestrian crossing. Cars are oblivious to the red arrow and only focus on the green light and a number (personally nearly been hit half a dozen times) of times myself and others have had the pedestrian green man and cars drove at us causing a dangerous public safety issue. Since the council supported the Atlas garage to be placed on the corner, the volume of traffic that ignores no entry and illegal u-turns is really quite dangerous.</p>	<p>Intersection is currently under review by Main Roads as part of the GEH upgrade project. This still may be 5-10 years away. Timing and phasing is currently being assessed by MRWA.</p>
I support the traffic control trial	Noted Support
I agree with the reduction of traffic in the area. I support the traffic control study	Noted Support
<p>I support the short term recommendations. I think the trial of the LILO on Lyall street/Stanton is a great recommendation worth trying. The short term solutions will positively impact on the West Redcliffe residents, especially the LILO involving Lyall and Stanton. The distributed traffic through Morrison and Moreing will be welcomed by the community. Moreing St has speed humps installed already so drivers will avoid turning right from Stanton into this street and continue on to Epsom Ave instead, which is what the traffic should be doing, rather than rat running through the streets.</p>	Noted Support
<p>The short term solutions is a good solution to the traffic problems. I travel down Lyall Street daily and notice the increase in traffic which is not sustainable. Left turn only in and out will halve the traffic using the road. A good solution.</p>	Noted Support

The trial of Left in and out of Lyall from Stanton is a good short term solution. The traffic on Lyall has become out of control and something needs to be done. It will be interesting to see the positive impact the trial will have on the families in Redcliffe.	Noted Support
I 100% agree with the short-term solutions and concur the trial of the Lyall Street left in left out is necessary.	Noted Support
Definitely support the short term proposed traffic calming solution on Stanton Road including the trial left in left out at Stanton and Lyall.	Noted Support
I support all of the proposed short term solutions.	Noted Support
Yes, please go ahead with all the recommendations. They are the professionals we should give it a try and see how it turns out. Something need to be done	Noted Support
I am concerned re the lack of traffic calming on Lyall st specifically. Please explain how/ why it has been excluded. How will the traffic calming plans currently proposed prevent the rat running on Lyall from Stanton and great eastern?	The preferred combined scenario should result in reduction of traffic on Lyall St. This trial will be monitored for effectiveness.
The intersection of Victoria/Moreing is flagged for investigation. Let me make it very clear that speed is the problem in both directions along Victoria St, Moreing st is not because of the speed bumps. The first step should be to monitor speed of all types of vehicles. Cars, 4X4s and trucks and buses scream down the hill towards Epsom. I'm amazed there hasn't been smashed there. It is disappointing that Victoria Street (where I live west of Moreing St) has been neglected in all the surveys I have read. It is a speedway and my calculations based on elapsed time to cover 13.888 metres (in front of my home) indicates high-powered cars are achieving an average speed of over 80KMH. When they pass my home they are still accelerating. It is used by cars, busses, trucks of all sizes and they all speed. I would like to see Victoria St at Epsom Ave made a cul-de-sac. For the time being it desperately need speed restricting treatment.	Noted, upgrade solution not confirmed at this, time, while ongoing monitoring to confirm if any additional treatments are required.
Short term. Increase the traffic light times at Epsom Ave onto Gt Eastern Hwy, more traffic calming devices in Lyall St and give consideration to reinstating Brearley Ave airport access	Traffic Signal time adjustments are responsibility of Main Roads, and advocacy by the City is a medium term recommendation.
I 100% support the Traffic Experts short term recommendations in full. Lyall Street is dangerously busy around Stanton Road.	Noted Support

<p>So they want to implement all these safety treatments as part of the short term solutions to make it more annoying for non-locals to use the rat run in the hopes they will stop using our streets. Meanwhile us locals will be stuck with having to put up with them because we have no choice but to travel through these treatments since we live here and shop here.</p> <p>Why can't they re-open access from the great eastern highway direct to the airport, then there are no reasons to travel through out residential streets.</p>	<p>Brealey Avenue from GEH to Airport was closed to enable construction of the Redcliffe Rail station, with access to the Airport via Dunreath Drive or Airport Drive as the preferred route. The Traffic study looks at options to minimise traffic flows on local roads.</p>
<p>Short-term solutions. Please also consider raised platforms at the intersections of Lyall St + Victoria St as well as Lyall St + Smith St. In the case of the former, the change from what used to be a STOP sign to a GIVE WAY was the wrong decision. I have witnessed traffic drive straight through Victoria St without slowing. Some motorists are accelerating at high speed once past the slow point heading towards Stanton Rd.</p>	<p>Consideration will be given to feasible additional traffic calming measures following implementation of the revised LCURS and LILO trial at Lyall St.</p>
<p>As i live in the area, i think we need to follow the traffic consultants short term plan to reduce traffic flow particularly the idea of only left turn in and out of lyall onto stanton rd</p>	<p>Noted Support</p>
<p>What does a raised platform mean? We have nursing homes that need emergency attendance from ambulance services as well as residence with disability therefore I believe that no speed humps should be placed on stanton road in Redcliffe. Instead all vehicles should abide by the speed limit !!</p>	<p>Raised platform is an asphalt surface level that is higher than the existing street which encourages vehicles to slow down and improved conditions for pedestrian movements. St John Ambulance are supportive of the raised platforms.</p>

<p>I provided comments during the community consultation process in 2024.</p> <p>Firstly, I would like to say that given the importance and community interest in this project, I believe it would have been more appropriate to hold a town hall meeting where we could ask questions of Transcore. Allowing for only online submissions feels like the City avoiding serious community consultation (again). I found the Transcore report quite difficult to read because many of the figures/maps are small, of poor resolution and generally lacking a useful legend. There are also many tables of numbers with no units identified. For a company as experienced as Transcore, the report is not to a suitable standard.</p> <p>Lyall St LILO Treatment at Stanton Road: I find the results of this option perplexing and I am unsure if the model included the speedhumps located along Moreing St?</p> <p>I cannot believe that vehicles will turn down Moreing St with all the traffic calming in place. I expect all 167 vehicles will turn down Morrison St and rat-run back to Lyall St at either Victoria St, O'Neile Pde or Miller Ave. If the City choose to proceed with the Lyall St LILO treatment, Morrison St will require the same treatment.</p> <p>Closure of Central Ave: The concerns over high traffic volumes in High St could reasonably be resolved by Perth Airport shifting their toll gates to either end of High St, rather than the DFO and Woolworths carparks. I am unsure how the rat-running through the train station carpark driveway will occur (I assume this is the carpark they are talking about), because you must get onto Central Ave to access the carpark. Surely Central Ave would be closed off at the Dunreath Ave round-a-bout?</p> <p>I think Transcore should be asked to think a bit harder about how this option could be made to work.</p> <p>Closure of Moreing St and Lyall St at GEH: I don't see many cars on Moreing St since the speedhumps were installed, so I am unsure of why Transcore thinks this traffic will be redistributed? This traffic has already been redistributed to Lyall St and Epsom Ave.</p> <p>There are no numbers discussed to quantify the conclusion that closure of Lyall St will add congestion to Epsom Ave. I am unsure if Figure 9 is suggesting an AM queue on Epsom Ave that goes all the way back past Stanton Ave? If so, this seems completely ridiculous. I myself turn right onto GEH from Epsom Ave at around 8am most mornings and the queue is generally 5 to 10 cars long. Adding another 160 cars over an hour will surely not cause major congestion problems. The SCATS history data suggest a 2-minute wait time to turn off Epsom Ave, which should cause an additional 5 to 6 cars redistributed from Lyall St per cycle for the signals, or 20m longer queue. This seems quite manageable to me with traffic signal optimisation.</p>	<p>Noted.</p> <p>The model has coded in the existing speed humps along Moreing St.</p> <p>Any modifications to the car park access require Perth Airport/ PTA approval and not likely to be supported if existing convenience is compromised.</p> <p>Under LILO trial at Lyall St, there will be additional traffic movements on Epsom Ave.</p> <p>Staging of works to be confirmed and there will be ongoing traffic monitoring following any works.</p>
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<p>Short-term Recommendations:</p> <p>If the City choose to implement the revised LCURS treatments for Second St and Stanton Ave, it is important that the round-a-bout at Morrison Rd is not constructed until the LILO trial at Lyall St is complete. This is because the round-a-bout may restrict a LILO treatment at Morrison St, which I expect will be required with the Lyall St treatment in place.</p> <p>My preference for dealing with excess traffic on Lyall St is to close off Lyall St at GEH, which will also eliminate Morrison St as a rat-run route. The Transcore analysis of the option appears to have several flaws and should be redone.</p> <p>Moving traffic from Lyall St to Morrison St or Moreing St is not a reasonable outcome because there are parks in both streets and therefore a safety concern. If this is the outcome of the LILO trial, I would suggest the traffic should remain on Lyall St and the road closure considered further.</p>	
I support the short term plan and should follow advice of traffic engineers to sort out traffic and protect local residents and children. Thanks	Noted Support
I highly recommend the short term traffic solutions as this will have an immediate downswing in traffic numbers in Redcliffe ,specifically left turn in and out of lyall street on to stanton rd	Noted Support
I highly recommend the short term recommendations as outlined by the traffic experts, especially left in and left out of the corner of Lyall st and Stanton rd (no use getting traffic experts and not following there recommendations)	Noted Support
I agree with all the short term recommendations to be implemented ASAP.	Noted Support
Absolutely in favour of the recommendations put forth as short term solutions.	Noted Support
I support the traffic expert short term solutions in full. I agree that the speed humps on Stanton are not needed.	Noted Support
I support the traffic short term solutions and agree that there is no need for all the speed humps.	Noted Support
I 100% back the short term recommendations in the traffic report. The left in left out trial on Lyall is also supported as it stops traffic banking up on Stanton.	Noted Support

<p>Your medium and longer term solutions have nothing about road improvements instead advocating for more public transport. As someone who has to use Epsom daily and cannot use public transport to meet my needs this is useless. You needs to fix the Epsom/ Stanton/ Durban intersection. It's dangerous</p>	<p>Noted. Report recommends investigations at several intersections, including Epsom Ave/ Durban St and Stanton Rd in the short term.</p>
<p>Short term solutions - I don't believe a 40km speed limit is going to make the slightest difference on Stanton Road. People are already speeding on the road, so dropping it lower isn't a silver bullet.</p> <p>Perhaps if this was introduced with additional police presence it would not only reduce traffic but hopefully also crime.</p> <p>Something needs to be done urgently though because Stanton Road is out of control and unsafe.</p>	<p>Research evidence confirms the benefits of a sign posted 40 km/hr limit.</p>
<p>I strongly support the short term recommendation and think we should follow the traffic consultants ideas</p>	<p>Noted Support</p>
<p>It is clear the LILO turns at Lyall St will only shift the traffic problem to Moreing St then impacting the residents in this area. Redirecting a known traffic problem can not be a solution to appease the residents of Lyall St. It appears the West Redcliffe action group from Lyall St have influenced Redcliffe Area Traffic Study to the extent of shifting the problem to other streets which is a community concern.</p> <p>The traffic from the airport should flow on Stanton Rd through to Epsom and with potential upgrades on both roads to accommodate the traffic flow and this proposed LILO turns at Lyall will shift the known traffic problem to side streets off Stanton Rd. As action or a question should Moreing St residents form a action group to include LILO at Moreing St then as a result the traffic would flow to Epsom St as a main access road to Great Eastern Highway ?</p> <p>Short term solutions - Section 5.1.1 LILO Lyall St/Stanton Rd</p> <p>The network change options in the report states it will improve traffic operation and safety however there is no mention or comment relating to the existing children parks on Moreing St or Morrison St in this traffic study. Increasing the traffic on Moreing St increases the safety risk for the community and residents who use the park but no comment or concern in the study.</p> <p>Why is there a lack of safety focus in the traffic study for the expected increase in traffic near the local parks?</p> <p>5.5 Short term recommendations</p> <p>It is important for all recommendations in section 5.5 based on the study modelling on Stanton Rd proceed with all work completed together for success. If all the planned treatments are not completed together including the roundabout at Morrison St the proposed recommendations could amount to a failure of the traffic study based on the traffic modelling produced in the Traffic Analysis Report.</p> <p>When the treatment works on Stanton are complete in total then the</p>	<p>Noted.</p> <p>Report outlines rationale for combined preferred scenario.</p> <p>Staging of works to be confirmed.</p> <p>There will be ongoing traffic monitoring following any works to confirm if further traffic calming measures are required.</p>

recommended trial LILO on Lyall St should the commence and not before. Running the Lyall St trial prior to the treatments on Stanton could end up undervaluing the modelling produced in the study and the City of Belmont could be face with substantial community concern rather than a small number of residents from Lyall St.	
I would support a roundabout at the junction of Morrison and Stanton Roads, however I feel consideration also needs to be given to traffic travelling along Morrison road, adjacent to Maria Goretti school. There is a raised platform by the entrance to the school and at school drop off and pick up times, cars double park along Morrison road and also around the corner from Treffone street. These cars have absolutely no consideration for the people living in the area and completely block off access to Stanton street.	Noted. Short term recommendation for safety investigation of the Morrison St/ Treffone St/ Ryans Court intersection.
The short term solutions on Lyall street are ridiculous, they won't slow traffic, and cause residents to travel further to ingress and egress their residences. I have an unmodified 1989 Camaro, as it is, approaching the "raised" sections already in the area, I basically have to stop to negotiate them. Not to mention the added issues and pressure to be applied to Emergency Services and buses. Considering the amount of "traffic calming" currently happening in the City of Belmont, the City Engineer has either A) Lost their marbles, or B) Feel the need to justify their position.. I'm a recently retired Road train operator, and Veteran who has travelled extensively throughout Australia.. Belmont has ALWAYS made me shake my head.	Noted. Report outlines rationale for combined preferred scenario. Raised plateaus have a gentle gradient profile, with advance warnings and are supported by St John Ambulance.
I agree with the short term solutions proposed by the experts rather than the speed humps.	Noted Support
I support the short-term solutions of the traffic experts	Noted Support

<p>I am writing to express my strong support for the full implementation of the short-term traffic management measures recommended in the recent Redcliffe Traffic Study prepared by independent traffic engineering consultants, including the trial of left in left out at Lyall Street and Stanton Road.</p> <p>These recommendations represent a practical, evidence-based approach to improving safety, managing traffic flow, and protecting residential amenity in our local area. I am particularly supportive of the proposed trial of a left-in/left-out (LILO) treatment at Lyall Street, which will help reduce the volume of non-local traffic using the street as a cut-through route.</p> <p>Unfortunately, a misinformation campaign is circulating within the community claiming that the Lyall Street trial will result in an 89% increase in traffic on Moreing Street. This figure is misleading, as it reflects modelling where the LILO is applied in isolation, contrary to what is proposed.</p> <p>It would be both unfair and counterproductive for negative feedback about the Lyall Street trial to be given weight when it is based on misinformation. While all community input should be valued, it is essential that decisions remain grounded in accurate information and expert analysis. Undue influence from misleading claims risks compromising a well-considered, evidence-based response to genuine local traffic concerns</p> <p>The City's traffic consultants are clear: the LILO at Lyall will not happen in isolation. The preferred strategy involves implementing the LILO in combination with the Revised LCURS, which distributes traffic more evenly and reduces unintended impacts.</p> <p>When assessed as a combined strategy, the model shows that traffic volumes on Moreing Street increase by only 26% in the AM peak and 38% in the PM peak, significantly lower than the 89% figure being circulated Table 8 extract below. Moreover, these percentage increases are off a very low base of approximately 350 vehicles per day, following the installation of speed humps on Moreing Street in 2021. This highlights that the actual on-the-ground impact is likely to be modest.</p> <p>It is also worth noting that the modelling does not account for the existing five speed humps on Moreing Street, which have already proven effective in discouraging cut-through traffic and are likely to continue doing so.</p> <p>This independent consultants combined strategy is a balanced and well-considered response to local concerns. It not only addresses traffic volumes and queuing issues on Stanton Road but also provides immediate relief for residents while longer-term solutions are developed.</p> <p>In parallel, I urge the City to have a clear and proactive strategy in place to respond quickly to any unforeseen increases in traffic on streets without existing traffic calming, particularly Morrison Street,</p>	<p>Noted Support</p> <p>Model includes existing speed humps on Moreing St.</p> <p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required.</p>
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<p>Victoria Street and Boulder Avenue. Modelling shows that Boulder Avenue could experience a 100% increase in traffic volumes based solely on the Revised LCURS, in the absence of the Lyall Street LILO. This underscores the importance of early monitoring and readiness to act if needed. Consideration should also be given to prioritising the coordinated traffic calming measures already endorsed by Council under the Activity Centre Plan (Redcliffe Station), with implementation to involve meaningful community engagement and consultation with the Redcliffe DA6 community.</p> <p>I encourage the City to implement all short-term measures in full, particularly the Lyall Street trial, as recommended by the independent consultants.</p> <p>Thank you for your attention to this matter and for continuing to take a transparent, data-led approach to decision-making.</p>	
<p>I have read through the Transcore Redcliffe Area Traffic Study (March 2025)</p> <p>I fully support the revised LCURSP initiative especially the revised model including reducing the speed limit along Staton Road to 40kph. I hope that these findings can be implemented as soon as possible, given a small group of agitators have derailed a program that should have been applied more than 18months ago.</p>	<p>Noted Support</p>

<p>The short term solutions do not address how the proposed changes to Stanton road make the first (Morrison) and second street (Lyll) an obviously quicker option to get to Great Eastern Highway and thus increasing traffic and associated risks in a residential area.</p> <p>I am deeply concerned that by focusing purely on traffic calming along Stanton road, plus the implementation of a roundabout at Morrison Street will result in increased traffic on Morrison Street as an short cut to Great Eastern Highway.</p> <p>There is an obvious high risk to residents and children's safety with drivers being able to speed along Morrison Street in proximity to Selby Park that needs to be considered and factored into calming measures.</p> <p>There is also the implication of traffic cutting up residential streets including Drummond Street, Smiths Avenue, Victoria Street, O'Neill Parade and Miller Ave from Morrison and Lyall Street to avoid Stanton Road calming measures.</p> <p>Moreing Street has aggressive speed bumps already. The same treatment should be considered for Morrison in particular, where residents are already impacted by speeding traffic and anti-social driving (ie evidence of burn outs at the end of Smiths Avenue, O'Neill Parade and Miller Ave).</p>	<p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p>
<p>I agree with the short term recommendation and I believe we should be following the traffic consultates otherwise it means we would be paying them for nothing.</p>	<p>Noted Support</p>
<p>Long term solution investigating safety concerns at epsom/stanton/durban street intersection. Finding a resolution to the safety concerns and congestion at this intersection should be a matter of urgency and not something that is put off for potentially 6 years. Every day I travel down durban to this intersection for school drop off, and every morning I witness multiple near misses. Traffic banks up durban blocking off the intersection at leake Street. This intersection is also a cause for concern when it comes to the safety of children and other pedestrians. Durban street is used as a drag strip for those using it as a thorough fare to the dfo, airport or great Eastern highway. Surely the safety of residents of Durban, epsom, stanton and surrounds are of high enough importance to warrant an urgent review rather than putting this off for 6 years.</p>	<p>Epsom Ave/ Durban St and Stanton Rd recommended for investigation in the short term. Priority and timing of the upgrade work to be confirmed.</p>

<p>Frederick/Hardy/Durban is a rat run.*</p> <p>This needs urgent attention.</p> <p>* I do note the mods created at the Frederick/Hardy/Durban intersection which will modify how drivers use this intersection, however I'm not sure it will be enough!</p> <p>Durban street is a race track with drivers 'flying' through the roundabout at Keymer & is a major access point to Epsom & Stanton.</p> <p>Might I suggest that you also address where the problems originate (the cause) rather than only the outcome (Stanton).</p> <p>I do agree that other 'feed' roads from Great Eastern to Stanton need attention (local traffic only?).</p> <p>Finally, a roundabout at Morrison is inadequate - based on my experience of people using roundabouts (on Durban for example) it becomes a challenge for some drivers to get through it as quickly as possible! This will create a separate range of issues.</p> <p>Instead consider making Morrison accessible turning left to & from Stanton meaning traffic is not crossing lanes when entering Stanton.</p>	<p>Noted.</p> <p>Roundabouts are a proven treatment to improve traffic flows and safety.</p> <p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p>
<p>1. Existing Situation Traffic Report Appendix A (pg25-26)</p> <ul style="list-style-type: none"> - Those traffic numbers between GEH SW and Stanton via Epsom don't seem to imply 'rat-running' at all - they look like genuine demand between Belmont and the Redcliffe retail/airport areas, given the poor network permeability, especially after the Brearley cutoff to/from GEH. - Might want to double check the southbound on-ramp loop presumably morning numbers from GEH SW to Tonkin S (23, highlighted in blue) - they seem low, comparing to afternoon where it's labelled as 441. <p>2. Traffic Analysis Report Short Term</p> <p>As per my comment above, the poor network permeability highlights the importance of Stanton Rd as the connector between Belmont and Redcliffe retail/airport areas, and the proposal to aggressively traffic calm the road using speed compliance patrols and truck movement restrictions is both over-engineering and unproductive. There needs to be a realisations across councils and agencies that by discouraging/closing off certain routes would mean that traffic would still have to go there somehow, and they don't just simply go away to be forgotten. The more this is done, the worse the problem gets, as the poor permeability focuses the demand only on selected roads, and the pain not being shared across multiple accesses.</p> <p>Medium-Long Term</p> <p>Whilst it is true that Qantas will ultimately move its T3/4 operations to the central T1/2 precinct, there is still uncertainty in this as well as the increasing development of Redcliffe. We cannot simply be</p>	<p>Noted.</p> <p>Modelling is for optimal outcomes across the road network.</p> <p>Ongoing discussions with Perth Airport required.</p> <p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p>

<p>apathetic about this and rely on their move to not properly upgrade the road network, especially on Dunreath, Fauntleroy, GEH and ideally another connection between GEH and the Redcliffe area (similar to how Brearley had been connected previously).</p> <p>I initially scoffed at the consultant's assumption that the network traffic may not be affected as much when the additional development around Redcliffe is taken out in the long term, but then here's a thought: if no one is willing to commit on the serious upgrades needed for the area due to politics, funding (etc) for the long term, then maybe those developments should not be allowed to occur on those areas then. Not ideal of course - just applying realism.</p> <p>I do appreciate the complex issue here, but I hope this serves as a good 'lessons learnt' for both councils and transport agencies in general: if we are projecting for high growths in population/land use (and thus traffic demands), then don't:</p> <p>1) keep skimping on infrastructure (eg Tonkin-Dunreath interchange, which had to be intervened twice and won't be the last time - should have been a proper signalised interchange and even connect with the Belmont western end to begin with); and</p> <p>2) keep cutting road accesses and expect those traffic to just 'go away' - network permeability is critical in sharing the traffic load across the overall network. Rat-runs happen not only because of poor permeability, but also other parts of the network (eg GEH) not functioning efficiently. GEH will clearly worsen in the future as further widening/upgrades seem to be limited, and given that nearby road networks can't be widened/upgraded any further due to poor/ad-hoc planning, then perhaps another direct connection between GEH and Dunreath is your best bet in order to properly future-proof this precinct.</p> <p>Thank you for the opportunity to comment - all the best.</p>	
I support the traffic expert's short term proposal	Noted Support
Lyll street left in left out is a good idea to try out. Need to make it hard for out of area cars. So they use tonkin hwy	Noted Support
<p>One short term solution that seems to be missing regards Ben Street.</p> <p>Why not block right turn onto Ben Street from Gt Eastern Highway while travelling east? People can use the lights at Fauntleroy which have a long dedicated lane. It's abundantly clear that the people who use it most are just using the back streets to get onto Fauntleroy anyway for travel to the airport.</p> <p>The whole great eastern highway work from a few years ago sorted out every traffic inducing right turn except this one and it baffles me.</p>	<p>Ben St will be modified as part of GEH upgrade by MRWA. Ben St will remain unchanged at this stage.</p>

<p>I am concerned that the proposed changes to Stanton Road do not adequately address the potential increase in traffic on Morrison and Lyall Streets, which could become quicker routes to Great Eastern Highway. This may lead to increased traffic volume and associated risks in a residential area.</p> <p>Focusing solely on traffic calming along Stanton Road, along with the installation of a roundabout at Morrison Street, could unintentionally encourage drivers to use Morrison Street as a shortcut to Great Eastern Highway. This presents a significant safety risk to residents, particularly with speeding traffic near Selby Park, which is a high-traffic area frequented by children. These safety concerns must be factored into any proposed measures.</p> <p>Additionally, there is the potential for drivers to divert through nearby residential streets such as Drummond Street, Smiths Avenue, Victoria Street, O'Neill Parade, and Miller Avenue to avoid the changes on Stanton Road.</p> <p>It's worth noting that Moreing Street already has aggressive speed bumps in place, and I believe similar measures should be considered for Morrison Street. Residents here are already impacted by speeding and anti-social driving, as evidenced by burnouts at the ends of Smiths Avenue, O'Neill Parade, and Miller Avenue. The safety of all residents must be prioritized, and additional traffic-calming measures are essential to address these concerns.</p>	<p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p>
<p>We live on the corner of Stanton Road and Moreing Street Redcliffe. We believe the best solutions is to have have all three streets with left in left out along Stanton Road - left in left out on Moreing Street left in left out on Lyall Street left in left out on Morrison</p>	<p>Lyall St LILO is a trial under preferred scenario with revised LCURS.</p> <p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p>
<p>I think we should follow the short-term recommendations for the safety of the people living in the area as outlined by the traffic consultants</p>	<p>Noted Support</p>
<p>I wanted to show support for the short term plan the council has presented. I think this will decrease hazards on our roads and make it safer for everyone.</p>	<p>Noted Support</p>
<p>I strongly support the short term recommendations as recommended by the traffic consultants. As I think this will be the best strategy to prevent people using this area as a ratrun. If you require further information, please contact myself as I am passionate about this issue.</p>	<p>Noted Support</p>

I strongly support the short-term recommendations/solutions by the traffic experts in full.	Noted Support
I support short term recommendations including the trial on Lyall St.	Noted Support
I support the short term solution proposed, including the trial of left in/left out on Lyall Street. The traffic on Lyall is currently unsafe for all residents, the proposal will make a huge difference to the livelihood of residents especially children, therefore helping to gentrify our suburb. Thank you to the council for proposing a smart solution.	Noted Support
<p>This study does not give much hope for Redcliffe and the only beneficiary will be those in Lyall Street. This was suppose to be an entire area study resulting in something that would benefit everyone.</p> <p>Dunreath and Faunterloy</p> <p>It would seem that due to the errors or underestimation of traffic by the State government when firstly closing Brearley Avenue, then the installation of Dunreath Ave and Faunterloy Ave which were going to be access routes to the airport. it has resulted in the problem we now have in our area. Both of these roads were not addressed properly for traffic volumes as they should have been at the time of their installation. Now it would seem we are unable to push traffic back to these areas due to the congestion it will cause.</p> <p>Epsom Ave</p> <p>The traffic that builds on Stanton Rd which rat runs Redcliffe comes from those that do not live within the Belmont area. They come from places like Vic Park and beyond and the Western Suburbs and turn into either Hardey Rd or Epsom Rd. Nothing in this study has given any fixes to deter those from outside the area from coming down these two roads. The lack of deterrent for entering at Hardey and Epsom results in both of these streets having increased traffic. Of course those in Redcliffe that need to turn right at the Epsom Rd/Gt Eastern lights are also finding it difficult to get back to their homes. Sometimes you have to wait for four light changes as it is to get into Epsom Ave.</p> <p>Investigation</p> <p>The following that may have helped are only investigation: Investigate safety concerns and appropriate treatments at the following intersections: Those in bold may have served as a deterrent not to mention trying to achieve something for both Durban and Epsom rather than just reducing traffic from Lyall to redistribute everywhere else. Why can't this be included now?</p> <ul style="list-style-type: none"> • First Street/ Bulong Avenue • Victoria Street/ Moreing Street • Epsom Avenue/ Durban Street/ Stanton Road • Redcliffe Road/ Fauntleroy Avenue • Epsom Avenue/ Victoria Avenue • Second Street/ Kanowna Avenue, and • Morrison Street/ Treffone Street / Ryans Court. <p>Roundabout</p> <p>According to Mario Murphy the installation of a roundabout on Morrison Ed could take up to twoyears. This is because firstly lighting</p>	<p>Traffic study recommends safety investigations and upgrades at various intersections in the Redcliffe Area.</p> <p>Epsom Ave/ Durban St and Stanton Rd subject to a safety investigation in the short term.</p> <p>Priority and timing of the upgrade work to be confirmed</p> <p>Traffic signal timing adjustments are the responsibility of Main Roads WA. Review and optimisation of signals along GEH is a medium-term recommendation.</p> <p>Advocacy for speed compliance activity by WA Police is a short-term action.</p> <p>City can investigate noise concerns if they arise.</p> <p>City is reviewing lighting standards along Moreing St for possible upgrading.</p>

<p>would have to go in and secondly Main Roads would need to agree to it. Therefore any realistic assessment of how effective these measures have been wont be known for a significant period.</p> <p>Crosswalks We support the mentioned crosswalks although the one put near Lyall for the nursing home may not be used so much. The ones for the schools are very needed and will help for safety.</p> <p>Traffic Speed Reduction We support the speed reduction of Stanton Rd to 40 km an hour. With two schools(where the speed is already 40km hour during certain times) and two nursing homes on Stanton Rd this is justified for the safety of everyone and perhaps a deterrent for using Stanton Rd. Permanent speed cameras which is apparently too hard to organise would be the nail in the coffin for those outside of Belmont wanting to rat run through Redcliffe. We do not support a reduction of speed to 340 km an hour throughout Redcliffe as this only works for the honest people as there are not enough police to enforce it. Residents would not support police being used for this purpose instead of crime. Also to only penalise one area would not be fair and residents do not want such reductions all over Belmont. There is a push from the powers that be including some members of council who would like to see cars banished and bikes and public transport being the method of travel. The reality is this is not going to happen and furthermore many of our members will not use public transport due to safety concerns particularly after dark.</p> <p>LILLO on Lyall Street We think that this will increase traffic to other streets to keep the vocal minority quiet. Having done some travel testing over the last week we think that it is probably more likely that Moreing Street wont get as much traffic as suggested in the tables due to the large speed humps there. We think a more likely outcome would be traffic entering at Morrison and turning left onto either Smyths,Victoria, Drummond, O'Neill Pde or Miller Ave then turning left onto Lyall St to head to Great Eastern Hwy. The testing we have done suggests that this would be quicker than going via speed humps on Moreing St. Of course google maps (which council blames caused the problem with Stanton in the first place) will likely add this as the quickest route. It was stated previously by the vocal residents that speed cushions would be too noisy for those living on Stanton Rd so this was subsequently abolished. If the predicted traffic count for the increase on Moreing St is correct, what about the additional noise particularly in the early hours of the morning (as one of the complaints from the vocal minority on Lyall is traffic noise in the early hours) with additional traffic and work utes clunking over these large speed humps? Several residents along Moreing St have bedroom windows adjacent to those speed humps. Do these residents not count because the vocal minority's needs come before other residents? It should also be noted that the last speed bump on Moreing prior to Great Eastern at the corner of Miller Ave, has no lighting which was promised when it was implemented several years ago. Follow ups have been blamed on Western Power. If there is additional traffic this poses a further risk to residents. Further to that there is no lighting from the park to Great Eastern Hwy and the area is almost black which poses a risk to pedestrians who use the bus.</p> <p>Playgrounds</p>	<p>Ongoing traffic monitoring following any works to confirm if further traffic calming works required</p> <p>Trial period not confirmed.</p> <p>Epsom Ave/ Durban St and Stanton Rd subject to a safety investigation in the short term</p> <p>The City has ongoing discussions with Perth Airport and Main Roads WA, refer medium and long term recommended advocacy actions.</p>
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<p>Both Moreing St and Morrison Rd have playgrounds where children attend at the times which according to the provided tables are peak hours particularly afternoon,. Both parks are also used for dog walking. Any redistribution of traffic to both of these streets increases the risk to children and other park users.</p> <p>Lyall St Trial</p> <p>Given the wheels of local government do not move quickly, any trial of LILO should be for a set period, testing done and if residents are not happy with the outcome the plans for removal should be incorporated with the vote to implement such a trial. This is the only way certainty can be given for the residents throughout the area. It is not reasonable to expect residents who are impacted by this trial to have to wait for further submissions, costings, reports etc before any unsuccessful trial is over. This should be about all residents of the area not just Lyall St.</p> <p>Any trial for Lyall St, should not be implemented until after the Stanton Rd works have been completed. Implementing prior to this work being completed would certainly support the view held by many residents this is the silence the vocal minority and that their voices have been listened to at the expense of everyone else.</p> <p>Conclusion</p> <p>This traffic study overall is very disappointing for all Redcliffe residents,with the exception of Lyall St. The wider area is no better off. Epsom, Hardey and Durban will get no benefit other than potentially a share of the suggested 10% reduction on Stanton Rd. Residents waiting at Epsom and Hardey Rd lights will get no benefit as there is no deterrent to prevent outside use for airport travel so the right hand turn will still be queuing. Many residents will be worse off with traffic redistribution but of course they have not been as vocal have they? Investigations take years to do before anything is implemented. Any investigation one would have thought would have been done through this traffic study.</p> <p>The council needs to start lobbying for something to be done at Dunreath and Faunterloy so some of this traffic can be returned to where it was suppose to go in the first place. Has anyone spoken to Cassie Rowe since she clearly supported the closure of Brearley Avenue?</p> <p>This appears to us as nothing more than a bandaid cover for a few at the expense of the majority who gain nothing but are likely to be negatively impacted.</p>	
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Stakeholder Feedback	
St John Ambulance - no objection to the proposed trial and treatments	Noted support

<p>PTA - Please find Transperth's initial comments below:</p> <p>Short term recommendations</p> <p>Transperth has no concerns with the suggestion to reduce speed limits to 40km/h in the subject area.</p> <p>Bus movement from Depot to Redcliffe station: Advocacy to PTA for not using route via Ben Street, Great Eastern Highway (GEH), Coolgardie Avenue, First Street and Bulong Avenue for out of service movements</p> <ul style="list-style-type: none"> • Transperth has advised the Redcliffe Depot to avoid this 'out of service' route where possible however noting the above roads are gazetted roads available for public use. • Transperth recommends that City of Belmont and Transperth investigate options to improve operational bus movements between Redcliffe Depot and Redcliffe station via Redcliffe Rd, Fauntleroy Ave and Dunreath Rd. • Transperth will continue to work together with the City of Belmont for future treatments at intersections along bus routes to ensure both safety and quality public transport outcomes are met (for the below intersections). <ul style="list-style-type: none"> o Epsom Avenue/ Durban Street/ Stanton Road o Redcliffe Road/ Fauntleroy Avenue o Epsom Avenue/ Victoria Avenue o Second Street/ Kanowna Avenue o Morrison Street/ Treffone Street / Ryans Court. <p>Medium Term recommendations</p> <p>Public Transport Coordination: The City advocate to the PTA to synchronise bus and train timetables and schedules, and adjust bus frequency as necessary</p> <ul style="list-style-type: none"> • Bus feeder services at Redcliffe Station are currently designed to connect with the train timetable. Is this related to frequency improvements? More detail on what this recommendation is wanting to achieve would be useful. • Suggest that there is an opportunity for Transperth and City of Belmont to work together improve public transport infrastructure and reliability of services in the study area as well as promoting pedestrian accessibility to services. Transperth welcomes further discussions with the City of Belmont on what improvements can be made in the study area for public transport. <p>Long-term recommendations</p> <p>Transperth is supportive of the long-term recommendations although noting that improvements to pedestrian amenity and reliability for bus services (Transperth is able to provide data of where delays occur) should be an aim in the short to medium term to encourage patronage growth and modal shift to reduce traffic volumes. Transperth currently operates 2 high frequencies '900' series in the subject area as well as a circular bus route serving the airport precinct which aligns with the train frequency as well as several other feeder bus services.</p> <p>Investigate direct access to Great Eastern Highway from Bulong Avenue and Central Avenue</p> <p>Are these local road network changes proposed as part of Draft Redcliffe Precinct Improvement Scheme? More detail on how this aligns and access to Redcliffe Station would be useful.</p>	<p>Noted support and willingness to collaborative with the City on any issues.</p>
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<p>Redcliffe Primary School - • My feedback would be its great to see a crossing is being considered Stanton and Kanowna, Children crossing east of Kanowna Avenue, however this needs to be an automated crossing or its problematic due to staffing issues. This crossing is needed beyond school hours and would be beneficial for all bus users in the area.</p>	<p>Noted support</p>
<p>Perth Airport - Existing Situation Traffic Report Speed limits: Dunreath Dr is shown as 60km/h, however, Dunreath Dr is 50km/hr north of Brearley Ave</p> <p>Traffic Analysis Report Figure 4, proposed bus depot routes - Figure 4 is unclear in terms of the existing and proposed route between bus depot and Redcliffe Station. Perth Airport notes that the suggested route may have an impact to congestion during peak times. In addition, there would appear to be benefit for buses travelling from Redcliffe Station to the Bus depot to be able to turn out on the western leg of the Dunreath/Brearley Ave intersection (Redcliffe Station bus station) instead of Central Ave.</p> <p>Traffic Analysis Report Section 5.1.3 - Perth Airport supports the non- recommendation of Central Ave closure, esp. impacts on High St and carpark</p> <p>Traffic Analysis Report Section 5.1.4 Perth Airport supports the non- recommendation of Stanton Rd bridge closure, esp. impacts to Fauntleroy Ave</p> <p>Traffic Analysis Report Section 6, Paragraph 1 Perth Airport notes the report refers to Qantas relocating to Terminal 2. This is incorrect, a new terminal facility is proposed for Qantas in Airport Central.</p> <p>Traffic Analysis Report Section 7.2.1, Paragraph 3 Perth Airport does not support the assumption of 50% of undeveloped land in Airport West to be developed by 2041.</p> <p>Traffic Analysis Report Section 5.5 - Short term recommendations Perth Airport supports the proposed recommendations for traffic calming, children crossing and LILO treatment at Lyall St/Stanton Rd to be trialled.</p> <p>Traffic Analysis Report Section 6.1 - Medium term recommendations Perth Airport support the proposed medium term recommendations and will work with the City on development opportunities beyond consolidation of Terminals 3 and 4 to Airport Central.</p> <p>Traffic Analysis Report Section 6.1 - Medium term recommendations Perth Airport supports the proposed medium term recommendations and will work with the City in implementing sustainable transport plans, ensuring integration between the City and Perth Airport land leaves no gaps, suitable for active users.</p> <p>Traffic Analysis Report Section 7.2 - Perth Airport Typo, Perth Airport Master Plan 2026</p>	<p>Supportive and willing to collaborate on issues.</p>

<p>not 2020 is under review. Traffic Analysis Report Section 7.2 - Perth Airport Consolidation of T3-T4 to Airport Central to occur in 2031 not 2032. Traffic Analysis Report Section 7.2 - Perth Airport Perth Airport does not support the trip generation analysis undertaken that has underpinned 2041 findings. Perth Airport support working closely with CoB regarding future development plans to assess traffic issues in a robust manner. Perth Airport currently working to revise major upgrade proposal to reduce current and future congestion.</p>	
<p>Perth Airport- The proposed short and medium term improvements put forward by the City are supported by Perth Airport. As sustainable transport plans are refined Perth Airport would like to work closely with the City to ensure a seamless user experience for those transitioning between LGA boundaries is established. Perth Airport has concerns regarding the long term traffic assumptions underpinning the extent of future traffic issues. We appreciate the limited long term development planning information available and as this information is refined, we would like to work closely with the City to mitigate any future traffic impacts.</p> <p>Perth Airport would like to reiterate the major upgrades supporting Airport West shown within Figure 12 of the Traffic Analysis Report are subject to change and refinement.</p>	<p>Supportive and willing to collaborate on issues.</p>

<p>Main Roads WA - Here are some general comments on the City of Belmont "RATS" I have qualified these comments in relation to the Low Cost URSP and only to the Short Term up to 2032</p> <ul style="list-style-type: none"> • MRWA understands that the City undertook the "RATS" of their own accord and • that it's purpose was to model a number of scenarios in relation to traffic flow, taking into account changes in relation to developments and road network within the Redcliffe area. • Recommendations looked at short (up to 2032), medium (post 2032) and long term (beyond 2041) proposals. • The overall study area considered the area demarked by the dashed yellow line. (Perhaps consideration could have been given to having the area split in to two areas one mainly residential as defined by the light green and the second defined by remaining land which would take into account the airport proposals / development. (That said it is the cities option to determine the overall area for the study, and what outcomes they required to get out of the report)). <p>It is noted Community Feedback (3.1.8 – p14) highlighted the following points:</p> <ul style="list-style-type: none"> • Congestion • Through traffic ('rat running') • Speeding and • Safety concerns for all road users on local roads. <p>The report highlights - 5. Short Term – Scenario Considerations (p19)</p> <ul style="list-style-type: none"> • Left in / left out Lyall St / Stanton Rd • Cul-de-sac closure Bulong / Boorn St • Closure of Central Ave • Closure of Stanton Rd Bridge • Closure of Moering St, Lyall St and Boulder Ave at GEH <p>The report references 5.2.1 Low Cost URSP (p32) and references the proposal(s) for Stanton Rd and Second St. Note the Low Cost URSP is a Road Safety Program and not one to address traffic movement</p> <ul style="list-style-type: none"> • This area of Redcliffe had been identified as part of the Low Cost URSP areas to be treated No.10 in the SE Quadrant and No.4 for the LGA. • Stanton Road was chosen in discussions with the LGA (this was agreed in the early part of 2023), for it was seen as it would address safety around: - <ul style="list-style-type: none"> o Two Primary schools that front on to Stanton Road (either side of the bridge) § St Marria Goretti's Catholic School (with a Warden Crossing point just to the East of Morrison St) and § Redcliffe Primary School o And a 79 bedroom, aged care facility (Aegis Parkview) <p>The report goes on to highlight that the proposed Low Cost URSP measures do not significantly address / change the traffic volumes on the road network in the area (the program was never intended to address these issues as it is a Road Safety Program addressing FSI</p>	<p>Supportive. Comments only against short term LCURS up to 2032.</p> <p>The City adopted a holistic approach to combined modelling of the areas east and west of Tonkin Highway which is considered appropriate for the traffic movements across the Redcliffe and Airport Precincts.</p>
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<p>and speed).</p> <p>The report then references 5.2.2 (p35) Implementing revised Low Cost URSP treatments Stanton Rd and Second St</p> <ul style="list-style-type: none"> § Removal of the mid-block plateaus and introduction of raised safety plateau at Morrison St with a mini roundabout and the introduction of § Pedestrian crossing – west of Lyall St § Children's Crossing point west of Morrison St (removing the east located crossing point with Guard Control) and § Children's Crossing point east of Kanowna Ave <p>In reference to the suggested URSP treatments</p> <p>It must be stressed that the objective of the URSP is to, implement low-cost treatments in neighbourhood areas, at local intersections and on local roads to reduce fatalities and serious injuries, creating a safer environment for the community. The Low Cost program is not for addressing traffic flow / volumes, (it is a program to address FSI's and sites with the potential for crashes sites and reduction in traffic speed).</p> <p>I would highlight that the program does not facilitate</p> <ul style="list-style-type: none"> § Street Lighting § Drainage § Kerb realignment § Resurfacing § Cycling measures § Controlled crossings <p>The removal of mid-block plateaus on Stanton Rd would not fully address the vehicle speeds for 24/7 operation</p> <ul style="list-style-type: none"> § it is considered that it would be preferable to retain the mid block Plateaus § MRWA would support the introduction of raised safety plateau at Morrison St with a mini roundabout § Whilst MR supports the introduction of <ul style="list-style-type: none"> o Children's Crossing point west of Morrison St (Could be a Wombat Crossing) (removing the east located crossing point with Guard control) and o Children's Crossing point east of Kanowna Ave (Could be a Wombat Crossing) <p>Both of these would have to be discussed with the school, MR and police (if they are intended to have Guard Control and remove the existing)</p> <ul style="list-style-type: none"> § Pedestrian crossing – west of Lyall St (this is not supported by the Low Cost URSP and if the City wish to pursue this option then they would have to seek funding from elsewhere) 	
<p>St Maria Goretti's Catholic School - I am in favour of the Traffic Study and feel the recommendations are all very good. I particularly like the idea of the roundabout on Stanton Road. I am hoping that will assist in making traffic entering from Morrison Street more fluent thus reducing the congestion on Morrison Street.</p> <p>I am not convinced there is a need for a Children's Crossing on Stanton Road outside the school. I do not see many children crossing there. In saying this, I would be keen to give it a go as it may</p>	<p>Noted support</p>

encourage more to cross in that location.	
The main issue we are seeing now is the congestion on Morrison Street and the backlash that we are receiving from the Transperth Bus Drivers who are being held up.	

12.5 Policy Review: CP 11 Electoral Caretaker Period Policy

Voting Requirement	:	Absolute Majority
Subject Index	:	32/015
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	25/2/2025 Item 12.4 12/12/2023 Item 12.8
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To seek Council endorsement of the reviewed Caretaker Policy following legislative amendments.

Summary and key issues

In accordance with section 2.7(2)(b) of the *Local Government Act 1995 (WA)* (the Act), Council is to determine the local government's policies.

Amendments to the Act and *Local Government (Functions and General) Regulations 1996 (WA)* (the Regulations) restricts the types of decisions and activities that Council may undertake in the period from the close of nominations until the day after the election result is declared.

Officer Recommendation

That Council endorses:

1. The revised amended CP11 Electoral Caretaker Period as per Attachment 12.5.2.
2. Any further minor administrative amendments/layout changes as required prior to publication on website.

An absolute majority of Council is required

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

Should Council endorse the amended policy, the City's website will be updated.

Statutory environment

The *Local Government Act 1995 (WA)* section 1.4A states:

Section 1.4A. Caretaker period

- (1) In this Act — caretaker period, in relation to a local government, means a period that —
 - (a) begins at the close of nominations (as defined in section 4.49(a)) for a relevant election for the local government; and
 - (b) ends —

- (i) on the day after the day on which the returning officer declares the result of the relevant election under section 4.77; or
- (ii) if section 4.57(1) applies to the relevant election — on the day after the day on which the close of nominations falls; or
- (iii) if section 4.58(1) applies to the relevant election — on the day after the day on which the candidate dies.

(2) In subsection (1) —

relevant election means any of the following —

- (a) an ordinary election;
- (b) an inaugural election;
- (c) an election under section 4.11, 4.12, 4.13 or 4.14;
- (d) an election under section 4.15 after an election that is a relevant election under paragraph (a), (b) or (c) or this paragraph is declared invalid.

The restrictions on what local government may do during the caretaker period are contained in section 3.73 of the *Local Government Act 1995 (WA)* which states:

3.73. Restrictions on what local government may do during caretaker period

(1) In this section —

emergency means —

- (a) the occurrence, or imminent occurrence, of an event, situation or condition that is a hazard under the definition of that term in the Emergency Management Act 2005 section 3; or
- (b) a public health emergency as defined in the Public Health Act 2016 section 4(1);

land transaction has the meaning given in section 3.59(1);

major land transaction has the meaning given in section 3.59(1);

major trading undertaking has the meaning given in section 3.59(1);

significant act means any of the following —

- (a) making a local law (including making a local law to amend or repeal a local law);
- (b) entering into, or renewing or terminating, the contract of employment of the CEO or of a senior employee;

- (c) entering into a major land transaction;
 - (d) entering into a land transaction that is preparatory to entry into a major land transaction;
 - (e) commencing a major trading undertaking;
 - (f) entering into a contract, or other agreement or arrangement, in prescribed circumstances;
 - (g) inviting tenders in prescribed circumstances;
 - (h) deciding to do anything referred to in paragraphs (a) to (g);
 - (i) an act done under a written law or otherwise that is a prescribed act.
- (2) During a caretaker period, a local government must not do a significant act.
- (3) Subsections (4) to (6) apply despite subsection (2).
- (4) A local government may do a significant act during a caretaker period if —
- (a) the local government’s decision to do the significant act was made before the caretaker period; and
 - (b) any prescribed requirements are met.
- (5) A local government may do a significant act during a caretaker period if it is necessary for the local government to do the significant act during the caretaker period in order to comply with any of the following —
- (a) a written law;
 - (b) an order of a court or tribunal;
 - (c) a contractual obligation of the local government under a contract entered into by the local government before the caretaker period.
- (6) The Departmental CEO may authorise a local government to do a significant act during a caretaker period if the Departmental CEO is satisfied that it is necessary for the local government to do the significant act during the caretaker period —
- (a) because of an emergency; or
 - (b) to ensure the proper operation of the local government.

Local Government (Functions and General) Regulations 1996 (WA)

3A. Significant acts

- (1) In this regulation, references to paragraphs are to paragraphs of the definition of **significant act** in section 3.73(1) of the Act (unless otherwise indicated).
- (2) For the purposes of paragraph (f), entering into a contract is a significant act if either or both of the following apply —
- (a) under the contract, the local government is to, or is expected to, provide or receive consideration that is, or is expected to be —
 - (i) more than \$250 000 (in total); or
 - (ii) worth more than \$250 000 (in total);
 - (b) under the contract, the local government is to, or is expected to, acquire or dispose of property the market value of which is, or is expected to be, more than \$250 000 (in total).
- (3) If a local government intends to enter into 2 or more contracts in circumstances such that the desire to avoid the requirements of subregulation (2) is a significant reason for not dealing with the matter in a single contract, for the purposes of paragraph (f), entering into any of the contracts is a significant act.
- (4) In subregulations (2) and (3) —
- acquire** includes lease or license from another person;
 - contract** means a contract or other agreement or arrangement;
 - dispose** includes lease or license to another person;
 - property** includes any interest, or any share of an interest, in any property.
- (5) For the purposes of paragraph (g), inviting a tender is a significant act if the tender —
- (a) is required to be publicly invited under regulation 11(1) or 12(2); or
 - (b) would be required to be publicly invited under regulation 11(1) or 12(2) but for regulation 11(2).
- (6) For the purposes of paragraph (i), each of the following is a significant act —
- (a) each of the following under Part 3 Division 4 of the Act —
 - (i) establishing a regional local government;
 - (ii) amending the establishment agreement for a regional local government;

- (iii)winding up a regional local government, otherwise than at the direction of the Minister;
- (iv)withdrawing from a regional local government;
- (v) forming a regional subsidiary;
- (vi)amending the charter for a regional subsidiary;
- (vii)winding up, or withdrawing from, a regional subsidiary;
- (b) commencing the preparation of any of the following under the *Planning and Development (Local Planning Schemes) Regulations 2015* Part 3 —
 - (i) a local planning strategy;
 - (ii) an amendment to a local planning strategy;
 - (iii)a notice of revocation in respect of a local planning strategy;
- (c) passing a resolution of the kind referred to in the *Planning and Development (Local Planning Schemes) Regulations 2015* regulation 19(1);
- (d) passing a resolution of the kind referred to in the *Planning and Development (Local Planning Schemes) Regulations 2015* regulation 35(1) in relation to a complex amendment (as defined in regulation 34 of those regulations);
- (e) commencing a review of a local planning scheme under the *Planning and Development (Local Planning Schemes) Regulations 2015* regulation 65;
- (f) commencing the preparation of an instrument of repeal in respect of a local planning scheme under the *Planning and Development Act 2005* section 74(b);
- (g) doing either of the following under the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 2 Division 2 as that Division has effect as part of a local planning scheme of the local government —
 - (i) resolving to prepare or amend a local planning policy;
 - (ii) commencing the preparation of a notice of revocation in respect of a local planning policy;
- (h)publicly inviting persons to apply to join a panel of pre-qualified suppliers under Part 4 Division 3;
- (i) deciding to do anything referred to in paragraphs (a) to (h) of this subregulation.

- (7) Subregulation (6)(b) to (g) do not apply to anything done, and subregulation (6)(i) does not apply to a decision to do anything, for the purpose of complying with an order or notice given under the *Planning and Development Act 2005* section 76, 77A, 211 or 212.

[Regulation 3A inserted: SL 2023/102 r. 60.]

3B. Decisions taken before caretaker period

For the purposes of section 3.73(4)(b) of the Act, the local government must do the following before doing the significant act —

- (a) give local public notice of the local government’s intention to do the significant act, including —
 - (i) details of the significant act and the date on which the local government intends to do the significant act; and
 - (ii) details of the decision to do the significant act referred to in section 3.73(4)(a) of the Act and the date on which the decision was made;
- (b) provide a copy of the notice given under paragraph (a) to the Departmental CEO.

Background

Council adopted CP11 Electoral Caretaker Period at the December 2019 Ordinary Council Meeting (OCM) with minor reviews to the policy in 2022 and 2023. The introduction of s3.73 of the Act requires the policy to be amended.

The Act and the Regulations were amended in 2023 with s3.73 of the Act becoming operational on 1 July 2024 restricting what actions may be done by the local government during the caretaker period. Prior to this time, the local government through policy governed the matters that could be actioned during the caretaker period.

The caretaker period is the period from the close of nominations to the day after the election result is declared and applies to ordinary local government elections. In an ordinary local government election year, a caretaker period usually falls from early August to the Monday after the third Saturday in October. For the 2025 Election the caretaker period will begin at 4pm on 4 September 2025.

Following a procedural motion passed during the 25 February 2025 OCM to refer the item to an Information Forum, the matter was presented to elected members at an Information Forum in April 2025. As a result of the discussions held during this Information Forum, the amended policy was further revised and is now presented to Council for consideration.

Report

With the introduction of s3.73 of the Local Govt Act, several amendments to the policy are required as the new legislation now restricts what can be actioned during the caretaker period removing CEO discretion in a number of instances.

Under s3.73 (2) significant acts are not able to be undertaken during the Caretaker period. These include but are not limited to:

- CEO recruitment and termination
- Entering Contracts worth more than \$250,000 including acquiring or disposing of land
- Inviting tenders and applications to join pre-qualified supplier panels.
- Making a local law (including amending or repealing)
- Commencing a major trading undertaking
- Commencing, amending or revoking a local planning strategy
- Resolving to prepare, amend or revoke a local planning policy.

A local government may do a significant act if:

- the decision to proceed was made prior to the commencement of the caretaker period and local public notice is given or
- if it is required by law or court, or
- the local government is contractually obliged.

Amendments have also been made to the policy to clarify protocols to be followed:

- by candidates (including those elected members renominating)
- for City
 - events
 - publicity and promotional activities
- for website and social media content posted by the City.
- For discretionary community consultation.

A tracked change version of CP 11 is included at Attachment 12.5.1. A clean copy of the amended policy is included (refer Attachment 12.5.2).

At the 7 April 2025 Information Forum further information was presented to Elected Members with a series of questions asked and responded to.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	Electoral Caretaker Period Tracked Changes All Comments [12.5.1 - 9 pages]
2.	Electoral Caretaker Period Clean [12.5.2 - 7 pages]

Electoral Caretaker Period Policy

Policy Objective

~~This Policy establishes protocols for the purpose of preventing actual and perceived advantage or disadvantage to a candidate in a local government election due to the use of public resources or from decisions made by the Council or administration on behalf of the City during the period immediately prior to an election.~~

This policy establishes protocols ~~infor~~ the Caretaker Period, being the period leading up to, and ~~ending~~ immediately after to the Election day ensuring that major decisions which would bind an incoming Council are avoided where possible, preventing the use of public resources in ways that may be seen as advantageous to or promoting candidates.

~~To ensure~~ The policy ensures the City's activities, and those of Elected Members who are candidates in local government elections, are undertaken in a manner that supports a high standard of integrity during local government election periods.

Policy Statement

~~To ensure the City's activities, and those of Elected Members who are candidates in local government elections, are undertaken in a manner that supports a high standard of integrity during local government election periods.~~

Policy Detail

This policy applies to Elected Members, electoral candidates and employees of the City during a **Caretaker Period** and covers:

- Notices of Motions submitted by Elected Members; and De
- Decisions made by the Council;
- Promotional materials published by the City;
- Discretionary community consultation;
- Events and Functions held by the City;
- Use of the City's resources; and
- Access to information held by the City.

1. Caretaker Period Protocols – Decision Making

1.1 Notice of Caretaker Period and Policy requirements

The CEO will ensure that:

- a) Elected Members and employees are advised in writing of the impending **Caretaker Period** and Policy requirements at least 30 days prior to the close of nominations of the commencement of a **Caretaker Period**.
- b) Candidates are provided with a copy of this Policy at the time of their nomination for election, to ensure their awareness of the Policy requirements.

~~1.—Scheduling Major Policy Decisions~~Significant Acts

~~The CEO will use reasonable endeavours to ensure that during a Caretaker Period, unless Extraordinary Circumstances s.3.73(4) or s.3.73(5) apply:~~

- ~~a) Council or Committee agendas do not include any report or recommendation that if adopted would constitute a Major Policy Decision~~Significant Act.
- ~~b) Council forums, workshops or briefings, do not list for discussion any matter that relates to any Major Policy Decision~~Significant Act.

~~The CEO shall use reasonable endeavours to ensure that, unless Extraordinary Circumstances apply, Major Policy Decisions~~Significant Acts ~~are either:~~

- ~~a) Considered by the Council prior to the Caretaker Period; or~~
- ~~b) Scheduled for determination by the incoming Council following the close of the cCaretaker pPeriod, the Election Day.~~

1.2 Managing CEO Employment

~~Major Policy Decisions relating~~A Significant Act includes to the entering into, or renewing or terminating the contract of employment of the CEO
~~which recruitment or termination of the CEO and shall must not be undertaken during a Caretaker Period.~~

Nonetheless, Council in satisfaction of its obligations as the CEO's employer during a Caretaker Period may consider and determine:

~~c) May consider and determine:~~

- a) appointment of an Acting CEO, where necessary;
- ~~b) suspension or termination of the current CEO, but only where appropriate in all the circumstances and in accordance with the terms of the CEO's contract;~~
- ~~e)b)~~ the CEO's leave applications; or
- ~~d)c)~~ any other incidental employment matter associated with the CEO including finalisation of the CEO Annual Performance Appraisal process.

~~The City may do a Significant Act during a caretaker period as set out in s3.73 of the Local Government Act 1995.~~

~~May not initiate a new CEO recruitment process.~~

2. Caretaker Period Protocols – Candidates

2.1 Election process enquiries

All election process enquiries from candidates, including Elected Members who have nominated for re-election, will be directed to the Returning Officer, or where the matter is outside the responsibility of the Returning Officer, to the ~~CEO~~Director Corporate and Governance~~CEO~~.

2.2 Access to Information

Candidates, including Elected Members who have nominated for re-election, shall be provided with equitable access to the City's public information.

Elected Members nominating for re-election, may access information and assistance regarding the City's operations and Council matters during a **Caretaker Period**, but only to the extent necessary to perform their role as a Councillor and limited to matters currently relevant to the City.

Candidates, including Elected Members who have nominated for re-election, will **not** use or access City information, resources or employee resources and expertise for the purpose of gaining electoral advantage or disadvantage relevant to their own candidacy or any other person's candidacy.

All requests for information and advice from the City will be reviewed by the CEO. Where the subject of the information or advice is considered to relate to an election campaign matter, the CEO will have absolute discretion to determine if the information or advice is or is not provided. Where information is provided to one candidate, the CEO may determine if that information is also to be provided to all candidates, including candidates who are not current Elected Members.

2.3 Candidate Electoral Materials

~~C~~Candidates, including Elected Members who have nominated for re-election, ~~are prohibited~~shall not use any of the following elements comprising the City's official corporate branding including the City's:

a) official crest;

b) logo;

c) graphical devices (including "Joy", "River", "Star" and "Moon"); and/or

d) tagline "City of Opportunity";

so as to mimic or resemble the City's corporate brand in any Electoral Materials and any other form including but not limited to badge, nameplate, sticker, vehicle decoration, article of clothing or headwear; or in any way falsely represent ("pass off") such materials as being from, approved by or belonging to the City of Belmont.

from using the City's official crest, logo or colours in any Electoral Materials.

2.4 Media and Publicity

All ~~elected~~ Elected member ~~Member~~ requests for media advice or assistance during a Caretaker Period, will be referred to the CEO for review.

The CEO will only authorise ~~elected~~ Elected member ~~Member~~ access to media advice or assistance where, in the CEO's opinion, the subject matter is relevant to the City's objectives or operations and is not related to an election campaign purpose or issue, or to the elected member's candidacy or the candidacy of another person.

2.5 Elected ~~member~~ Member business cards and City printed materials

Elected Members must ensure that City business cards and printed materials are only used for purposes associated with their role of a Councillor, in accordance with ~~section s~~ 2.10 of the *Local Government Act 1995* (WA).

Elected Members s are prohibited from using City business cards or City printed materials that are not available as a public document at any time, including times outside a **Caretaker Period**, for any election campaign purpose, either in support of their own candidacy or the candidacy of another person.

2.6 Elected Member participation in Events and Functions

During a **Caretaker Period** Elected Members may continue to fulfil their role through attendance at Events and Functions hosted by external bodies.

2.7 Elected member delegates to external organisations

At any time, including times outside of a **Caretaker Period**, Elected Members who are the Council's appointed delegate to an external organisation, must not use their attendance at an external organisation's meeting, event or function for any purpose associated with an election campaign purpose, including recruiting campaign assistance or promoting their own candidacy or the candidacy of another person.

2.8 Elected ~~member~~ Member addresses/speeches

Excluding the Mayor and Deputy Mayor when fulfilling their functions prescribed in sections 2.8 or 2.9 of the *Local Government Act 1995* (WA), Elected Members who have nominated for re-election, are not permitted to make speeches or addresses during a **Caretaker Period** at events or functions organised or sponsored by the City, unless expressly authorised by the CEO.

In any case, the Mayor, Deputy Mayor and Elected Members shall not use any official speech or address at any function or event during a **Caretaker Period** to promote an election campaign purpose.

2.9 Elected member misuse of local government resources

Use of City resources by an ~~elected~~ Elected member ~~Member~~ for the purpose of persuading electors to vote in a particular way is a “misuse of Local Government resources” and a breach of Regulation Clause 17 of the Code of Conduct for Council Members, Committee Members and Candidates. Local Government (Model Code of Conduct) Regulations 2021.

This prohibition on misuse of local government resources for electoral purposes applies at all times and is not only applicable to a **Caretaker Period**.

For clarity, local government resources include, but are not limited to, employee time or expertise, equipment, stationery, hospitality, images, communications, services, reimbursements, vehicles and allowances provided by the City.

Note: Refer also to Policy 12—Governance Services to Elected Members—Local Government Election Year.

3. City Publicity and, Promotional and Civic Activities

Publicity campaigns and promotional activities during a **Caretaker Period** may be undertaken only for the purposes of:

- a) Promoting City services and activities, where such promotion does not relate to an electoral campaign matter and would otherwise be undertaken as part of normal operations; and
- b) Conducting the election and promoting elector participation in the election.

All other publicity and promotional activities of City initiatives will be, where reasonably practicable, avoided during the **Caretaker Period**, including the announcement of ~~Major Policy Decisions~~ a Significant Act made prior to the commencement of a **Caretaker Period** ~~or proposed to be made after a Caretaker Period.~~

The CEO may determine if Extraordinary Circumstances apply and if a Major Policy Decision announcement is necessary during a Caretaker Period.

4. Civic Events and Functions

The City will avoid the scheduling of Civic Events and Functions during a Caretaker Period, ~~so as to~~ prevent any actual or perceived electoral advantage that may be provided to Elected Members who have nominated for re-election, ~~with the exception of the Annual Mayoral Dinner.~~

Civic Events and Functions organised by the City and held during the Caretaker Period will be reduced to only those essential to the operation of the City and should not in any way be associated with any issues considered topical and relevant to the election or be used as a forum for political canvassing.

5. City Website and Social Media Content

5.1 The City's website and social media shall comply with the requirements of this Policy.

Website and social media content regarding Elected Members will be limited to: elected member names, contact details, membership of committees and Council appointments as City delegates on external committees and organisations.

5.2 New website or social media content which relates to Major Policy Decisions or election campaign issues will not be published during a Caretaker Period, ~~unless Extraordinary Circumstances apply.~~

5.3 Content posted by the public, candidates or Elected Members on the City's social media channels, which is considered by the CEO to be candidate election campaign material or to promote any candidate, will be removed.

6. Discretionary Community Consultation

Unless consultation is mandated under a written law or ~~Extraordinary Circumstances apply in accordance with s.3.73 of the~~ [Local Government Act 1995 \(WA\) Act](#), Public Consultation relevant to ~~Major Policy a Significant Act s Decisions~~ or potentially contentious election campaign issues will not be initiated in a manner that results in the consultation period being conducted immediately prior to, throughout or concluding during, a **Caretaker Period**.

Reference/Associated Documents

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

[Local Government \(Administration\) Regulations 1996 \(WA\)](#)

[Local Government \(Model Code of Conduct\) Regulations 2021 \(WA\)](#)

[Local Government \(Elections\) Regulation 1997 \(WA\)](#)

City of Belmont Code of Conduct for Council Members, Committee Members and Candidates

[Policy 12—Governance Services to Elected Members—Local Government Election Year](#)

Reference to Internal Procedure

Work Instruction – Electoral Caretaker Period

Definitions

'Caretaker Period' ~~is defined in s1.4A(1) means the period of time prior to an Election Day, specifically being the period from the close of nominations (37 days prior to the Election Day in accordance with s~~ refer to s1.4A.4.49(a) ~~of the Local Government Act 1995 (WA).) until 6.00pm on Election Day.~~

'CEO' means the Chief Executive Officer of the City.

'City' means the City of Belmont.

'Election Day' means the day fixed under the *Local Government Act 1995 (WA)* for the holding of any poll needed for an election, including but not limited to an extraordinary election.

'Electoral Material' means any election sign, advertisement, handbill, pamphlet, written correspondence such as a notice, letter, email, social media post, article or other written or visual communication or imagery in any form that is used for electioneering and/or intended or calculated to influence or affect an election result, but does not include:

1. an advertisement in a newspaper announcing the holding of a meeting (s.4.87 (3) of the *Local Government Act 1995 (WA)*); or
2. any materials exempted under Regulation 78 of the *Local Government (Elections) Regulations 1997 (WA)*; or
3. any materials produced by the City relating to the election process by way of information, education or publicity, or materials produced by or on behalf of the Returning Officer for the purposes of conducting an election.

'Events and Functions' means gatherings for the purpose of discussion, review, acknowledgement, communication, consultation, celebration or promotion, of any matter relevant to the City or its stakeholders and may take the form of conferences, workshops, forums, launches, promotional activities, social occasions such as dinners and receptions, including gatherings coordinated or facilitated by the City or an external entity.

~~**'Extraordinary Circumstances'** means a circumstance that requires the Council to make or announce a Major Policy Decision Significant Act during the Caretaker Period because, in the CEO's opinion, delaying the decision or announcement to occur after the Caretaker Period has reasonable potential to:~~

- ~~1. incur adverse legal, financial or reputational consequences;~~
- ~~2. increase legal, financial or reputational risk; or~~
- ~~3. cause detriment to the strategic objectives of the City.~~

~~**'Major Policy Decision'** means any decision:~~

~~Relating to the recruitment or termination of the CEO other than a decision to appoint an Acting CEO, or suspend the current CEO in accordance with the terms of any applicable contract of employment.~~

~~Relating to the City entering into a sponsorship arrangement with a total City contribution that would constitute Significant Expenditure, unless the expenditure is included in the current approved annual budget.~~

~~Relating to the City entering into a commercial enterprise as defined by section 3.59 of the *Local Government Act 1995*.~~

~~That would commit the City to Significant Expenditure or actions that, in the CEO's opinion, are significant to the City's operations, strategic objectives or will have significant impact on the community and funds have not been allocated in the annual budget.~~

~~To prepare a report, initiated by an Elected Member, candidate or member of the public that, in the CEO's opinion, may be perceived as or is actually an election campaign issue.~~

~~Initiated through a notice of motion by an Elected Member, where the effect of that motion will change the status quo or, in the CEO's opinion, may be relevant to the circumstances described in Clauses 1 to 5 above.~~

~~That would adopt a new policy, service or service level or significantly amends an existing policy, service or service level, unless the decision is necessary to comply with legislation or the requirements of a public authority.~~

~~That initiates or adopts a new local planning scheme, amendment to a local planning scheme or planning policy.~~

~~'**Significant Act**' refers to as defined underin s.3.73 (1) of the *Local Government Act 1995*~~

~~but does NOT include any decision necessary in response to an emergency, declared by either the State or Federal Government or by the Mayor in accordance with s.6.8(1)(c) of the *Local Government Act 1995*.~~

'Public Consultation' means a process which involves an invitation to individuals, groups, organisations or the wider community to provide comment on a matter, proposed action or proposed policy, but does not include statutory consultation or submission periods prescribed in a written law.

'Returning Officer' means the returning officer appointed under ~~section s.~~4.20 of the *Local Government Act 1995* [\(WA\)](#).

~~'**Significant Expenditure**' means expenditure that exceeds the tender threshold as prescribed in regulation 11(1) the *Local Government (Functions and General) Regulations 1996*.~~

This Policy is supported by:		
Policy No:	CP (number will be added by Governance) <u>11</u>	
Strategic Community Plan:	Goal 5: Responsible Belmont Strategy: 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations <u>Area: Performance: Desired Outcomes: 10 Effective leadership, governance and financial management</u> <u>Objective: 10.1 Deliver effective, fair and transparent leadership and governance</u>	
Delegation Register:	(Insert No. & Title) or n/a <u>N/A</u>	
Service Area:	Executive Services	
Policy Owner:	Manager Governance, Strategy and Risk and Legal	
Policy Stakeholder:	(Insert title of Officer(s)) <u>Chief Executive Officer</u>	
Amendment Status:		
Date of Amendment	Status of Amendment	Minute Item Reference
10/12/19	NEW	12.8
24/05/22	REVIEW - MINOR	12.7
<u>12/12/23</u>	<u>Review - None</u>	<u>-12.8</u>

Electoral Caretaker Period Policy

Policy Objective

This policy establishes protocols for the Caretaker Period, being the period leading up to, and ending immediately after the Election day ensuring that major decisions which would bind an incoming Council are avoided where possible, preventing the use of public resources in ways that may be seen as advantageous to or promoting candidates.

The policy ensures the City's activities, and those of Elected Members who are candidates in local government elections, are undertaken in a manner that supports a high standard of integrity during local government election periods.

Policy Detail

This policy applies to Elected Members, electoral candidates and employees of the City during a **Caretaker Period** and covers:

- Notices of Motion submitted by Elected Members;
- Decisions made by the Council;
- Promotional materials published by the City;
- Discretionary community consultation;
- Events and Functions held by the City;
- Use of the City's resources; and
- Access to information held by the City.

1. Caretaker Period Protocols – Decision Making

1.1 Notice of Caretaker Period and Policy requirements

The CEO will ensure that:

- a) Elected Members and employees are advised in writing of the impending **Caretaker Period** and Policy requirements at least 30 days prior to the close of nominations of the commencement of a **Caretaker Period**.
- b) Candidates are provided with a copy of this Policy at the time of their nomination for election, to ensure awareness of the Policy requirements.

1.2 Managing CEO Employment

A **Significant Act** includes the entering into, or renewing or terminating, the contract of employment of the CEO which must not be undertaken during a **Caretaker Period**.

Nonetheless, Council in satisfaction of its obligations as the CEO's employer during a Caretaker Period may consider and determine:

- a) appointment of an Acting CEO, where necessary;
- b) the CEO's leave applications; or
- c) any other incidental employment matter associated with the CEO including finalisation of the CEO Annual Performance Appraisal process.

2. Caretaker Period Protocols – Candidates

2.1 Election process enquiries

All election process enquiries from candidates, including Elected Members who have nominated for re-election, will be directed to the Returning Officer, or where the matter is outside the responsibility of the Returning Officer, to the CEO.

2.2 Access to Information

Candidates, including Elected Members who have nominated for re-election, shall be provided with equitable access to the City's public information.

Elected Members nominating for re-election, may access information and assistance regarding the City's operations and Council matters during a **Caretaker Period**, but only to the extent necessary to perform their role as a Councillor and limited to matters currently relevant to the City.

Candidates, including Elected Members who have nominated for re-election, will **not** use or access City information, resources or employee resources and expertise for the purpose of gaining electoral advantage or disadvantage relevant to their own candidacy or any other person's candidacy.

All requests for information and advice from the City will be reviewed by the CEO. Where the subject of the information or advice is considered to relate to an election campaign matter, the CEO will have absolute discretion to determine if the information or advice is or is not provided. Where information is provided to one candidate, the CEO may determine if that information is also to be provided to all candidates, including candidates who are not current Elected Members.

2.3 Candidate Electoral Materials

Candidates, including Elected Members who have nominated for re-election, shall not use any of the following elements comprising the City's official corporate branding including the City's:

- a) official crest;
- b) logo;
- c) graphical devices (including "Joy", "River", "Star" and "Moon"); and/or
- d) tagline "City of Opportunity";

so as to mimic or resemble the City's corporate brand in any Electoral Materials and any other form including but not limited to badge, nameplate, sticker, vehicle

decoration, article of clothing or headwear; or in any way falsely represent (“pass off”) such materials as being from, approved by or belonging to the City of Belmont.

2.4 Media and Publicity

All Elected Member requests for media advice or assistance during a Caretaker Period, will be referred to the CEO for review.

The CEO will only authorise Elected Member access to media advice or assistance where, in the CEO’s opinion, the subject matter is relevant to the City’s objectives or operations and is not related to an election campaign purpose or issue, or to the elected member’s candidacy or the candidacy of another person.

2.5 Elected Member business cards and City printed materials

Elected Members must ensure that City business cards and printed materials are only used for purposes associated with their role of a Councillor, in accordance with s.2.10 of the *Local Government Act 1995 (WA)*.

Elected Members are prohibited from using City business cards or City printed materials that are not available as a public document at any time, including times outside a **Caretaker Period**, for any election campaign purpose, either in support of their own candidacy or the candidacy of another person.

2.6 Elected Member participation in Events and Functions

During a **Caretaker Period** Elected Members may continue to fulfil their role through attendance at Events and Functions hosted by external bodies.

2.7 Elected member delegates to external organisations

At any time, including times outside of a **Caretaker Period**, Elected Members who are the Council’s appointed delegate to an external organisation, must not use their attendance at an external organisation’s meeting, event or function for any purpose associated with an election campaign purpose, including recruiting campaign assistance or promoting their own candidacy or the candidacy of another person.

2.8 Elected Member addresses/speeches

Excluding the Mayor and Deputy Mayor when fulfilling their functions prescribed in sections 2.8 or 2.9 of the *Local Government Act 1995 (WA)*, Elected Members who have nominated for re-election, are not permitted to make speeches or addresses during a **Caretaker Period** at events or functions organised or sponsored by the City, unless expressly authorised by the CEO.

In any case, the Mayor, Deputy Mayor and Elected Members shall not use any official speech or address at any function or event during a **Caretaker Period** to promote an election campaign purpose.

2.9 Elected member misuse of local government resources

Use of City resources by an Elected Member for the purpose of persuading electors to vote in a particular way is a “misuse of Local Government resources” and a breach of Clause 17 of the *Code of Conduct for Council Members, Committee Members and Candidates*.

This prohibition on misuse of local government resources for electoral purposes applies at all times and is not only applicable to a **Caretaker Period**.

For clarity, local government resources include, but are not limited to, employee time or expertise, equipment, stationery, hospitality, images, communications, services, reimbursements, vehicles and allowances provided by the City.

3. City Publicity and Promotional Activities

Publicity campaigns and promotional activities during a **Caretaker Period** may be undertaken only for the purposes of:

- a) Promoting City services and activities, where such promotion does not relate to an electoral campaign matter and would otherwise be undertaken as part of normal operations; and
- b) Conducting the election and promoting elector participation in the election.

All other publicity and promotional activities of City initiatives will be, where reasonably practicable, avoided during the **Caretaker Period**, including the announcement of a **Significant Act** made prior to the commencement of a **Caretaker Period**.

4. Civic Events and Functions

The City will avoid the scheduling of Civic Events and Functions during a Caretaker Period to prevent any actual or perceived electoral advantage that may be provided to Elected Members who have nominated for re-election.

Civic Events and Functions organised by the City and held during the Caretaker Period will be reduced to only those essential to the operation of the City and should not in any way be associated with any issues considered topical and relevant to the election or be used as a forum for political canvassing.

5. City Website and Social Media Content

5.1 The City's website and social media shall comply with the requirements of this Policy.

Website and social media content regarding Elected Members will be limited to elected member names, contact details, membership of committees and Council appointments as City delegates on external committees and organisations.

- 5.2 New website or social media content which relates to Major Policy Decisions or election campaign issues will not be published during a Caretaker Period.
- 5.3 Content posted by the public, candidates or Elected Members on the City's social media channels, which is considered by the CEO to be candidate election campaign material or to promote any candidate, will be removed.

6. Discretionary Community Consultation

Unless consultation is mandated under a written law or in accordance with s.3.73 of the *Local Government Act 1995 (WA)*, Public Consultation relevant to a Significant Act or potentially contentious election campaign issues will not be initiated in a manner that results in the consultation period being conducted immediately prior to, throughout or concluding during, a **Caretaker Period**.

Reference/Associated Documents

Local Government Act 1995 (WA)

Local Government (Administration) Regulations 1996 (WA)

Local Government (Model Code of Conduct) Regulations 2021 (WA)

Local Government (Elections) Regulation 1997(WA)

City of Belmont Code of Conduct for Council Members, Committee Members and Candidates

Reference to Internal Procedure

Work Instruction – Electoral Caretaker Period

Definitions

'Caretaker Period' is defined in s1.4A(1) of the *Local Government Act 1995 (WA)*.

'CEO' means the Chief Executive Officer of the City.

'City' means the City of Belmont.

'Election Day' means the day fixed under the *Local Government Act 1995 (WA)* for the holding of any poll needed for an election, including but not limited to an extraordinary election.

'Electoral Material' means any sign, advertisement, handbill, pamphlet, written correspondence such as a notice, letter, email, social media post, article or other written or visual communication or imagery in any form that is used for electioneering

and/or intended or calculated to influence or affect an election result, but does not include:

1. an advertisement in a newspaper announcing the holding of a meeting (s.4.87 (3) of the *Local Government Act 1995 (WA)*); or
2. any materials exempted under Regulation 78 of the *Local Government (Elections) Regulations 1997 (WA)*; or
3. any materials produced by the City relating to the election process by way of information, education or publicity, or materials produced by or on behalf of the Returning Officer for the purposes of conducting an election.

‘Events and Functions’ means gatherings for the purpose of discussion, review, acknowledgement, communication, consultation, celebration or promotion, of any matter relevant to the City or its stakeholders and may take the form of conferences, workshops, forums, launches, promotional activities, social occasions such as dinners and receptions, including gatherings coordinated or facilitated by the City or an external entity.

‘Significant Act’ is defined in s.3.73 (1) of the *Local Government Act 1995*

‘Public Consultation’ means a process which involves an invitation to individuals, groups, organisations or the wider community to provide comment on a matter, proposed action or proposed policy, but does not include statutory consultation or submission periods prescribed in a written law.

‘Returning Officer’ means the returning officer appointed under s.4.20 of the *Local Government Act 1995 (WA)*.

This Policy is supported by:	
Policy No:	CP (11)
Strategic Community Plan:	Area: Performance: Desired Outcomes: 10 Effective leadership, governance and financial management Objective: 10.1 Deliver effective, fair and transparent leadership and governance
Delegation Register:	N/A
Service Area:	Executive Services
Policy Owner:	Manager Governance and Legal
Policy Stakeholder:	Chief Executive Officer
Amendment Status:	

Date of Amendment	Status of Amendment	Minute Item Reference
10/12/19	NEW	12.8
24/05/22	REVIEW - MINOR	12.7
12/12/23	Review - None	12.8

12.6 Local Government Act 1995 (WA) Reforms - Committees of Council

Voting Requirement	:	Absolute Majority
Subject Index	:	76/019
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To endorse changes to the Standing Committee (Audit and Risk) and Executive Committee following enacted and proposed legislative changes to the *Local Government Act 1995 (WA)* (the Act).

Summary and key issues

Effective 7 December 2024, s5.12 of the Act was amended to now require Council to appoint Presiding Members and Deputy Presiding Members of Committees. Under the transitional provisions of the Act, the Presiding Member and Deputy Presiding Member of any committee must be appointed by no later than 1 July 2025 with Deputy Presiding Members having a similar timeframe.

The Executive Committee falls under the amendments to the Act which have been enacted but not proclaimed as yet. The amendments affect the operation, name and composition of the Standing Committee (Audit and Risk) and the Executive Committee. It is a requirement under the Act that the terms of reference for any committee of Council be reviewed prior to the ordinary local government elections in October 2025.

Officer Recommendation

That Council:

1. Endorses the change of name of the Standing Committee (Audit and Risk) to Audit, Risk and Improvement Committee with effect from 1 July 2025.
2. Endorses the current Elected Members, Presiding Member, Deputy Presiding Member and Independent Member on the Standing Committee (Audit and Risk) to continue in those roles as members of the Audit, Risk and Improvement Committee with effect from 1 July 2025 until 18 October 2025.
3. Endorses the Terms of Reference for the Audit, Risk and Improvement Committee (refer Attachment 12.6.1).
4. Abolishes the Executive Committee as of 30 June 2025.
5. Approves the establishment of a CEO Performance Review Panel (as per Clause 16 of the Standards for CEO Recruitment, Performance and Termination) with effect from 1 July 2025 with membership comprising all Elected Members.

An absolute majority of Council is required

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 5.12 of the Act was amended effective 7 December 2024 and states:

- (1) The local government must appoint* a member of a committee to be the presiding member of the committee.
- (2) The local government may appoint* a member of a committee to be the deputy presiding member of the committee.

*Absolute majority required

Under the transitional provisions of the Act, the Presiding Member of any committee must be appointed no later than 1 July 2025 with Deputy Presiding Members having a similar timeframe.

Section 44 of the *Local Government Amendment Act 2024 (WA)* (Amendment Act 2024), states section 5.23(1) of the Act will be amended as follows:

- (1) The following are to be open to members of the public –
 - (a) all council meetings;
 - (b) all meetings of a committee

Section 87 of the Amendment Act 2024, states section 7.1A of the Act will be deleted and the following inserted:

7.1A Establishment of audit, risk and improvement committee

- (1) A local government must establish a committee of its council under section 5.8 to be called the audit, risk and improvement committee.
- (2) The following provisions apply in respect of the membership of the audit, risk and improvement committee –
 - (a) an employee of the local government is not to be a member;
 - (b) no member is to be nominated by, or is to be appointed to represent, any employee of the local government;
 - (c) section 5.10(1)(b) does not apply.
- (3) The presiding member of the audit, risk and improvement committee cannot be a council member of the local government or of any other local government.
- (4) Any deputy presiding member of the audit, risk and improvement committee cannot be a council member of the local government or of any other local government.

7.1B. Deputy of presiding member or of deputy presiding member

- (1) The local government must appoint a person under section 5.11A to be a deputy of the presiding member of the audit, risk and improvement committee.
- (2) In addition to the requirement of section 5.11A(2)(c), the deputy of the presiding member cannot be a council member of any other local government.
- (3) If section 5.14 applies to a meeting of the audit, risk and improvement committee, the committee members present at the meeting must choose the deputy of the presiding member, if present, to preside at the meeting.

- (4) If the local government appoints a person under section 5.11A to be a deputy of the deputy presiding member of the audit, risk and improvement committee, in addition to the requirement of section 5.11A(2)(c), the appointed deputy cannot be a council member of any other local government.

Clause 16.1(a) of the City of Belmont's Standards for CEO Recruitment, Performance and Termination states:

1. The local government and the CEO must agree on —
 - a. the process by which the CEO's performance will be reviewed;

Background

The Amendment Act 2024 introduced changes to the Act, some of which have been proclaimed and implemented with others awaiting proclamation. It is anticipated that regulations supporting the amendments will be introduced to State Parliament shortly with changes taking effect following the elections in October this year.

This report focuses on the changes required to Committees under the amended Act which impact the City's Standing Committee (Audit and Risk) and Executive Committee. Changes to the Act (at section 5.23) requiring committees being open to the public are not expected to commence until the new Inspectorate is established.

Report

Standing Committee (Audit and Risk)

Section 87 of the Amendment Act 2024, amends section 7.1A(1) of the Act to state that a local government must establish a committee of council called the audit, risk and improvement committee.

Consistent with the wording of section 7.1A(1) of the Act, it is proposed to rename the Standing Committee (Audit & Risk) to the Audit, Risk and Improvement Committee (ARIC) and make this effective as of 1 July 2025 ready for the effective start of the new provisions.

The terms of reference for the Standing Committee (Audit & Risk) have been amended to reflect the proposed new title of the Committee from 1 July 2025 (refer Attachment 12.6.1). A full review of the Terms of Reference for the Committee will take place when the further changes proposed by the Amendment Act 2024 including any changes to the *Local Government (Administration) Regulations 1996* (WA) are proclaimed.

Section 5.12 of the Act was amended effective 7 December 2024 and requires Council to appoint Presiding Members and Deputy Presiding Members of

Committees. Under the transitional provisions of the Act, the Presiding Member and Deputy Presiding Members of any committee must be appointed no later than 1 July 2025.

It is proposed that Council appoint the current members, Presiding Member, Deputy Presiding Member and Independent Member of the Standing Committee (Audit & Risk) to continue in those roles until the Local Government election in October 2025.

The current membership is as follows:

- Cr Kulczycki (Presiding Member)
- Cr Sekulla (Deputy Presiding Member)
- Mayor R Rossi (Ex Officio)
- Cr Ryan
- Cr Davis
- Ms S Zulsdorf (Independent Member)

As all committee memberships will become vacant following the Local Government elections in October this year, it is proposed that the City advertise for an Independent Presiding Member (IPM) and a Deputy Independent Presiding Member (DIPM) (who will act as deputy for the IPM (refer 7.1B(1) above)) for the ARIC to align with the new requirements of s7.1A.

The proposed term of office for these appointments is 2 years commencing 21 October 2025.

The current Independent Person position term is due to expire on 18 October 2025.

A report will be prepared for Council on the appointment of the IPM and DIPM to be considered at the Special Council Meeting on Monday, 20 October 2025 following the Local Government election. This Special Council Meeting will also appoint the membership of the ARIC.

Executive Committee

The Executive Committee's prime function is to conduct the recruitment and performance review of the Chief Executive Officer (CEO) (see Attachment 12.6.2 – Executive Committee Terms of Reference).

Clause 16 of the City's Standards for CEO Recruitment, Performance and Termination (Standards) states that the local government and the CEO must agree on the process by which the CEO's performance will be reviewed.

Under the amended Act, the Executive Committee meeting will become a public meeting and livestreamed. This will incur additional overtime costs for Rangers, Governance and IT staff to attend the meeting for security/public attendance, livestreaming, and minute taking.

Due to the confidential nature of these reviews, the Executive Committee would be open to the public for a very short period of time, before being closed to discuss the confidential performance review.

It is therefore proposed that the Executive Committee be abolished and a CEO Performance Review Panel (Panel) be established as permitted under the Standards. The Panel will report to Council.

It is proposed that the membership of the Panel is made up of all Elected Members.

The Panel would have the same duties and responsibilities as set out in the Executive Committee's Terms of Reference, except for the following which will be removed:

"6. Ensure sanctions ordered by the Standards Panel for a minor breach are complied with."

This will not form part of the Panel's Terms of Reference as this responsibility will be taken over by the Office of the Local Government Inspector.

Financial implications

The sitting fees for the IPM and DIPM of the ARIC will be set by the Salaries and Allowances Tribunal. Although the fees have not yet been set, it is anticipated that sufficient funds are available in the City's operating budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	Terms of Reference Audit Risk and Improvement Committee [12.6.1 - 4 pages]
2.	Terms of Reference - Executive Committee [12.6.2 - 2 pages]

TERMS OF REFERENCE
~~STANDING COMMITTEE (AUDIT AND RISK)~~ AUDIT, RISK AND
IMPROVEMENT COMMITTEE

LAST UPDATED: Ordinary Council Meeting ~~26 March 2024~~

Purpose

To assist the Council to discharge its responsibilities with regard to the exercise of due care and diligence in relation to the reporting of financial information, the application of accounting policies, and the management of the financial affairs of the City of Belmont (City) in accordance with the provisions of the *Local Government Act 1995* and associated Regulations including an assessment of the management of risk.

The Committee is a formally appointed Committee of Council and is responsible to that body. The Committee does not have executive powers or authority to implement actions in areas over which the Chief Executive Officer (CEO) has legislative responsibility and does not have any delegated power from Council. The Committee does not have any management functions and cannot involve itself in management processes or procedures.

The Committee is to report to Council and provide appropriate advice and recommendations on matters relevant to its terms of reference in order to facilitate informed decision making by Council in relation to the legislative functions and duties of the City that have not been delegated to the CEO.

Objective

The primary objective of the ~~Standing Committee (Audit and Risk)~~ **Audit, Risk and Improvement Committee** is to accept responsibility for the annual external audit and liaise with the Office of the Auditor General (OAG) so that Council can be satisfied with the performance of the City in managing its financial affairs.

Reports from the Committee will assist Council in discharging its legislative responsibilities of governing the City's affairs, performing the City's functions, determining the City's policies and overseeing the allocation of the City's finances and resources. The Committee will ensure openness in the City's financial reporting and will liaise with the CEO to ensure that effective management of the City's financial accounting systems and compliance with legislation.

The Committee is to facilitate:

- The enhancement of the credibility and objectivity of internal and external financial reporting;
- Effective management of financial and other risks and the protection of Council assets;
- Compliance with laws and regulations as well as use of best practice guidelines relative to the appropriateness and effectiveness of the City's

systems and procedures for risk management, internal control and legislative compliance;

- The coordination of the internal audit function with the external audit; and
- The provision of an effective means of communication between the external auditor, internal auditor, the CEO and Council.

Duties and Responsibilities

The duties and responsibilities of the Committee members will be to –

1. Internal and External Audit Planning and Reporting

- a. Provide guidance and assistance to Council as to carrying out the functions of the City in relation to audits;
- b. Meet with the auditor once in each year and provide a report to Council on the matters discussed and outcome of those discussions;
- c. Liaise with the CEO to ensure that the City does everything in its power to-
 - i. Assist the auditor to conduct the audit and carry out his or her duties under the *Local Government Act 1995*; and
- d. Examine the reports of the auditor after receiving a report from the CEO on the matters and –
 - i. Determine if any matters raised require action to be taken by the City; and
 - ii. Ensure that appropriate action is taken in respect of those matters;
- e. Review the report prepared by the CEO on any actions taken in respect of any matters raised in the report of the auditor and presenting the report to Council for adoption prior to the end of the next financial year or 6 months after the last report prepared by the auditor is received, whichever is the latest in time;
- f. Review the scope of the audit plan and program and its' effectiveness;
- g. Review the appropriateness of special internal audit assignments undertaken by internal audit at the request of the Council or CEO;
- h. Review the level of resources allocated to internal audit and the scope of its authority;
- i. Facilitate liaison between the internal and external auditor to promote compatibility to the extent appropriate, between their audit programs.
- j. Support the auditor as required and have functions to oversee:
 - i. the implementation of audit recommendations made by the auditor, which have been accepted by Council; and
 - ii. Accepted recommendations arising from reviews of the City's systems and procedures

2. Financial Management

- a. Review reports of internal audits and by monitoring the implementation of recommendations made by the audit and reviewing the extent to which Council and management reacts to matters raised;
- b. Review the City's draft annual financial report, focusing on –
 - i. Accounting policies and practices;
 - ii. Changes to accounting policies and practices;
 - iii. The process used in making significant accounting estimates;
 - iv. Significant adjustments to the financial report (if any) arising from the audit process;
 - v. Compliance with accounting standards and other reporting requirements; and significant variances from prior years;
- c. Consider and recommend adoption of the annual financial report to Council. Review any significant changes that may arise subsequent to any such recommendation but before the annual financial report is signed;
- d. Address issues brought to the attention of the Committee, including responding to requests from Council for advice that are within the parameters of the Committee's terms of reference.

3. Legislative Compliance

- a. Seek information or obtain expert advice through the CEO on matters of concern within the scope of the Committee's terms of reference following authorisation from Council.
- b. Review the annual Statutory Compliance Audit Return and make a recommendation on its' adoption to Council;
- c. Review and submit to Council reports prepared by the CEO on the results of the review of appropriateness and effectiveness of systems and procedures in relation to:
 - i. Risk management;
 - ii. Internal controls; and
 - iii. Legislative compliancewhich are each subject to review not less than once-in every three financial years.
- d. Review and submit to Council reports prepared on the results of industry comparison reports (i.e. OAG, Department of Local Government, Sport and Cultural Industries, Public Sector Commission, Corruption and Crime Commission and other enquiries).

4. Risk Management

- a. At least once every year consider a report in relation to the management of risk within the City and satisfy itself that appropriate controls and processes are in operation and are adequate for dealing with the risks that impact on the City.
- b. To examine and consider the transfer of risk through an annual review of Council's insurances.
- c. To address any specific requests referred to it from Council in relation to issues of risk and risk management.

Membership

1. The membership of the Committee shall comprise the Mayor (Ex Officio) and an Elected Member from each of the four wards. The Elected Members being determined by nomination and if necessary, a ballot conducted at the Special Council Meeting following the City's ordinary election;
2. The membership of the Committee shall also comprise of an independent member who is to be appointed for a term of two years to expire immediately prior to the next City ordinary election. This independent member is not to be a staff member or Elected Member.
3. If a vacancy on the Committee occurs for whatever reason, then Council shall appoint a replacement in accordance with the same arrangements as for the original appointment set out in 1 and (if considered appropriate) 2 above.

Staff Attendees

The following staff will attend Committee meetings to provide technical support and advice:

- Chief Executive Officer;
- Senior Internal Auditor;
- Director Corporate and Governance;
- Manager Finance, as required;
- Manager Governance and Legal, as required;
- Coordinator Business Planning, Improvement and Risk as required; and
- Additional staff where relevant to the agenda, with Director approval.

Other Attendees

Relevant persons may be invited to attend and address or advise the Committee, within the ambit of its scope and where necessary with the approval of the Director Corporate and Governance and the Presiding Member.

Meetings

The Committee shall have flexibility in relation to when it needs to meet, but as a minimum shall meet twice a year. It is the responsibility of the Presiding Member to call the meetings of the Committee.

TERMS OF REFERENCE

EXECUTIVE COMMITTEE

LAST UPDATED: Ordinary Council Meeting 26 March 2024

Purpose

The Committee is to report to Council and provide appropriate advice and recommendations on matters relevant to its terms of reference in order to facilitate informed decision making by Council in relation to the legislative functions and duties of the local government that have not been delegated to the Chief Executive Officer (CEO).

The Committee is a formally appointed committee of Council and is responsible to that body. The Committee does not have executive powers or authority to implement actions in areas over which the CEO has legislative responsibility and does not have any delegated power from Council. The Committee does not have any management functions and cannot involve itself in management processes or procedures.

Objective

The primary objective of the Executive Committee is in all circumstances, to obtain and consider sufficient information to make unbiased, objective recommendations to Council on CEO appointments, contract reviews/renewals, performance and remuneration reviews in accordance with the City of Belmont 'Standards for CEO Recruitment Performance and Termination'. The Executive Committee will also monitor sanctions ordered by the Standards Panel for minor breaches pursuant to the *Local Government Act 1995*.

Reports from the Committee will assist Council in discharging its legislative responsibilities of governing the local government's affairs.

Duties and Responsibilities

The duties and responsibilities of the Committee members will be to –

1. Make recommendations to Council on CEO performance reviews;
2. Review and recommend annual goals and targets for the CEO against key result areas to Council for consideration;
3. Make recommendations to Council on CEO remuneration reviews and assessments;
4. Make recommendation to Council on CEO appointments;
5. Make recommendations to Council on CEO contract reviews and/or renewals.
6. Ensure sanctions ordered by the Standards Panel for a minor breach are complied with.

Membership

Per section 5.10(2) of the *Local Government Act 1995*, all Elected Members are entitled to be on at least one committee that is made up of elected members only (s 5.9 (2)(a)) or elected members and employees (s5.9 (2)(b)). As this is the only committee that meets the criteria, the Mayor and all eight Elected Members are entitled to be a member of this committee.

Staff Attendees

The following staff will attend Executive Committee meetings to provide technical support and advice as required:

- Chief Executive Officer, as appropriate
- Manager People and Culture
- Manager Governance and Legal, as required; and
- Additional staff where relevant to the agenda (with CEO approval where appropriate).

Other Attendees

Relevant persons may be invited to attend and address or advise the committee, within the ambit of its scope and where necessary with the approval of the CEO and the Presiding Member.

Meetings

The Committee shall have flexibility in relation to when it needs to meet, but as a minimum shall meet once a year to undertake the CEO's annual Performance Review in accordance with the Employment Contract. It is the responsibility of the Presiding Member to call the meetings of the Committee.

12.7 Appointment of Western Australian Electoral Commission to Conduct City of Belmont 2025 Local Government Elections by Postal Vote Method

Voting Requirement	:	Absolute Majority
Subject Index	:	44/023 Local Government Ordinary Elections 2025
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	OCM 25 March 2025 Item 12.7
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To confirm Council's appointment of the Western Australian Electoral Commission (WAEC) to conduct the 2025 Local Government Ordinary Election on behalf of the City of Belmont by way of postal vote.

Summary and key issues

City of Belmont local government elections have been conducted by the WAEC since 1997, using the postal voting method. Postal elections allow for greater community participation and an appropriate separation of the roles between the City's administration and election process.

Officer Recommendation

That Council:

1. declares, in accordance with section 4.20(4) of the *Local Government Act 1995 (WA)*, the Electoral Commissioner to be responsible for the conduct of the 2025 ordinary election, together with any other elections or polls which may be required.
2. decides, in accordance with section 4.61(2) of the *Local Government Act 1995 (WA)*, that the method of conducting the election will be a Postal election.
3. decides that the lodgment of the election packages will be by Australian Post Priority Service.
4. ensures that the 2025/26 Municipal Budget includes the amount of \$156,000 ex GST as provision for the 2025 ordinary election.

An absolute majority of Council is required

Location

Not applicable.

Consultation

Correspondence has been received from the Western Australian Electoral Commission (WAEC) (Attachments 12.7.1 and 12.7.2) notifying the City of the cost estimate to conduct the 2025 Local Government Elections by the postal method and providing written the WAEC's formal agreement to be responsible for the conduct of the ordinary elections in 2025, as required by the *Local Government Act 1995 (WA)*.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 4.20(4) of the *Local Government Act 1995 (WA)* states:

- (4) A local government may, having first obtained the written agreement of the Electoral Commissioner, declare* the Electoral Commissioner to be responsible for the conduct of an election, or all elections conducted within a particular period of time, and, if such a declaration is made, the Electoral Commissioner is to appoint a person to be the returning officer of the local government for the election or elections.

* Absolute majority required

Section 4.61(2) of the *Local Government Act 1995 (WA)* states:

- (2) The local government may decide* to conduct the election as a postal election.

* Absolute majority required.

s4.1C. Orders mandating method of conducting election: postal elections

- (1) The Governor may, on the recommendation of the Minister, by order provide that, until the order is revoked, each election for a specified local government must be conducted as a postal election.
- (2) In subsection (1) —
specified means specified in the order.
- (3) An order under subsection (1) —
- (a) applies despite section 4.61; and
 - (b) does not require an election to be conducted as a postal election if election day is on or before the 80th day after the day on which the order is published in the Gazette; and
 - (c) may include other exceptions to the requirement that each election must be conducted as a postal election.
- (4) In relation to an election that must be conducted as a postal election —
- (a) the local government is taken to have made, on the 80th day referred to in section 4.20(5), a declaration under section 4.20(4) that the Electoral Commissioner is to be responsible for the conduct of the election; and
 - (b) that declaration cannot be rescinded; and
 - (c) the Electoral Commissioner must, under section 4.20(4), appoint a person to be the returning officer for the local government for the election accordingly.

- (5) The Minister can make a recommendation under subsection (1) in relation to a local government only if satisfied that —
- (a) for the purpose of promoting participation in voting at elections for the local government, postal elections, as opposed to voting in person elections, are the more suitable type of election; and
 - (b) because of particular circumstances relating to the local government or its district, it is appropriate to make postal elections mandatory for the local government.
- (6) Subsection (5) does not apply to a recommendation to revoke an order made under subsection (1).
- Note for this subsection: The power to make an order under subsection (1) includes power to revoke the order — see section 9.65(2).
- (7) Before making a recommendation under subsection (1), the Minister must consult the Electoral Commissioner.
- (8) The Interpretation Act 1984 section 42 applies to an order made under subsection (1) as if the order were regulations made under this Act.

[Section 4.1C inserted: No. 47 of 2024 s. 31.]

Background

The City may appoint a person other than the Chief Executive Officer (CEO) to be the Returning Officer for the Local Government's elections or may, having first obtained the written agreement of the WAEC, declare the Electoral Commissioner to be responsible for elections and the Electoral Commissioner may then appoint a suitable person to be the Returning Officer.

In 2023, the WAEC conducted postal elections on behalf of 124 Western Australian Local Governments on a cost recovery basis. The City of Belmont elector participation rate for the 2023 election was 30.9%.

Report

At the March 2025 Ordinary Council Meeting, it was resolved that the CEO write to the WAEC seeking;

1. The Commissioner's written agreement to conduct the 2025 Ordinary Local Government Elections on behalf of the City; and
2. Estimates of the Commissioner's costs to conduct the 2025 Ordinary Local Government Election on behalf of the City.

On receipt of the CEO's letter, the WAEC provided advice that a cost estimate of \$143,770 (ex GST) to conduct the elections as a postal vote had previously been provided in December 2024 (Attachment 12.7.1). Should the City also

request the WAEC provide count staff, the indicative additional staffing costs for a postal election are \$6,000 ex GST. The lodgment of the election packages by priority post is estimated to cost an additional \$5,600. Although, anecdotally, Belmont electors receive the electoral packages quickly, the use of the priority service will ensure that electors receive packages with minimal delay. Election packages are returned to the Electoral Commission by priority service and this cost is included in the cost estimate.

The WAEC further advised that the cost estimate for an in-person election is \$82,304 ex GST and this estimate was based on:

- a participation rate of 15%
- use of Count WA software
- availability of Council facilities in each ward and not hiring external venues for polling

Staffing costs would also be higher for an in-person election as staff are needed for every ward polling place (5 staff per polling place) and to count votes.

Indicative staff costs for an in-person election are \$24,000 ex GST. Therefore, the estimated total cost for an in-person election is \$106,304 ex GST.

The WAEC has also advised that at this time, no other local government has elected to conduct an in-person election.

It should be noted that following the recent amendments to the Act, the Minister can recommend to the Governor that an order be made to mandate an election be conducted as a postal election, and this order can apply to all local governments or specific local governments.

The voter participation rate for postal elections is significantly higher than for in person elections. The current participation rate is 30.9% for City of Belmont postal elections with the WAEC anticipating a 15% participation rate for an in-person election.

It is recommended that the City continues to conduct its elections as postal elections to promote greater voter participation.

The Electoral Commissioner has agreed to conduct the election as a postal election subject to Council resolving that the Electoral Commissioner be responsible for conducting the election for the City and that the election be conducted as a postal vote (Attachment 12.7.2).

We recommend that Council approve the resolution as per the officer recommendation without modification.

Financial implications

The appointment of the WAEC to conduct local government elections on behalf of the City will result in the City being liable to pay the WAEC's costs to conduct the election on a full cost recovery basis.

The total paid to the WAEC to conduct the 2023 ordinary elections by postal ballot was \$135,642.04 ex GST.

The WAEC has provided an estimated cost for the 2025 election if conducted as a postal ballot to be \$143,770 ex GST. This is based on the following assumptions:

- 27,500 electors
- response rate of approximately 30%
- 5 Councillor (s) vacancies
- count to be conducted at the offices of the City of Belmont using Count WA
- appointment of a local Returning Officer

Indicative staffing costs for the WAEC to provide count staff is estimated \$6,000ex gst.

Total estimated cost including staff and priority service lodgment \$155,370 ex GST.

Provision for the conduct of the election will be made in the 2025-2026 Annual Budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	LG E 2025 Cost Estimate Belmont [12.7.1 - 3 pages]
2.	Written Agreement LG 2025 Belmont [12.7.2 - 1 page]



Mr John Christie
Chief Executive Officer
City of Belmont
Locked Bag 379
CLOVERDALE WA 6985

Dear Mr Christie,

Cost Estimate Letter: 2025 Local Government Ordinary Election

As you are aware, the next local government ordinary election will be held on 18 October 2025. This letter is your Cost Estimate for the Western Australian Electoral Commission to conduct your election, should you proceed with making a declaration under the *Local Government Act 1995* for us to do so.

Cost Estimate

The Commission has estimated the cost to conduct your Council's election in 2025 as a postal election at approximately \$143,770 (ex GST).

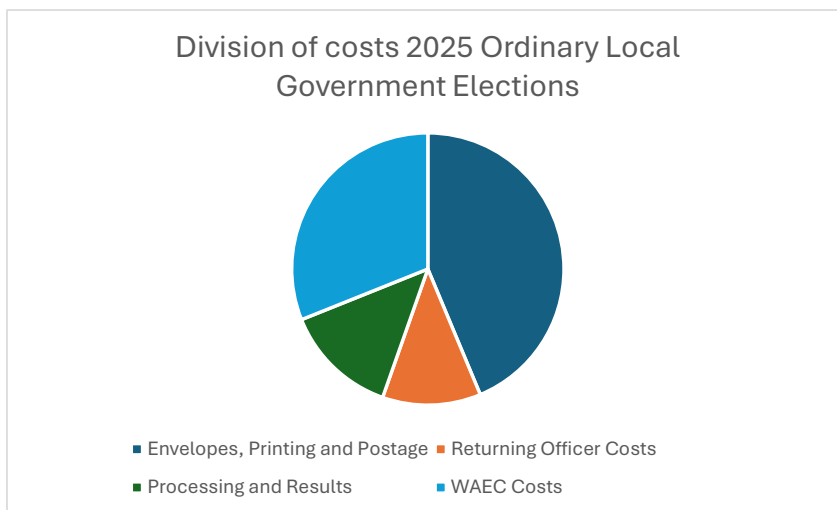
This cost has been based on the following assumptions:

- The method of election will be postal;
- 5 Councillor(s) vacancies;
- 27500 electors;
- response rate of approximately 30%
- appointment of a local Returning Officer; and
- count to be conducted at your office using CountWA.

If any of these assumptions are not correct, please contact us and we can provide a new cost estimate.

Cost Methodology

To provide your estimate, the Commission has estimated the costs of all aspects of the election, from supply of materials to staffing costs. For the 2025 Local Government elections, we have applied the following apportionment across the State:



For individual local Governments the exact apportionment of costs may differ slightly from the above, as the cost categories are determined by applying the following variables:

- Envelopes, Printing and Postage, and WAEC Costs are determined by the number of electors in your Local Government;
- Processing and Results is determined by the expected response rate for your election; and
- Returning Officer Costs are determined by the complexity of the election for the Returning Officer; we classify Local Governments into bands depending on a number of factors including number of Wards, number of vacancies and the number of candidates, and then we pay our Returning Officers a rate which reflects this band.

Estimated Cost of 2025 Local Government Elections

The Commission estimates that the total cost of conducting the Local Government Elections across Western Australia in 2025 will increase by \$1.3 million, compared to 2023. The key drivers for this cost increase are as follows:

- a 45% cost increase from Australia Post, comprising of a 25% increase which came into effect in March 2024, and an additional 20% proposed increase currently being considered by the Australian Competition and Consumer Commission, which if approved will take effect in July 2025; and
- a 9% increase in the salaries paid to Returning Officers as required by the Public Sector CSA Agreement 2024.

Variations to the final costs for your Council

In accordance with the *Local Government (Elections) Regulations 1997*, the Commission conducts elections on the basis of full accrual cost recovery. This means that should the actual costs incurred to conduct the election be less or greater than what we have estimated, the final cost may differ from the cost estimate you have been provided.

Whilst we aim to keep additional costs at a minimum wherever possible, the following are examples of where cost increases may arise:

- If a Returning Officer is selected that is not local to your area;
- If you elect for Australia Post Priority Service for the lodgement of your election package;
- If casual staff are required for the issuing of Replacement Election Packages;
- If casual staff are required to assist the Returning Officer on election day or night; or
- Unanticipated cost increases from our suppliers.

We will endeavour to keep you informed of any unanticipated cost increases as they are incurred during the election.

Service Commitment

The Commission is committed to conducting elections impartially, effectively, efficiently and professionally. Following each election event, we review our performance and identify ways to improve our service delivery.

The Commission acknowledges that during the 2023 Local Government Ordinary Elections, the results for many Local Governments were delayed. Since this time we have improved our Count Processes, and as demonstrated through extraordinary elections conducted in 2024, we are now able to finalise our results more quickly whilst still retaining accuracy and integrity.

If you have any suggestions for improvements we can make to deliver your election, your feedback is welcome at all times.

Next Steps

Should you wish to accept this cost estimate and proceed with the Electoral Commission undertaking this election, there are specific steps that must be taken under the *Local Government Act 1995*. These steps are summarised in the attached flow chart (Attachment A).

As outlined in the flow chart, if you accept this Cost Estimate then please advise of us this in writing, so that we can issue a Written Agreement letter. Both the Cost Estimate letter, and the Written Agreement letter then need to be taken to Council for a decision.

If you have any queries, please contact lgelections@waec.wa.gov.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'R Kennedy', with a stylized, cursive script.

Robert Kennedy
ELECTORAL COMMISSIONER

12 December 2024



WESTERN AUSTRALIAN
Electoral Commission

Mr John Christie
Chief Executive Officer
City of Belmont
Locked Bag 379
CLOVERDALE WA 6985

Dear Mr Christie,

Written Agreement: 2025 Local Government Ordinary Election

I refer to your correspondence dated 15 April 2025 in which you accept the Western Australian Electoral Commission's Cost Estimate for the 2025 Local Government Ordinary Election, as outlined in my letter to you dated 12 December 2024 (the Cost Estimates Letter).

This letter is my written agreement to be responsible for the conduct of the local government ordinary election for the City of Belmont. In order to finalise this agreement, you are required under *the Local Government Act 1995* to submit the following motions to Council for a postal election:

1. declare, in accordance with section 4.20(4) of the *Local Government Act 1995*, the Electoral Commissioner to be responsible for the conduct of the 2025 ordinary election, together with any other elections or polls which may be required;
2. decide, in accordance with section 4.61(2) of the *Local Government Act 1995* that the method of conducting the election will be as a Postal election.

Please note that:

- the above motions must be presented to Council as drafted and cannot be amended in any way;
- both the Cost Estimates Letter, and this Written Agreement Letter should be attached to the item for Council consideration; and
- the above motions must be passed by an absolute majority.

Once the Council passes the above mentioned motions, please forward confirmation to the Commission to the email address below. The Commission can then proceed with arrangements for your ordinary election.

If you have any queries, please contact lgelections@waec.wa.gov.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Courtney Barron'.

Courtney Barron
ACTING ELECTORAL COMMISSIONER

1 May 2025

12.8 Accounts for Payment April 2025

Voting Requirement	: Simple Majority
Subject Index	: 54/007 - Creditors Payment Authorisations
Location/Property Index	: N/A
Application Index	: N/A
Disclosure of any Interest	: N/A
Previous Items	: N/A
Applicant	: N/A
Owner	: N/A
Responsible Division	: Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To present to Council the list of expenditure paid for the period 23 March 2025 to 30 April 2025 under delegated authority.

Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996 (WA)*.

Due to timelines associated with the agenda preparation process for the earlier April meeting of Council, payments for the period 1 March 2025 to 22 March 2025 only were presented. Payments made for the period 23 March 2025 to 30 April 2025 are presented here.

Officer Recommendation

That the Authorised Payment Listing for April 2025 as provided under Attachment 12.8.1 be received.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Outcome: 11. A happy, well informed and engaged community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA)* states:

“If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

- (a) the payee's name;
- (b) the amount of the payment;
- (c) the date of the payment; and
- (d) sufficient information to identify the transaction.”

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996 (WA)* effective from 1 September 2023 states:

- (1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be

prepared each month showing the following for each payment made since the last such list was prepared —

- (a) the payee's name;
 - (b) the amount of the payment;
 - (c) the date of the payment;
 - (d) sufficient information to identify the payment.
- (2) A list prepared under subregulation (1) must be —
- (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
 - (b) recorded in the minutes of that meeting.

Background

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA)*, where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

Report

The following summary of payments are recommended for confirmation and endorsement.

Payment type	Payment reference	\$
Municipal Fund Cheques	788895	388.55
Municipal Fund EFTs	EF095239-EF095908	10,687,888.18
Municipal Fund Payroll	April 2025	2,473,799.07
Trust Fund EFT	EF095543 – EF095544	115,795.55
Total Payments for April 2025		13,277,871.35

A copy of the Authorised Payment Listing is included as Attachment 12.8.1.

Financial implications

All expenditure included in the Payment Listing is in accordance with Council's Annual budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. April 2025 Payments [12.8.1 - 10 pages]

Attachment 12.8.1 April 2025 Payments

City of Belmont					
Accounts for Payment - 23/03/2025 to 30/04/2025					
Compiled : 02/05/25 15:46					
Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
Contractors					
EF095248	28/03/25	00195	Bin Bath Australia Pty Ltd	1,206.87	Cleaning Services
EF095250	28/03/25	00230	Jackson McDonald	32,717.36	Legal Expenses
EF095253	28/03/25	00247	CAI Fences	1,067.00	Fencing
EF095256	28/03/25	00295	Capital Recycling	23,294.92	Rubbish Removals
EF095258	28/03/25	00350	Veolia Environmental Services	588,390.54	Rubbish Removals
EF095260	28/03/25	00412	Dowsing Group Pty Ltd	155,217.69	Concrete Contractor - Profiling and Concrete Various Locations
EF095264	28/03/25	00608	Programmed Skilled Workforce Ltd	4,743.59	Labour/Personnel Hire
EF095265	28/03/25	00613	Qualcon Laboratories Pty Ltd	3,476.00	Core Analysis and Asphalt Testing
EF095267	28/03/25	00699	Marketforce Pty Ltd	294.64	Advertising & Printing
EF095269	28/03/25	00726	T - Quip	927.32	Plant Parts & Repairs
EF095271	28/03/25	00815	New Town Toyota	290.00	Plant Parts & Repairs
EF095272	28/03/25	00830	Canon Production Printing Australia Pty Ltd	445.66	Photocopy Expenses
EF095274	28/03/25	00917	Positive Auto Electrics	575.50	Plant Parts & Repairs
EF095275	28/03/25	00931	Sonic HealthPlus Pty Ltd	1,258.40	Pre Employment Medicals
EF095276	28/03/25	00972	Recco Auto Parts	482.48	Plant Parts & Repairs
EF095278	28/03/25	00988	Reece Australia Pty Ltd	5,189.06	Plumbing Maintenance/Supplies
EF095280	28/03/25	01088	Sports Turf Technology Pty Ltd	1,452.00	Gardening Contractor - Replace Moisture Probe
EF095281	28/03/25	01110	Downer EDI Works Pty Ltd	222,729.20	Road Building Contractor - Bitumen Abernethy Road
EF095283	28/03/25	01188	Transcore Pty Ltd	8,250.00	Professional Fees - Redcliffe Traffic Modelling
EF095285	28/03/25	01233	Stihl Shop Redcliffe	211.50	Tools/Tool Repairs
EF095286	28/03/25	01243	WARP Pty Ltd	161,493.44	Traffic Control - Various Locations
EF095288	28/03/25	01255	Wattleup Tractors	3,371.47	Plant Parts & Repairs
EF095292	28/03/25	01289	Wayne's Windscreens Pty Ltd	535.00	Plant Parts & Repairs
EF095295	28/03/25	01411	Award Irrigation Pty Ltd - Award Contracting	1,318.68	Reticulation Installation - COB
EF095296	28/03/25	01507	The Pressure King	17,976.91	Graffiti Removal - Various Locations
EF095297	28/03/25	01533	WC Convenience Management	5,462.61	Building Maintenance
EF095300	28/03/25	01615	Bentley Crane Hire	1,738.00	Plant/Equipment Hire
EF095301	28/03/25	01712	Donegan Enterprises Pty Ltd	32,596.52	Various Parks Repairs and Maintenance
EF095302	28/03/25	01714	Total Eden Pty Ltd - Nutrien Water	3,240.27	Reticulation Parts & Repairs
EF095303	28/03/25	01719	Jaycar Electronics Pty Ltd	222.80	Electrical Goods
EF095304	28/03/25	01721	Fulton Hogan Industries	210,253.71	Road Building Contractor - Asphalt
EF095305	28/03/25	01731	Charter Plumbing and Gas	8,533.25	Plumbing Maintenance/Supplies
EF095306	28/03/25	01772	Data3 Limited	135,546.13	Computer Software Maintenance - Subscriptions
EF095307	28/03/25	01976	Ecoscape Australia Pty Ltd	675.68	Professional Fees - Wilson Zone 2
EF095308	28/03/25	02023	YMCA of Perth Youth and Community Services Inc	83,660.01	Provision of Youth Services - Feb 2025
EF095309	28/03/25	02059	Western Resource Recovery Pty Ltd	883.17	Rubbish Removals
EF095311	28/03/25	02138	Thomson Reuters (Professional) Aust Ltd	4,540.51	Computer Software Maintenance - FBT Licence
EF095313	28/03/25	02207	Wilson Security	139,932.51	Security Services
EF095314	28/03/25	02234	Blackwell and Associates Pty Ltd	1,160.00	Professional Fees - Planning
EF095315	28/03/25	02303	Ultimo Catering and Events	9,464.20	Catering/Catering Supplies - Council Dinner
EF095317	28/03/25	02387	Triton Electrical Contractors Pty Ltd	14,828.00	Electrical Contractor - COB
EF095318	28/03/25	02410	System Maintenance T/A Systems By Ballantyne	22,540.44	Plumbing Maintenance/Supplies
EF095319	28/03/25	02425	Prestige Alarms	6,828.80	Security Services
EF095321	28/03/25	02451	Carlisle Events Hire Pty Ltd	1,705.00	Plant/Equipment Hire - Let's Celebrate
EF095323	28/03/25	02589	Zenien	36,058.04	Security Services
EF095324	28/03/25	02595	Dinghy World	145.00	Plant Parts & Repairs
EF095327	28/03/25	02779	Natural Area Holdings Pty Ltd	215,040.10	Gardening Maintenance
EF095328	28/03/25	02837	GLG Greenlife Group	24,600.72	Verge Mowing - Various Parks
EF095331	28/03/25	02913	Syrinx Environmental Pty Ltd	7,005.35	Professional Fees - Esplanade Foreshore
EF095332	28/03/25	03020	Leighton O'Brien Field Services Pty Ltd	3,316.50	Professional Fees - Testing
EF095335	28/03/25	03246	Window Wipers	5,844.50	Cleaning Services
EF095337	28/03/25	03464	Bridgestone Australia Ltd	4,963.11	Plant Parts & Repairs
EF095338	28/03/25	03504	Classic Tree Services	139,527.61	Tree Pruning Within CoB
EF095339	28/03/25	03599	Donald Cant Watts Corke (WA) Pty Ltd	21,706.66	The Esplanade & Wilson Park - Superintendency Services
EF095342	28/03/25	03789	BPA Engineering	1,562.00	Professional Fees - Hub Wright Street Expansion
EF095343	28/03/25	03824	Konica Minolta	2,164.71	Photocopy Expenses
EF095344	28/03/25	03941	Metro Bee Services	165.00	Bee Removal
EF095346	28/03/25	04106	Effects Picture Framing	420.00	Photography/Framing Expenses
EF095347	28/03/25	04211	Triodia Scanning Services	4,356.00	Survey Expenses - COB
EF095348	28/03/25	04301	Michael Page - Page Personnel	3,162.92	Labour/Personnel Hire
EF095349	28/03/25	04320	ABM Landscaping	5,478.14	Bricks/Bricklaying - COB
EF095350	28/03/25	04391	Lifeskills Australia	627.00	Professional Fees - Analysis
EF095352	28/03/25	04454	FM Contract Solutions Pty Ltd	892.62	Professional Fees - Auditing February 2025
EF095353	28/03/25	04467	Rent a Fence Pty Ltd	55.24	Fencing
EF095354	28/03/25	04496	Azure Painting Pty Ltd	2,420.00	Painting Contractor - CoB
EF095356	28/03/25	04594	Website Weed and Pest W A Pty Ltd	21,214.56	Weed Control - COB
EF095357	28/03/25	04693	Allwest Plant Hire Australia Pty Ltd	7,700.00	Plant/Equipment Hire - February 2025
EF095359	28/03/25	04870	Tree Care Machinery	3,350.10	Plant Parts & Repairs
EF095360	28/03/25	04894	Terravac Pty Ltd	9,442.13	Gardening Maintenance - Ascot Waters
EF095361	28/03/25	04974	Turf Care WA Pty Ltd	10,065.36	Turf Maintenance - Various Parks
EF095364	28/03/25	05131	Perth City Skoda and Perth City Nissan	2,853.75	Plant Parts & Repairs
EF095365	28/03/25	05143	David Gray & Co Pty Ltd	2,101.44	Pest Control
EF095366	28/03/25	05209	Portland Broome Pty Ltd	2,172.50	Professional Fees - Recruitment Services
EF095367	28/03/25	05240	Otium Planning Group Pty Ltd	5,500.00	Professional Fees - Community Building Guild lines
EF095368	28/03/25	05294	Bardfield Engineering	5,720.00	Professional Fee - Peachy Park - Goals
EF095370	28/03/25	05339	Elliotts Filtration Pty Ltd	1,133.00	Reticulation Parts & Repairs
EF095371	28/03/25	05382	McGees Property - Sullivan Commercial Pty Ltd	2,750.00	Valuation Expense - Rental Valuation
EF095372	28/03/25	05427	Horizon West Landscape & Irrigation Pty Ltd	27,057.64	Gardening Maintenance - Various Locations
EF095374	28/03/25	05523	Go Doors Pty Ltd	3,021.01	Building Maintenance - Various Locations
EF095375	28/03/25	05558	BlueFit Pty Ltd	78,040.24	Oasis Management Subsidy - February 2025
EF095376	28/03/25	05568	Allstate Kerbing and Concrete	1,558.48	Kerbing and Concrete - COB
EF095377	28/03/25	05589	Merit Consulting Group	1,010.63	Rubbish Removals
EF095378	28/03/25	05612	ASCON Survey and Drafting Pty Ltd	3,928.65	Survey Expenses
EF095379	28/03/25	05623	Tree Planting and Watering - Baroness Holdings	305,098.12	Street Tree Watering Services for CoB
EF095380	28/03/25	05670	RD Australia	1,823.58	Pest Control
EF095381	28/03/25	05726	Pool Robotics Perth	11,680.35	Plant Parts & Repairs
EF095383	28/03/25	05771	AlSCO Pty Ltd	184.75	Cleaning Services

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095384	28/03/25	05776	Level 5 Design Pty Ltd	600.00	Professional Fees - Planning
EF095385	28/03/25	05809	Specialized Cleaning Group t/as Clean Sweep	33,677.84	Belmont Carparks - Sweeping Services
EF095386	28/03/25	05840	Commercial Aquatics Australia Pty Ltd	4,515.50	Oasis Expenses - Monthly Maintenance
EF095388	28/03/25	05897	HopgoodGanim Lawyers	357.50	Legal Expenses
EF095389	28/03/25	05944	Delron Cleaning Pty Ltd - Ventia	209,209.30	Cleaning Services - Various Locations
EF095393	28/03/25	06056	Artisan Alley Pty Ltd T/as Gather Foods	443.30	Catering/Catering Supplies
EF095394	28/03/25	06067	TK Elevator Australia Pty Ltd	1,606.35	Building Maintenance
EF095395	28/03/25	06094	Boyan Electrical Services	33,534.07	Electrical Contractor - COB
EF095396	28/03/25	06104	Flick Anticimex Pty Ltd	2,353.70	Pest Control - COB
EF095397	28/03/25	06130	Amalgam Recruitment	1,847.70	Labour/Personnel Hire
EF095398	28/03/25	06276	Efficient Site Services (WA)	41,096.00	Gardening Maintenance
EF095399	28/03/25	06282	Dell Financial Services Pty Ltd	26,745.04	Plant/Equipment Hire - Jan - March 2025
EF095400	28/03/25	06293	Freo Fire Maintenance Services Pty Ltd	6,785.38	Fire Equipment/Service
EF095401	28/03/25	06304	Prestige Property Maintenance	24,313.80	Gardening Maintenance
EF095403	28/03/25	06326	Total Tools Kewdale	529.95	Tools/Tool Repairs
EF095405	28/03/25	06345	SoCo Studios - Travis Hayto Photography	5,390.00	Photography/Framing Expenses
EF095408	28/03/25	06377	Choiceone Pty Ltd	21,083.24	Labour/Personnel Hire
EF095409	28/03/25	06389	Netstar Australia Pty Ltd	550.00	Security Services
EF095411	28/03/25	06458	ES2 Pty Ltd	825.00	Computer Software Maintenance
EF095412	28/03/25	06492	CM Building Certification	11,000.00	Professional Fees - Building Survey
EF095414	28/03/25	06528	Diplomatik Pty Ltd	1,002.51	Professional Fees - Recruitment Services
EF095415	28/03/25	06554	Made To Be Messy	1,517.64	Community Art Classes - Wiggle & Giggles
EF095416	28/03/25	06580	Omnicom Media Group	6,437.28	Advertising
EF095418	28/03/25	06591	Blue Tang (WA) T/A The Reef Unit Trust	3,300.00	Professional Fees - Faulkner Park Civic Centre
EF095419	28/03/25	06592	Grosvenor Engineering Group	23,598.62	Electrical Contractor - COB
EF095420	28/03/25	06608	Robert Walters Pty Ltd	3,392.40	Labour/Personnel Hire
EF095423	28/03/25	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	15,583.84	FOGO Customer Service Officer
EF095424	28/03/25	06654	Billi Australia Pty Ltd	596.20	Office Equipment Maintenance
EF095425	28/03/25	06662	Tool Kit Depot	137.25	Tools & Tool Repairs
EF095429	28/03/25	06712	Ozpond Solutions	5,500.00	Gardening Maintenance
EF095430	28/03/25	06718	Empire Roofing Services	400.00	Building Maintenance - COB
EF095433	28/03/25	06773	Evolve Talent	3,718.57	Labour/Personnel Hire
EF095434	28/03/25	06833	First Choice Gates (WA)	7,987.50	Fencing - COB
EF095436	28/03/25	06847	Trayd Australia Pty Ltd	40,688.25	Building Maintenance - COB
EF095437	28/03/25	06861	Mode Design Corp	7,590.00	Professional Fees - Building COB
EF095438	28/03/25	06870	Acoustics Consultants Australia (WA)	4,114.00	Professional Fees - Noise Measurement
EF095440	28/03/25	06874	Bug Busters	286.00	Pest Control - COB
EF095441	28/03/25	06875	Jimbu4J	264.00	Catering/Catering Supplies
EF095442	28/03/25	06884	McLeods Lawyers	2,658.15	Legal Expenses
EF095443	28/03/25	06888	Veolia Water Operations Pty Ltd T/A Allpipe Technologies	21,100.42	Building Maintenance - COB
EF095444	28/03/25	06900	AMS Installation & Maintenance Solutions	24,489.75	Airconditioning/Refrigeration Maintenance - COB
EF095445	28/03/25	06909	Bark Environmental Consulting	605.00	Professional Fees - GIS Mapping
EF095446	28/03/25	06928	Integrity Staffing	7,294.17	Labour/Personnel Hire
EF095447	28/03/25	06929	Brett David Investments T/A Successful Projects	5,215.53	Professional Fees - Engineering - Ornamental Lake Renewal
EF095448	28/03/25	06934	Positively Green Pty Ltd	7,813.66	BSRC Bowling Green Maintenance
EF095449	28/03/25	06959	Elite Compliance Pty Ltd	1,287.00	Professional Fees - Pool Barrier Inspection
EF095450	28/03/25	06960	Phase 3 Landscape Construction	721,493.45	Faulkner Park Lakes Renewal
EF095451	28/03/25	06975	Greenway Solutions	907.50	Gardening Contractor
EF095452	28/03/25	06995	Jerra Nominees & Neil Norrish T/A State Wide Turf Services	4,867.50	Turf Maintenance - Faulkner Park
EF095453	28/03/25	06996	Newground Facilities Management Pty Ltd	12,320.00	Turf Maintenance - COB
EF095454	28/03/25	07006	Moorditj Mida Moort	1,500.00	Welcome to Country
EF095465	04/04/25	00035	Artists Chronicle	720.00	Publications/Newspapers
EF095467	04/04/25	00221	John Hughes Group	52,062.49	Plant Purchase
EF095469	04/04/25	00390	Landgate	442.40	Title Searches - GRV's Metro & DFES
EF095474	04/04/25	01243	WARP Pty Ltd	2,101.52	Traffic Control - Various Locations
EF095476	04/04/25	01318	Flexi Staff Group Pty Ltd	2,404.06	Labour/Personnel Hire
EF095478	04/04/25	01500	Sambanistas Incorporated	750.00	Music/Entertainment Expenses - Harmony Week
EF095479	04/04/25	01507	The Pressure King	4,988.94	Graffiti Removal - Various Location
EF095483	04/04/25	02216	Western Australia Police	36.00	Volunteer National Police Check
EF095484	04/04/25	02359	Swan Towing Service Pty Ltd	231.00	Towing Vehicles
EF095486	04/04/25	02958	Yoshino Sushi	77.44	Catering/Catering Supplies
EF095488	04/04/25	03419	Gott Health	110.00	Community Exercise Classes
EF095489	04/04/25	03504	Classic Tree Services	16,272.00	Tree Pruning Within CoB
EF095493	04/04/25	04250	TLC Safety Pty Ltd T/As Einsteins Australia	973.95	Library - Workshop
EF095494	04/04/25	04301	Michael Page - Page Personnel	3,604.80	Labour/Personnel Hire
EF095496	04/04/25	04986	Jan McCaHon Marshall	899.00	Professional Fees - Analysis
EF095500	04/04/25	05190	Mark Foote	972.40	Building Maintenance - COB
EF095501	04/04/25	05235	Ben Sgherza, Independent Disability Consultant	1,800.00	Professional Fees - Workshop
EF095502	04/04/25	05283	IRP Pty Ltd	8,864.85	Labour/Personnel Hire
EF095504	04/04/25	05493	Daphn	1,952.50	Computer Software Maintenance - Subscription
EF095507	04/04/25	06143	Bravo Marine Services	2,385.54	Plant Parts & Repairs
EF095508	04/04/25	06159	Macrame By Amala	130.00	Community Art Classes
EF095509	04/04/25	06160	SEEK Limited	1,870.00	Advertising
EF095511	04/04/25	06203	Ngala Boodja Aboriginal Land Care	6,375.60	Maintenance of Natural Areas COB
EF095512	04/04/25	06213	Culture Care WA Inc	330.00	Library - Entertainment Expense - Storytime
EF095513	04/04/25	06368	Grandstand Agency	9,295.00	Music/Entertainment Expenses - Harmony Festival
EF095514	04/04/25	06377	Choiceone Pty Ltd	8,495.48	Labour/Personnel Hire
EF095515	04/04/25	06541	Tania Ferrier	1,400.00	Training - Workshop
EF095517	04/04/25	06696	The Collab Effect	1,540.00	Professional Fees - Community Engagement Training
EF095519	04/04/25	06751	HFM Asset Management	2,174.26	Building Maintenance - Licence Fee
EF095520	04/04/25	06754	Doon Raj P/L - T/as Belmont (WA) Carpet Court	275.00	Building Maintenance
EF095522	04/04/25	06798	Aspire Performance Training	165.00	Professional Fees - Recruitment Services
EF095523	04/04/25	06875	Jimbu4J	1,144.00	Catering/Catering Supplies
EF095524	04/04/25	06885	Kevin Robertson	1,500.00	Art Awards/Exhibition - Mentorship Fee
EF095525	04/04/25	06907	Leanne Hampson	1,400.00	Training - Digital Literacy Class
EF095526	04/04/25	06959	Elite Compliance Pty Ltd	401.50	Professional Fees - Pool Barrier Inspection
EF095529	04/04/25	07006	Moorditj Mida Moort	1,500.00	Music - Entertainment Expense - Welcome to Country
EF095530	04/04/25	07009	Luke Willaim Kerridge	600.00	Library - Speaker
EF095531	04/04/25	07022	Karleigh May Olson	414.52	Library - Author Presentation
EF095532	04/04/25	07029	Scorer Pty Ltd	715.00	Fire Equipment/Service
EF095534	04/04/25	07043	Kinglarp Pty Ltd T/A The Pressure King	1,306.25	Graffiti Removal - Various Location
EF095535	04/04/25	07046	Carole Katz	2,000.00	Music/Entertainment Expenses - Harmony Festival

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095548	11/04/25	00390	Landgate	3,231.04	Title Searches - GRV's Metro & DFES
EF095549	11/04/25	00575	Reward Hospitality	117.58	Catering/Catering Supplies
EF095551	11/04/25	00726	T - Quip	359.85	Plant Parts & Repairs
EF095552	11/04/25	00760	Alison M Barrett, Art Consultant	1,001.00	Public Art Project Consultancy
EF095553	11/04/25	01233	Stihl Shop Redcliffe	961.40	Tools/Tool Repairs
EF095555	11/04/25	01243	WARP Pty Ltd	9,825.51	Traffic Control - Various Locations
EF095558	11/04/25	01317	WA Hino Sales & Service	376.20	Plant Parts & Repairs
EF095559	11/04/25	01318	Flexi Staff Group Pty Ltd	1,202.03	Labour/Personnel Hire
EF095560	11/04/25	01772	Data3 Limited	4,354.91	Computer Software Maintenance - Subscriptions
EF095561	11/04/25	02779	Natural Area Holdings Pty Ltd	1,045.00	Gardening Maintenance
EF095564	11/04/25	03197	West Coast Turf	53,286.20	Turf Maintenance - COB
EF095565	11/04/25	03464	Bridgestone Australia Ltd	226.60	Plant Parts & Repairs
EF095566	11/04/25	03543	Labyrinth Constructions	385.00	Building Construction
EF095568	11/04/25	04115	Denada Surveys Pty Ltd	2,035.00	Survey Expenses - Tree Survey
EF095569	11/04/25	04301	Michael Page - Page Personnel	3,538.76	Labour/Personnel Hire
EF095573	11/04/25	05123	West Coast Bus Charters Pty Ltd	2,640.00	Plant/Equipment Hire - Harmony Day
EF095575	11/04/25	05190	Mark Foote	242.00	Building Maintenance - COB
EF095576	11/04/25	05283	IRP Pty Ltd	10,151.08	Labour/Personnel Hire
EF095577	11/04/25	05336	West - Sure Group Pty Ltd	548.90	Security Services
EF095578	11/04/25	05447	Bollywood Dance Studio	308.00	Music/Entertainment Expenses - Workshop
EF095579	11/04/25	05581	Office Relocation Solutions	2,475.00	Plant/Equipment Hire - Museum Storeroom
EF095580	11/04/25	05642	Steve's Sand Sifting for Playground Services	5,366.06	Sand Sifting - Various Parks
EF095581	11/04/25	05778	Stephen Carrick Architects Pty Ltd	720.00	Professional Fees - Planning
EF095582	11/04/25	05782	Jane Wetherall	660.00	Professional Fees - Planning
EF095583	11/04/25	05819	Ritz Drycleaners	619.40	Cleaning Services
EF095584	11/04/25	05838	Petstock Pty Ltd	99.96	Animal Supplies
EF095585	11/04/25	05892	Frontline Interiors	4,378.00	Building Maintenance - Library
EF095586	11/04/25	05950	Commercial and Industrial Mowing - DJ and TM Luckin	429.00	Gardening Maintenance
EF095588	11/04/25	06094	Boyan Electrical Services	15,014.73	Electrical Contractor - COB
EF095589	11/04/25	06130	Amalgam Recruitment	5,104.67	Labour/Personnel Hire
EF095590	11/04/25	06160	SEEEK Limited	3,381.84	Advertising
EF095591	11/04/25	06188	Cannington Retravisoin	79.20	Electrical Goods
EF095592	11/04/25	06203	Ngala Boodja Aboriginal Land Care	1,963.50	Maintenance of Natural Areas COB
EF095593	11/04/25	06282	Dell Financial Services Pty Ltd	6,259.37	Plant/Equipment Hire - April 2025
EF095594	11/04/25	06295	Savana Environmental	8,297.88	Rubbish Removals
EF095595	11/04/25	06384	Hire Society	634.65	Plant/Equipment Hire
EF095597	11/04/25	06492	CM Building Certification	11,000.00	Professional Fees - Building Survey
EF095598	11/04/25	06528	Diplomatik Pty Ltd	4,953.56	Professional Fees - Recruitment Services
EF095599	11/04/25	06561	Pinyo Fordham	460.00	Professional Fees - Marketing
EF095600	11/04/25	06592	Grosvenor Engineering Group	2,487.49	Electrical Contractor - COB
EF095601	11/04/25	06608	Robert Walters Pty Ltd	3,357.06	Labour/Personnel Hire
EF095602	11/04/25	06773	Evolve Talent	12,845.98	Labour/Personnel Hire
EF095603	11/04/25	06798	Aspire Performance Training	7,915.36	Professional Fees - Recruitment Services
EF095605	11/04/25	06861	Mode Design Corp	3,850.00	Professional Fees - Building COB
EF095606	11/04/25	06863	Kleen Slate Services	925.00	Other Property & Services
EF095607	11/04/25	06875	Jimbu4J	4,801.50	Catering/Catering Supplies
EF095608	11/04/25	06884	McLeods Lawyers	5,385.27	Legal Expenses
EF095609	11/04/25	06898	CHG - MERIDIAN AUSTRALIA	19,491.53	Plant/Equipment Hire - Oasis
EF095610	11/04/25	06910	Dream Courts Pty Ltd	46,896.50	Playground Inspections/Repairs - COB
EF095611	11/04/25	06928	Integrity Staffing	2,652.43	Labour/Personnel Hire
EF095612	11/04/25	06943	Complete Resurfacing Solutions	29,067.50	Building Maintenance - Faulkner Park Handrails
EF095613	11/04/25	06975	Greenway Solutions	605.00	Gardening Contractor
EF095614	11/04/25	06985	WSP Australia Pty Limited	22,477.21	Professional Fees - Asset Maturity Assessment
EF095626	17/04/25	00118	Australia Post	5,994.10	Postage
EF095628	17/04/25	00391	Chemistry Centre (WA) t/as ChemCentre	5,011.94	Professional Fees - Testing
EF095629	17/04/25	00394	Child & Adolescent Health Service - Dept of Health WA	721.86	Immunisation Expenses - March 2025
EF095634	17/04/25	00855	Pacific Biologics Pty Ltd	7,315.00	Pest Control
EF095635	17/04/25	00972	Repco Auto Parts	42.35	Plant Parts & Repairs
EF095636	17/04/25	00988	Reece Australia Pty Ltd	1,572.46	Plumbing Maintenance/Supplies
EF095637	17/04/25	01233	Stihl Shop Redcliffe	444.00	Tools/Tool Repairs
EF095638	17/04/25	01243	WARP Pty Ltd	1,852.08	Traffic Control - Various Locations
EF095640	17/04/25	01255	Wattleup Tractors	767.43	Plant Parts & Repairs
EF095642	17/04/25	01499	Porter Consulting Engineers	5,115.00	Professional Fees - Abernethy Road Intersection Design
EF095644	17/04/25	02298	Pelican Linemarking	2,310.00	Line Marking
EF095646	17/04/25	02672	Ruah Community Services	18,523.31	Provision of Preventive Domestic Violence Service - Mar25
EF095647	17/04/25	02927	Art Install	1,034.00	Art Display
EF095648	17/04/25	03142	Redfish Technologies Pty Ltd	5,605.80	Electrical Contractor - Batteries
EF095650	17/04/25	03504	Classic Tree Services	41,007.53	Tree Pruning Within CoB
EF095655	17/04/25	04677	3 Monkeys Audiovisual	289.00	Plant/Equipment Hire
EF095656	17/04/25	04779	One 20 Productions	31,543.05	Plant/Equipment Hire - Harmony Day
EF095657	17/04/25	04917	Environmental Industries Pty Ltd	18,945.85	Landscape Maintenance - Ascot Waters
EF095658	17/04/25	05016	Cyclus Pty Ltd	6,678.23	Labour/Personnel Hire
EF095659	17/04/25	05252	AAAC Towing Pty Ltd	203.50	Towing Vehicles
EF095661	17/04/25	05778	Stephen Carrick Architects Pty Ltd	1,325.00	Professional Fees - Planning
EF095662	17/04/25	06094	Boyan Electrical Services	392.70	Electrical Contractor - COB
EF095663	17/04/25	06169	Lucid Economics Pty Ltd	5,445.00	Professional Fees - Belmont Discussion Paper
EF095664	17/04/25	06304	Prestige Property Maintenance	4,519.90	Gardening Maintenance
EF095666	17/04/25	06528	Diplomatik Pty Ltd	9,376.38	Professional Fees - Recruitment Services
EF095668	17/04/25	06928	Integrity Staffing	1,899.71	Labour/Personnel Hire
EF095669	17/04/25	06945	Life Martial Arts	8,250.00	Professional Fees - Analysis
EF095670	17/04/25	07032	Mun Mo Malcolm Mah	1,835.00	Music/Entertainment Expenses - Harmony Festival
EF095671	17/04/25	07036	Hanna Azarenko	300.00	Music/Entertainment Expenses - Let's Celebrate Local
EF095672	17/04/25	07043	Kinglarp Pty Ltd T/A The Pressure King	18,788.91	Graffiti Removal - Various Locations
EF095674	17/04/25	07049	Bricktastic Plastic	492.40	Library - Lego Program
EF095675	17/04/25	07050	Modest Fashion Project Pty Ltd	5,290.00	Music/Entertainment Expenses - Harmony Festival
EF095676	17/04/25	07051	Rustic Hills Sculptures	2,750.00	Professional Fees - Public Art Concept Design
EF095689	29/04/25	00187	Statewide Bearings	94.82	Plant Parts & Repairs
EF095690	29/04/25	00195	Bin Bath Australia Pty Ltd	447.74	Cleaning Services
EF095691	29/04/25	00230	Jackson McDonald	20,946.75	Legal Expenses
EF095696	29/04/25	00295	Capital Recycling	21,221.20	Rubbish Removals
EF095697	29/04/25	00313	Coates Hire Operations Pty Ltd	750.55	Plant/Equipment Hire
EF095699	29/04/25	00412	Dowsing Group Pty Ltd	125,361.97	Concrete Contractor - Profiling and Concrete Various Locations

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095701	29/04/25	00491	Fujifilm Business Innovation Australia	2,121.90	Photocopy Expenses
EF095702	29/04/25	00496	Garrards Pty Ltd	3,257.65	Pest Control
EF095703	29/04/25	00585	Hydroquip Pumps	17,352.50	Pump Maintenance - Various Parks
EF095705	29/04/25	00613	Qualcon Laboratories Pty Ltd	2,392.50	Core Analysis and Asphalt Testing
EF095707	29/04/25	00638	Leederville Cameras	487.95	Photography/Framing Expenses
EF095708	29/04/25	00665	Kennards Hire Pty Ltd	1,036.00	Plant/Equipment Hire
EF095709	29/04/25	00699	Marketforce Pty Ltd	13,864.88	Advertising & Printing
EF095710	29/04/25	00718	Major Motors Pty Ltd	3,045.15	Plant Parts & Repairs
EF095711	29/04/25	00726	T - Quip	813.25	Plant Parts & Repairs
EF095712	29/04/25	00734	McIntosh and Son WA	1,419.09	Plant Parts & Repairs
EF095713	29/04/25	00830	Canon Production Printing Australia Pty Ltd	263.00	Photocopy Expenses
EF095714	29/04/25	00859	Cannington Mazda(Prev Parkland Mazda)	2,393.40	Plant Parts & Repairs
EF095715	29/04/25	00931	Sonic HealthPlus Pty Ltd	851.40	Pre Employment Medicals
EF095716	29/04/25	00972	Recco Auto Parts	447.89	Plant Parts & Repairs
EF095717	29/04/25	00983	R M Surveys	9,614.00	Survey Expenses - Topographic Survey - COB
EF095718	29/04/25	00988	Reece Australia Pty Ltd	2,740.02	Plumbing Maintenance/Supplies
EF095719	29/04/25	01059	Sledgehammer Concrete Cutting Service	4,843.97	Concrete Contractor
EF095720	29/04/25	01082	Sparks Refrigeration and Airconditioning	462.00	Airconditioning/Refrigeration Maintenance
EF095721	29/04/25	01090	St John Ambulance Australia Inc	1,343.10	First Aid Service - Events & Training
EF095722	29/04/25	01110	Downer EDI Works Pty Ltd	252,979.73	Road Building Contractor - Bitumen Abernethy Road
EF095723	29/04/25	01138	E & M J Rosher Pty Ltd	2,093.29	Plant Parts & Repairs
EF095724	29/04/25	01186	ZircoDATA Pty Ltd	1,826.68	Records Storage
EF095726	29/04/25	01233	Stihl Shop Redcliffe	2,042.10	Tools/Tool Repairs
EF095727	29/04/25	01237	Wren Oil	2,040.50	Rubbish Removals
EF095729	29/04/25	01243	WARP Pty Ltd	253,283.87	Traffic Control - Various Locations
EF095731	29/04/25	01255	Wattleup Tractors	4,111.31	Plant Parts & Repairs
EF095735	29/04/25	01317	WA Hino Sales & Service	12,537.30	Plant Parts & Repairs
EF095738	29/04/25	01411	Award Irrigation Pty Ltd - Award Contracting	1,650.00	Reticulation Installation - COB
EF095739	29/04/25	01533	WC Convenience Management	5,462.61	Building Maintenance
EF095741	29/04/25	01604	Akwaaba African Drumming	935.00	Music/Entertainment Expenses - Harmony Festival
EF095744	29/04/25	01712	Donegan Enterprises Pty Ltd	12,119.80	Various Parks Repairs and Maintenance
EF095745	29/04/25	01719	Jaycar Electronics Pty Ltd	299.00	Electrical Goods
EF095746	29/04/25	01721	Fulton Hogan Industries	364,656.55	Road Building Contractor - Asphalt
EF095747	29/04/25	01731	Charter Plumbing and Gas	18,713.83	Plumbing Maintenance/Supplies
EF095748	29/04/25	02023	YMCA of Perth Youth and Community Services Inc	83,660.01	Provision of Youth Services - Mar 2025
EF095749	29/04/25	02059	Western Resource Recovery Pty Ltd	286.00	Rubbish Removals
EF095752	29/04/25	02207	Wilson Security	140,414.94	Security Services
EF095753	29/04/25	02303	Ultimo Catering and Events	16,084.56	Catering/Catering Supplies - Council Dinner
EF095757	29/04/25	02387	Triton Electrical Contractors Pty Ltd	7,678.00	Electrical Contractor - COB
EF095758	29/04/25	02410	System Maintenance T/A Systems By Ballantyne	1,600.48	Plumbing Maintenance/Supplies
EF095759	29/04/25	02411	Allsports Linemarking	1,815.00	Line Marking
EF095761	29/04/25	02425	Prestige Alarms	2,255.00	Security Services
EF095763	29/04/25	02451	Carlisle Events Hire Pty Ltd	2,184.60	Plant/Equipment Hire - Let's Celebrate
EF095766	29/04/25	02589	Zenien	114,127.15	Security Services
EF095767	29/04/25	02779	Natural Area Holdings Pty Ltd	327,506.30	Gardening Maintenance
EF095768	29/04/25	02837	GLG Greenlife Group	24,600.72	Verge Mowing - Various Parks
EF095773	29/04/25	03246	Window Wipers	8,316.00	Cleaning Services
EF095774	29/04/25	03464	Bridgestone Australia Ltd	56.10	Plant Parts & Repairs
EF095775	29/04/25	03498	Talis Consultants Pty Ltd	36,300.00	Professional Fees - Belvidere Street Revitalisation Design
EF095776	29/04/25	03504	Classic Tree Services	89,017.24	Tree Pruning Within CoB
EF095777	29/04/25	03599	Donald Cant Watts Corke (WA) Pty Ltd	8,690.00	The Esplanade & Wilson Park - Superintendency Services
EF095781	29/04/25	04120	Randstad Pty Ltd	7,814.96	Labour/Personnel Hire
EF095782	29/04/25	04146	JB Hi - Fi Group Commercial Account, Osborne Park	112.42	Electrical Goods
EF095783	29/04/25	04211	Triodia Scanning Services	11,972.40	Survey Expenses - COB
EF095784	29/04/25	04259	Urbis Pty Ltd	21,034.75	Professional Fees - Rivervale Public Open Space Investigation
EF095785	29/04/25	04320	ABM Landscaping	19,287.14	Bricks/Bricklaying - COB
EF095786	29/04/25	04391	Lifeskills Australia	1,045.00	Professional Fees - Analysis
EF095787	29/04/25	04400	Freedom Fairies Pty Ltd	2,007.50	Music/Entertainment Expenses - Harmony Week
EF095788	29/04/25	04454	FM Contract Solutions Pty Ltd	892.62	Professional Fees - Auditing January 2025
EF095789	29/04/25	04467	Rent a Fence Pty Ltd	49.89	Fencing
EF095791	29/04/25	04496	Azure Painting Pty Ltd	11,924.00	Painting Contractor - CoB
EF095792	29/04/25	04594	Website Weed and Pest W A Pty Ltd	21,214.56	City Wide Spraying of Kerbs & Paths
EF095793	29/04/25	04643	Nyoongar Outreach Services Inc	6,875.00	Security Services
EF095794	29/04/25	04689	Hempfield Small Motor Service	123.50	Plant Parts & Repairs
EF095795	29/04/25	04742	Oliver's Reupholstery Service	4,578.20	Office Equipment Maintenance - Reupholstered Chairs
EF095797	29/04/25	04794	Stiles Electrical Services Pty Ltd	9,710.07	Electrical Contractor - Peet Park - SMSB Upgrade
EF095799	29/04/25	04917	Environmental Industries Pty Ltd	26,259.27	Landscape Maintenance - Ascot Waters
EF095800	29/04/25	04958	Eco Bin (Aust) Pty Ltd	133.35	Rubbish Removals
EF095801	29/04/25	04967	Cockburn Party Hire	1,690.70	Plant/Equipment Hire - Harmony Festival
EF095802	29/04/25	05016	Cyclis Pty Ltd	535.88	Labour/Personnel Hire
EF095805	29/04/25	05127	Champion Music	495.00	Music/Entertainment Expenses - Citizenship Ceremony
EF095806	29/04/25	05154	Tanks for Hire	726.00	Plant/Equipment Hire
EF095808	29/04/25	05252	AAAC Towing Pty Ltd	407.00	Towing Vehicles
EF095810	29/04/25	05283	IRP Pty Ltd	4,361.83	Labour/Personnel Hire
EF095811	29/04/25	05339	Elliot's Filtration Pty Ltd	1,133.00	Reticulation Parts & Repairs
EF095812	29/04/25	05370	OKMG Pty Ltd	3,520.00	Advertising
EF095813	29/04/25	05427	Horizon West Landscape & Irrigation Pty Ltd	6,824.24	Gardening Maintenance - Various Locations
EF095814	29/04/25	05502	United in Diversity WA Inc	6,750.00	Music/Entertainment Expenses - Harmony Festival
EF095815	29/04/25	05523	Go Doors Pty Ltd	1,660.25	Building Maintenance - Various Locations
EF095816	29/04/25	05558	BlueFit Pty Ltd	142.00	Oasis Expenses
EF095817	29/04/25	05568	Allstate Kerbing and Concrete	8,845.76	Kerbing and Concrete - COB
EF095818	29/04/25	05576	NPB Security Australia	5,245.74	Security Services - Events
EF095819	29/04/25	05589	Merit Consulting Group	758.73	Rubbish Removals
EF095820	29/04/25	05590	Toolmart Australia Pty Ltd	198.00	Tools/Tool Repairs
EF095821	29/04/25	05612	ASCON Survey and Drafting Pty Ltd	5,797.00	Survey Expenses
EF095822	29/04/25	05623	Tree Planting and Watering - Baroness Holdings	158,022.74	Street Tree Watering Services for CoB
EF095823	29/04/25	05692	Newground Water Services Pty Ltd	10,648.00	Reticulation Maintenance
EF095827	29/04/25	05771	Alisco Pty Ltd	184.75	Cleaning Services
EF095828	29/04/25	05809	Specialized Cleaning Group t/as Clean Sweep	52,237.21	Belmont Carparks - Sweeping Services
EF095830	29/04/25	05840	Commercial Aquatics Australia Pty Ltd	7,119.20	Oasis Expenses - Monthly Maintenance
EF095832	29/04/25	05897	HopgoodGanim Lawyers	1,210.00	Legal Expenses
EF095833	29/04/25	05920	Boults Black and White Light	15,685.70	Electrical Services - Harmony Festival

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amt	Description
EF095834	29/04/25	05944	Delron Cleaning Pty Ltd - Ventia	100,535.23	Cleaning Services - Various Locations
EF095836	29/04/25	05993	Oluwafemi Victor Adeseolu	1,100.00	Music/Entertainment Expenses - Harmony Festival
EF095838	29/04/25	06032	Acrobatch	1,705.00	Music/Entertainment Expenses - Harmony Festival
EF095839	29/04/25	06054	Paxon Business and Financial Services Pty Ltd	2,618.00	Audit Fee
EF095840	29/04/25	06067	TK Elevator Australia Pty Ltd	1,037.65	Building Maintenance
EF095841	29/04/25	06094	Boyan Electrical Services	56,142.02	Electrical Contractor - COB
EF095842	29/04/25	06104	Flick Anticimex Pty Ltd	2,353.70	Pest Control - COB
EF095844	29/04/25	06229	Renee Parnell of Wrenscape	800.00	Training - Printmaking Workshop
EF095847	29/04/25	06276	Efficient Site Services (WA)	35,629.00	Building Construction - COB
EF095848	29/04/25	06293	Freo Fire Maintenance Services Pty Ltd	2,963.74	Fire Equipment/Service
EF095849	29/04/25	06295	Savana Environmental	3,455.09	Rubbish Removals
EF095850	29/04/25	06304	Prestige Property Maintenance	43,275.65	Gardening Maintenance
EF095852	29/04/25	06345	SoCo Studios - Travis Hayto Photography	6,407.50	Photography/Framing Expenses
EF095853	29/04/25	06377	Choiceone Pty Ltd	29,149.96	Labour/Personnel Hire
EF095854	29/04/25	06389	Netstar Australia Pty Ltd	275.00	Security Services
EF095855	29/04/25	06414	Complete Glass & Glazing Services	400.00	Road Building Contractor
EF095857	29/04/25	06458	ES2 Pty Ltd	55,310.41	Computer Software Maintenance - Annual Checkpoint Licence
EF095858	29/04/25	06468	Perth Bouncy Castle Hire	1,053.29	Plant/Equipment Hire - Job Expo
EF095859	29/04/25	06488	Wespray On Paving Pty Ltd	1,925.00	Line Marking - Garvey Park
EF095861	29/04/25	06554	Made To Be Messy	758.82	Community Art Classes - Wiggle & Giggles
EF095862	29/04/25	06573	Orikan Australia Pty Ltd	1,914.00	Computer Software Maintenance - Printer
EF095863	29/04/25	06580	Omnicom Media Group	10,308.11	Advertising
EF095865	29/04/25	06592	Grosvenor Engineering Group	31,994.85	Electrical Contractor - COB
EF095866	29/04/25	06608	Robert Walters Pty Ltd	1,537.18	Labour/Personnel Hire
EF095867	29/04/25	06612	My Media Intelligence Pty Ltd	133.10	Professional Fees - Marketing
EF095870	29/04/25	06654	Billi Australia Pty Ltd	4,054.52	Office Equipment Maintenance
EF095873	29/04/25	06718	Empire Roofing Services	700.00	Building Maintenance - Garvey Park
EF095874	29/04/25	06726	PJA Holdings (Australia) Pty Ltd	3,850.00	Audit Fee - STP Peer Review
EF095875	29/04/25	06764	Built Environment Collective Pty Ltd	25,123.34	Oasis Expenses
EF095876	29/04/25	06790	Site Architecture Studio Pty Ltd	4,334.00	Professional Fees - Architect Hub Carpark
EF095877	29/04/25	06795	AMPAC Debt Recovery(WA) Pty Ltd	32,894.06	Professional Fees - Debt Collection
EF095880	29/04/25	06847	Trayd Australia Pty Ltd	6,489.47	Building Maintenance - COB
EF095881	29/04/25	06861	Mode Design Corp	550.00	Professional Fees - Building COB
EF095882	29/04/25	06866	Jetwave WA	181.50	Cleaning Services
EF095883	29/04/25	06871	Mobile Sentinel T/A Little Rippers Technology	20,770.20	Cleaning Services - Dispensers & Dog Waste Bags
EF095884	29/04/25	06874	Bug Busters	12,947.00	Pest Control - COB
EF095885	29/04/25	06884	McLeods Lawyers	2,629.88	Legal Expenses
EF095886	29/04/25	06900	AMS Installation & Maintenance Solutions	28,538.55	Airconditioning/Refrigeration Maintenance - COB
EF095887	29/04/25	06929	Brett David Investments T/A Successful Projects	8,507.83	Professional Fees - Engineering - Ornamental Lake Renewal
EF095888	29/04/25	06934	Positively Green Pty Ltd	7,813.66	BSRC Bowling Green Maintenance
EF095889	29/04/25	06938	LGC Equipment Hire	4,918.10	Plant/Equipment Hire - Harmony Festival & Epsom Sound
EF095890	29/04/25	06959	Elite Compliance Pty Ltd	47,003.00	Professional Fees - Pool Barrier Inspection
EF095891	29/04/25	06960	Phase 3 Landscape Construction	763,061.84	Professional Fees - Faulkner Park Lakes Renewal
EF095892	29/04/25	06995	Jerra Nominees & Neil Norrish T/A State Wide Turf Services	14,376.84	Turf Maintenance - Forster & Selby Park
EF095893	29/04/25	07035	Sandra Elizabeth Mckendrick - Sandpiper Productions	2,500.00	Library - Entertainment Expense - Let's Celebrate Local
EF095894	29/04/25	07042	Party Heads Perth	1,895.00	Plant/Equipment Hire
EF095895	29/04/25	07043	Kinglarp Pty Ltd T/A The Pressure King	7,390.90	Graffiti Removal - Various Location
Contractors Total				8,832,048.61	
Councillor Payments					
EF095471	04/04/25	00919	Janet Powell	3,148.17	Councillor Sitting Fee
EF095477	04/04/25	01369	Philip Marks	3,148.17	Councillor Sitting Fee
EF095482	04/04/25	02145	Robert Rossi	12,668.92	Councillor Sitting Fee
EF095492	04/04/25	03916	Bernard Ryan	3,148.17	Councillor Sitting Fee
EF095498	04/04/25	05084	Jenny Davis	3,607.80	Councillor Sitting Fee
EF095499	04/04/25	05085	George Sekulla	3,148.17	Councillor Sitting Fee
EF095505	04/04/25	05828	Deborah Sessions	5,171.40	Councillor Sitting Fee
EF095518	04/04/25	06704	Christopher John Kulczycki	3,148.17	Councillor Sitting Fee
EF095527	04/04/25	06968	Jarrod Harris	3,148.17	Councillor Sitting Fee
EF095572	11/04/25	05085	George Sekulla	4,792.65	Training - Education support
EF095804	29/04/25	05084	Jenny Davis	1,330.00	Membership Fee & Training
EF095829	29/04/25	05828	Deborah Sessions	54.48	Reimbursement - Workshop
Councillor Payments Total				46,514.27	
Fuels and Utilities					
EF095240	28/03/25	00042	Alinta Energy	1,608.40	Light, Power, Gas
EF095287	28/03/25	01252	Water Corporation	1,015.41	Water, Annual & Excess
EF095410	28/03/25	06424	Telstra Limited	7,081.72	Phone/Internet expenses
EF095422	28/03/25	06614	Oracle Customer Management Solutions	7,101.50	Phone/Internet expenses
EF095428	28/03/25	06707	Motorpass - 1617 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5911 - Ampol Midvale	148.71	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 0085 - Coles Express Perth	119.80	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 0591 - BP Express	268.44	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6934 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9327 - BP Welshpool	329.88	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6978 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 2466 - BP Bibra Lake	292.00	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5578 - Puma Burswood	336.89	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5523 - Ampol Cannington	403.28	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4232 - Coles Express, Cloverdale	107.77	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1411 - 7 Eleven Carlisle	361.00	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1661 - Coles Express Cloverdale	361.73	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1178 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5974 - Nightowl, Redcliffe	106.33	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 7657 - BP Express Carlisle	113.15	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9084 - 7 - Eleven Carlisle	93.44	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 2681 - Coles Express Cloverdale	240.23	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 2065 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3289 - United Southern River	273.83	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5561 - BP Carlisle	265.36	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5103 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5818 - BP Greenwood	299.57	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9157 - Ampol , Rivervale	117.68	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1893 - Ampol Midvale	417.31	Fuel, Oil, Additives

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095428	28/03/25	06707	Motorpass - 3239 - Caltex Gwelup	108.43	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 7149 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3748 - BP Carlisle	572.78	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1754 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5447 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9603 - Vibe Ascot	209.63	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1917 - BP Express, Carlisle	68.54	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6284 - Caltex Mount Lawley	352.43	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9357 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1615 - Coles Express Bull creek	460.31	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3839 - Ampol Belmont	240.39	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3847 - BP Mindarie	297.68	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 2474 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 2516 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4361 - Liberty Gosnells	388.48	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3567 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6390 - Ampol Bentley	274.32	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4083 - Ampol , Belmont	95.45	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5625 - Coles Express Cloverdale	105.50	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4201 - Ampol Ascot	278.67	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 7786 - Ampol Kingsley	229.53	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5490 - Ampol Bunbury	299.86	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5997 - BP Cannington	379.42	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 0091 - Ampol Applecross	200.19	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4565 - Ampol Willetton	430.77	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3741 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 0327 - BP Express, Carlisle	79.92	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1658 - Coles Express, Kewdale	172.54	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6153 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 7033 - Ampol Belmont	620.56	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5317 - Atlas Fuel Ascot	97.94	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6117 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3517 - WEX Fee	36.28	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4060 - BP Connect North Perth	288.13	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 1187 - Puma Burswood	240.45	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6973 - Ampol Murdoch	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 3142 - Coles Express Banksia Grove	211.12	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 5189 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 0177 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4878 - WEX Fee	37.90	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4886 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 4358 - BP Express Carlisle	106.69	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9969 - WEX Fee	316.63	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 7569 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 8830 - Coles Express Cloverdale	177.30	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 9265 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095428	28/03/25	06707	Motorpass - 6455 - WEX Card Fee	18.95	Fuel, Oil, Additives
EF095475	04/04/25	01252	Water Corporation	1,049.88	Water, Annual & Excess
EF095485	04/04/25	02471	Western Power	351.04	Light, Power, Gas
EF095556	11/04/25	01252	Water Corporation	5,925.89	Water, Annual & Excess
EF095557	11/04/25	01274	Synergy	129,962.81	Light, Power, Gas
EF095639	17/04/25	01252	Water Corporation	1,341.23	Water, Annual & Excess
EF095641	17/04/25	01274	Synergy	5,176.03	Light, Power, Gas
EF095645	17/04/25	02631	Ampol - Caltex	16,822.29	Fuel, Oil, Additives
EF095651	17/04/25	03592	Steven Harling	87.03	Parking Fee
EF095665	17/04/25	06424	Telstra Limited	23,639.69	Phone/Internet expenses
EF095686	29/04/25	00042	Alinta Energy	1,547.20	Light, Power, Gas
EF095730	29/04/25	01252	Water Corporation	710.42	Water, Annual & Excess
EF095734	29/04/25	01274	Synergy	993.92	Light, Power, Gas
EF095764	29/04/25	02474	Digital Marketing Australia - Captivate Connect	1,320.00	Phone/Internet expenses
EF095856	29/04/25	06424	Telstra Limited	6,935.32	Phone/Internet expenses
EF095869	29/04/25	06614	Oracle Customer Management Solutions	7,798.82	Phone/Internet expenses
EF095872	29/04/25	06707	Motorpass - 1617 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5911 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 0085 - Coles Express Perth	96.47	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 0591 - BP Express	251.50	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6934 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9327 - BP Welshpool	259.93	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6978 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 2466 - BP Bibra Lake	246.84	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5578 - Puma Burswood	435.93	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5523 - Ampol Cannington	369.73	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4232 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1411 - 7 Eleven Carlisle	338.89	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1661 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5974 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 7657 - BP Express Carlisle	136.01	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 2681 - Coles Express Cloverdale	311.48	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 2065 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3289 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5561 - BP Carlisle	98.66	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5103 - Coles Express Cloverdale	155.09	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5818 - BP Greenwood	232.26	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9157 - Ampol , Rivervale	258.05	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1893 - Ampol Midvale	525.01	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3239 - Caltex Gwelup	192.33	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 7149 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3748 - BP Carlisle	537.80	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1754 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5447 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9603 - Vibe Ascot	221.73	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1917 - BP Express, Carlisle	33.78	Fuel, Oil, Additives

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095872	29/04/25	06707	Motorpass - 6284 - Caltex Mount Lawley	399.59	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9357 - WEX Card Fee	90.55	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1615 - Coles Express Bull creek	470.73	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3839 - Ampol Belmont	158.17	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3847 - BP Mindarie	104.59	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 2474 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 2516 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4361 - Liberty Gosnells	451.22	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3567 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6390 - Ampol Bentley	236.22	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4083 - Ampol , Belmont	219.93	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5625 - Coles Express Cloverdale	167.29	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4201 - Ampol Ascot	411.40	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 7786 - Ampol Kingsley	234.77	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5490 - Ampol Bunbury	299.92	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5997 - BP Cannington	265.62	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 0091 - Ampol Applecross	180.57	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4565 - Ampol Willetton	292.26	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3741 - Caltex Redcliffe	105.15	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 0327 - BP Express, Carlisle	60.10	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6153 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 7033 - Ampol Belmont	634.81	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5317 - Atlas Fuel Ascot	268.63	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3517 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4060 - BP Connect North Perth	80.04	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 1187 - Puma Burswood	218.55	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6973 - Ampol Murdoch	223.46	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 3142 - Coles Express Banksia Grove	397.16	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 5189 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 0177 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4878 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4886 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 4358 - BP Express Carlisle	281.33	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9969 - WEX Fee	109.54	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 7569 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 8830 - Coles Express Cloverdale	149.46	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 9265 - WEX Card Fee	4.95	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - 6455 - Coles Express Cloverdale	222.94	Fuel, Oil, Additives
EF095872	29/04/25	06707	Motorpass - Credit	992.00	Fuel, Oil, Additives
Fuels and Utilities Total				243,496.03	
Materials					
EF095241	28/03/25	00051	Allmark and Associates Pty Ltd	605.00	Badges & Pendants
EF095242	28/03/25	00080	ARRB Group Limited	33,000.00	Road Condition Survey - Interim Bill
EF095244	28/03/25	00132	Bolinda Publishing Pty Ltd	175.21	Books/CDs/DVDs
EF095245	28/03/25	00162	ExBo Visual - Bokay Signage	261.58	Signs
EF095249	28/03/25	00203	BOC Gases Australia Ltd	156.96	Welding Equipment/Supplies
EF095251	28/03/25	00231	Bunnings Group Ltd	2,376.61	Hardware
EF095252	28/03/25	00233	Bunzl Limited	5,637.71	Cleaning Products
EF095254	28/03/25	00278	Chefmaster Australia	2,621.42	Cleaning Products
EF095255	28/03/25	00285	City of Armadale	1,728.94	Stationery & Printing
EF095257	28/03/25	00317	Coles Supermarkets Aust Pty Ltd	831.03	Groceries
EF095259	28/03/25	00403	Boral Construction Materials Group Ltd	3,371.43	Road/Drainage Material
EF095261	28/03/25	00414	Dulux Australia	108.01	Paint & Accessories
EF095262	28/03/25	00475	Saferight Pty Ltd	962.50	Safety Clothing/Equipment
EF095266	28/03/25	00664	Kmart Australia Limited	5.00	Stationery & Printing
EF095268	28/03/25	00723	Marindust Sales	4,455.00	Hardware - Peet Park Junior Goal Posts
EF095270	28/03/25	00742	Trillion Trees	1,155.00	Gardening - Flowers Harmony Festival
EF095273	28/03/25	00850	Pacific Safety Wear Malaga	95.37	Safety Clothing/Equipment
EF095277	28/03/25	00986	Reface Industries Pty Ltd	1,595.77	Annual Service, Maintenance & Consumables
EF095279	28/03/25	01083	SERCUL South East Regional Centre for Urban Landcare	1,232.00	Gardening Maintenance
EF095282	28/03/25	01183	Total Packaging (WA) Pty Ltd	8,448.00	Cleaning Products
EF095284	28/03/25	01206	Access Icon Pty Ltd t/a Cascada	11,003.30	Concrete Products - COB
EF095289	28/03/25	01263	West Australian Newspapers Ltd	293.37	Publications/Newspapers
EF095290	28/03/25	01265	Westbooks	1,830.34	Books/CDs/DVDs
EF095293	28/03/25	01325	Poolegrave Signs and Engraving	2,530.00	Signs
EF095294	28/03/25	01398	Winc Australia Pty Ltd	1,792.46	Stationery & Printing
EF095298	28/03/25	01568	Allstate Safety Products	25.30	Safety Clothing/Equipment
EF095299	28/03/25	01570	Blackwoods	2,822.74	Hardware
EF095310	28/03/25	02088	Lock Stock & Farrell Locksmith	2,368.00	Hardware
EF095312	28/03/25	02168	Ergolink	2,138.26	Office Furniture
EF095316	28/03/25	02382	Perth Timber Co Pty Ltd	5,527.50	Building Material - bollards
EF095320	28/03/25	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	3,041.18	Promotional Items
EF095322	28/03/25	02498	City of South Perth	3,387.59	Impound Cats & Dogs - Jan 2025
EF095325	28/03/25	02596	Safety Barriers WA	1,787.50	Metal Goods
EF095326	28/03/25	02733	Allwood Timber Supplies	866.80	Hardware
EF095329	28/03/25	02862	James Bennett Pty Ltd	3,663.91	Books/CDs/DVDs
EF095330	28/03/25	02912	Sanity Music Stores Pty Ltd	231.90	Books/CDs/DVDs
EF095333	28/03/25	03117	Six Axis Nominees T/A OCP Sales	5,689.70	Subscription
EF095334	28/03/25	03144	COS Complete Office Supplies Pty Ltd	1,654.95	Stationery & Printing
EF095340	28/03/25	03630	Direct Trades Supply Pty Ltd	1,028.30	Hardware
EF095341	28/03/25	03660	Safe T Card Australia Pty Ltd	107.80	Safety Clothing/Equipment
EF095345	28/03/25	04053	Totally Workwear TWW	639.61	Safety Clothing/Equipment
EF095351	28/03/25	04394	JB Hi - Fi Belmont Forum - Library purchases	129.00	Hardware
EF095355	28/03/25	04537	Cameron Aitkenhead t/as Head Office Studio	3,850.00	Books/CDs/DVDs - Interactive Projection Design Service
EF095358	28/03/25	04759	StrataGreen	19,008.00	Gardening Maintenance
EF095362	28/03/25	05055	Statewide Cleaning Supplies	459.52	Cleaning Products
EF095363	28/03/25	05082	Accidental Health and Safety Perth	2,365.93	Medical/First Aid Supplies
EF095369	28/03/25	05304	Syba Signs Pty Ltd	56.10	Signs
EF095373	28/03/25	05465	QBD Books	180.22	Books/CDs/DVDs
EF095387	28/03/25	05890	Living Turf	17,468.00	Turf Maintenance - Various Parks
EF095390	28/03/25	05980	Finishing WA	704.00	Stationery & Printing
EF095391	28/03/25	05992	Corsign WA	704.00	Signs

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095392	28/03/25	06005	MDM Entertainment Pty Ltd	111.96	Books/CDs/DVDs
EF095406	28/03/25	06346	Southern Chronicles	440.00	Publications/Newspapers
EF095407	28/03/25	06365	Spice Digital Imaging Pty Ltd	1,182.50	Library - Rewrap Planter Boxes
EF095413	28/03/25	06504	Prompt Sheetmetal Industries	5,500.00	Gardening - Volcano Playground Design
EF095417	28/03/25	06589	OverDrive Australia Pty Ltd	822.21	Books/CDs/DVDs
EF095426	28/03/25	06681	Prefet Pty Ltd T/A Minuteman Press Perth	299.64	Stationery & Printing - Various Events
EF095435	28/03/25	06844	Print and Sign Co	801.35	Stationery & Printing
EF095439	28/03/25	06873	City Rubber Stamps & Trophies	44.00	Badges & Pendants
EF095468	04/04/25	00317	Coles Supermarkets Aust Pty Ltd	645.82	Groceries
EF095472	04/04/25	01083	SERCUL South East Regional Centre for Urban Landcare	4,713.20	Gardening Maintenance
EF095473	04/04/25	01093	SAI Global Limited	8,634.26	Subscription
EF095480	04/04/25	01570	Blackwoods	367.64	Hardware
EF095491	04/04/25	03856	SEM Distribution - newspaper delivery	194.90	Publications/Newspapers
EF095521	04/04/25	06793	Get Home Safe	528.00	Computer Software
EF095545	11/04/25	00065	Apace Aid (Inc)	1,405.25	Gardening - Plants/Supplies
EF095546	11/04/25	00203	BOC Gases Australia Ltd	173.78	Welding Equipment/Supplies
EF095547	11/04/25	00317	Coles Supermarkets Aust Pty Ltd	1,169.62	Groceries
EF095567	11/04/25	04053	Totally Workwear TWW	166.46	Safety Clothing/Equipment
EF095571	11/04/25	04491	Woolworths Group - Functions/Catering only	552.76	Groceries
EF095574	11/04/25	05144	Tangibility Pty Ltd	5,940.00	Stationery & Printing - COB Branding
EF095627	17/04/25	00317	Coles Supermarkets Aust Pty Ltd	125.53	Groceries
EF095632	17/04/25	00664	Kmart Australia Limited	27.00	Stationery & Printing
EF095633	17/04/25	00832	Officeworks	41.98	Stationery & Printing
EF095653	17/04/25	03815	A.D. Engineering International Pty Ltd	660.00	Phone/Internet expenses
EF095660	17/04/25	05465	QBD Books	1,246.29	Books/CDs/DVDs
EF095687	29/04/25	00132	Bolinda Publishing Pty Ltd	87.11	Books/CDs/DVDs
EF095688	29/04/25	00185	Benara Nurseries	280.50	Gardening - Winter Street Tree
EF095692	29/04/25	00231	Bunnings Group Ltd	3,309.69	Hardware
EF095693	29/04/25	00233	Bunzl Limited	4,871.97	Cleaning Products
EF095694	29/04/25	00278	Chefmaster Australia	1,653.71	Cleaning Products
EF095695	29/04/25	00285	City of Armadale	473.36	Stationery & Printing
EF095698	29/04/25	00403	Boral Construction Materials Group Ltd	1,633.44	Road/Drainage Material
EF095700	29/04/25	00475	Saferight Pty Ltd	520.00	Safety Clothing/Equipment
EF095706	29/04/25	00634	Johns Building Supplies Pty Ltd	246.08	Building Material
EF095725	29/04/25	01206	Access Icon Pty Ltd t/a Cascada	1,817.75	Concrete Products - COB
EF095728	29/04/25	01238	WA Library Supplies Pty Ltd	694.16	Stationery & Printing
EF095732	29/04/25	01265	Westbooks	1,848.25	Books/CDs/DVDs
EF095736	29/04/25	01325	Poolegrave Signs and Engraving	55.00	Signs
EF095737	29/04/25	01398	Winc Australia Pty Ltd	2,762.49	Stationery & Printing
EF095740	29/04/25	01570	Blackwoods	2,438.68	Hardware
EF095751	29/04/25	02088	Lock Stock & Farrell Locksmith	1,829.06	Hardware
EF095755	29/04/25	02320	Ambius Indoor Plants	1,568.71	Gardening - Plants/Supplies
EF095756	29/04/25	02356	City of Fremantle	200.00	Books/CDs/DVDs
EF095762	29/04/25	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	1,574.22	Promotional Items
EF095765	29/04/25	02498	City of South Perth	3,230.29	Impound Cats & Dogs - Feb 2025
EF095769	29/04/25	02862	James Bennett Pty Ltd	1,323.01	Books/CDs/DVDs
EF095770	29/04/25	02912	Sanity Music Stores Pty Ltd	349.87	Books/CDs/DVDs
EF095771	29/04/25	03117	Six Axis Nominees T/A OCP Sales	416.93	Subscription
EF095772	29/04/25	03144	COS Complete Office Supplies Pty Ltd	874.27	Stationery & Printing
EF095779	29/04/25	03856	SEM Distribution - newspaper delivery	34.21	Publications/Newspapers
EF095780	29/04/25	04053	Totally Workwear TWW	931.17	Safety Clothing/Equipment
EF095790	29/04/25	04491	Woolworths Group - Functions/Catering only	529.01	Groceries
EF095796	29/04/25	04759	StrataGreen	13,130.28	Gardening Maintenance
EF095824	29/04/25	05701	Bing Technologies Pty Ltd	5,281.63	Stationery & Printing - Mails
EF095831	29/04/25	05890	Living Turf	6,591.20	Turf Maintenance - Various Parks
EF095835	29/04/25	05966	Light Application Pty Ltd	3,872.00	Lights & Light Fittings - ILCS Maintenance 2025
EF095837	29/04/25	06005	MDM Entertainment Pty Ltd	350.67	Books/CDs/DVDs
EF095843	29/04/25	06201	C - Wise	1,856.80	Gardening - Plants/Supplies
EF095845	29/04/25	06234	Brandworx Australia	1,344.63	Uniforms
EF095860	29/04/25	06551	Highlux Pty Ltd	27,513.20	Lights & Light Fittings - Garvey Park Walking Track
EF095864	29/04/25	06589	OverDrive Australia Pty Ltd	870.62	Books/CDs/DVDs
EF095871	29/04/25	06681	Prefet Pty Ltd T/A Minuteman Press Perth	6,412.23	Stationery & Printing - Various Events
EF095878	29/04/25	06800	The Aivish Family Trust T/as Fruit Break	2,904.25	Groceries
EF095879	29/04/25	06844	Print and Sign Co	2,399.10	Stationery & Printing
Materials Total				310,051.52	
Other					
EF095246	28/03/25	00169	Belmont Business Enterprise Centre Inc	478.50	50% Auditors Invoice July - December
EF095247	28/03/25	00179	Belmont Sports and Recreation Club (Inc)	549.00	Electric Cooker
EF095291	28/03/25	01270	Perth Racing - WA Turf Club	2,579.19	Reimbursement - Line Marking
EF095336	28/03/25	03393	Cloverdale Comets Diamond Sports Association	350.00	Reimbursement - Turf Line Marking
EF095421	28/03/25	06613	Host Tel	145.00	State Emergency Services Expense
EF095427	28/03/25	06683	Mike Hayward	35.34	Staff Reimbursement - Parking Training
EF095432	28/03/25	06746	Brandon Pang	99.96	Staff Reimbursement - Parking
EF095456	28/03/25	07055	Jack Bidwell	46.44	Staff Reimbursement - Parking
EF095460	28/03/25	99998	Kathleen Jean Parker	687.10	Vendor Pensioner Rebate
EF095461	28/03/25	99998	Renascant Western Australia	110.00	Application fee
EF095462	28/03/25	99998	Mary Moffat	707.31	Vendor Pensioner Rebate
EF095463	28/03/25	99998	Sara Buvari	697.21	Vendor Pensioner Rebate
EF095464	28/03/25	99998	Ei Myo Lwin & Kyaw Hlaing	606.24	Rates Refund
788895	04/04/25	00893	Petty Cash - Library	388.55	Petty Cash Recoup
EF095466	04/04/25	00169	Belmont Business Enterprise Centre Inc	24,448.60	Sponsorship - Belmont & WA Small Business Award
EF095481	04/04/25	01711	Irrigation Australia Ltd	858.00	Membership Fee
EF095487	04/04/25	03377	City of Belmont RSL Sub Branch	6,514.00	Donation - RSL Australia Day
EF095490	04/04/25	03760	Wilmot Loh	117.00	Reimbursements - Office Expense
EF095497	04/04/25	05076	Belmont Saints Squash & Sports Club	150.00	Community Contribution Fund
EF095503	04/04/25	05380	Garage Sale Trail Foundation Ltd	7,378.80	Membership Fee
EF095510	04/04/25	06184	Christy Ho	50.85	Reimbursements - Harmony Week
EF095516	04/04/25	06553	Darren Trengove	260.09	Staff Reimbursement - HSR Conference
EF095536	04/04/25	99998	SMNC	3,140.80	Community Contribution fund
EF095537	04/04/25	99998	Martin Sheehan	995.98	Vendor Pensioner Rebate
EF095538	04/04/25	99998	Lynda Carrol Matson	606.27	Vendor Pensioner Rebate
EF095539	04/04/25	99998	Lorraine Williams Settelement Services	998.86	Rates Refund

Attachment 12.8.1 April 2025 Payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF095540	04/04/25	99998	Chunyang Zhang	87.00	Application fee
EF095541	08/04/25	167278	Jeff Barry Noble	1,000.00	Bond Payment/Refund
EF095563	11/04/25	03071	Department of Transport - Vehicle Owner Searches	445.90	Vehicle Ownership Searches
EF095570	11/04/25	04431	Ascot Cricket Club Inc	350.00	Donation - Line Marking
EF095587	11/04/25	06003	National Association for the Visual Arts Ltd	400.00	Membership Fee
EF095596	11/04/25	06474	Vend Ltd	2,748.00	Subscription
EF095604	11/04/25	06860	Disabilities Activity Transfer Elder Services (Dates)	550.00	Shuttle Bus Service - Harmony Day
EF095618	11/04/25	99998	Kelly Williamson	700.00	Rates Refund
EF095619	11/04/25	99998	Brett & Michelle Crowhurst	866.68	Vendor Pensioner Rebate
EF095620	11/04/25	99998	Deborah Eileen White	586.06	Vendor Pensioner Rebate
EF095621	11/04/25	99998	Housing Choices WA	808.09	Rates Refund
EF095622	11/04/25	99998	S W Dahanayake	74.80	Application fee
EF095623	11/04/25	99998	Graham Baxter	160.00	Art Acquisition
EF095625	16/04/25	01236	Department of Fire and Emergency Services	410,936.49	Emergency Services Levy March 2025
EF095631	17/04/25	00610	ID Consulting Pty Ltd	18,601.00	Subscription
EF095649	17/04/25	03453	Clare Bridges	6,561.89	Reimbursements - Membership & Training
EF095652	17/04/25	03773	Belmont Districts Football Club	270.00	Reimbursements - Line Marking
EF095667	17/04/25	06806	Marwa Wasige	48.11	Staff Reimbursement - Harmony Festival
EF095677	17/04/25	07071	Hamed Abo El Atta	87.00	Staff Reimbursement - Working with Children
EF095678	17/04/25	07072	Andrea Hayes	56.05	Staff Reimbursement - Expenses
EF095679	17/04/25	99998	Absolutely Settlements	1,123.81	Rates Refund
EF095680	17/04/25	99998	Luke Smith	147.00	Application fee
EF095681	17/04/25	99998	Intergenerational Vision	377.71	Rates Refund
EF095682	17/04/25	99998	Future Materials	5,445.00	Belmont Business Innovation Grant
EF095683	17/04/25	99998	Coronis Now WA	396.69	Rates Refund
EF095684	17/04/25	99998	Alia Williams	450.00	Sports Donation
EF095685	17/04/25	99998	Jeshua Williams	450.00	Sports Donation
EF095733	29/04/25	01270	Perth Racing - WA Turf Club	3,547.19	Reimbursement - Line Marking & Race Day Catering
EF095760	29/04/25	02421	Illion Australia Pty Ltd	778.09	Subscription
EF095778	29/04/25	03773	Belmont Districts Football Club	3,800.00	Reimbursements - CCF
EF095798	29/04/25	04862	Mary - Anne Chan	71.00	Staff Reimbursement
EF095803	29/04/25	05076	Belmont Saints Squash & Sports Club	3,897.74	Community Contribution Fund
EF095809	29/04/25	05254	Optus Stadium	3,288.00	Reimbursements - Volunteer Week Function
EF095846	29/04/25	06271	Notre Dam Netball Club	3,348.00	Community Contribution Fund - Round 1 2025
EF095868	29/04/25	06613	Host Tel	145.00	State Emergency Services Expense
EF095899	29/04/25	99998	ProProperty Group	624.62	Rates Refund
EF095900	29/04/25	99998	T V Cavanagh	821.55	Rates Refund
EF095901	29/04/25	99998	Martyn Scott & Eugenia Cutri	769.61	Rates Refund
EF095902	29/04/25	99998	BSGM Queensland	488.05	Application fee
EF095903	29/04/25	99998	Artesian Vision	869.49	Vendor Pensioner Rebate
EF095904	29/04/25	99998	Artesian Junction	1,144.42	Vendor Pensioner Rebate
EF095905	29/04/25	99998	Nadine Bree Harte	361.11	Rates Refund
EF095906	29/04/25	99998	Hamza Amalida	450.00	Sports Donation
EF095907	30/04/25	01244	Western Australian Treasury Corporation	539,241.69	Loan Repayment - May 2025 Instalment
Other Total				1,070,371.93	
Property, Plant & Equipment					
EF095382	28/03/25	05740	Zenith Interiors Pty Ltd	1,622.50	Office Furniture
EF095404	28/03/25	06332	New Eagle International Pty Ltd T/A UMart	364.00	Computer Hardware
EF095431	28/03/25	06736	Zenith Corporation Australia Pty T/A Elite Office Furniture	2,947.45	Office Furniture - Library
EF095506	04/04/25	06111	Esel Pty Ltd t/as MWave	238.95	Computer Hardware
EF095643	17/04/25	02090	Woodlands Distributors & Agencies	5,816.80	Street Furniture - Drinking Fountain
EF095673	17/04/25	07044	GX Outdoors Pty Ltd	71,148.00	Street Furniture - Riverside Shelter
EF095750	29/04/25	02071	DS Agencies Pty Ltd	41,030.00	Street Furniture - Belmont Forum & OP Centre
EF095754	29/04/25	02310	Exteria Pty Ltd - Landmark Engineering	11,654.50	Street Furniture - Parkway Seats
EF095807	29/04/25	05207	Department of Planning, Lands and Heritage	9,135.00	Dwelling Yield Analysis
EF095825	29/04/25	05728	Access Office Industries	4,426.40	Office Furniture
EF095826	29/04/25	05766	PPC Practical Peripherals Corp Pty Ltd	655.99	Computer Hardware
EF095851	29/04/25	06332	New Eagle International Pty Ltd T/A UMart	140.00	Computer Hardware
Property, Plant & Equipment Total				149,179.59	
Salaries/Wages					
EF095239	28/03/25	99971	SuperChoice	160,967.47	Superannuation Contribution
EF095457	28/03/25	99952	Child Support Agency	768.13	Salaries/Wages
EF095458	28/03/25	99954	City of Belmont Social Club	425.00	Salaries/Wages
EF095459	28/03/25	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
WG2803	28/03/25	COB	City of Belmont Payroll	2,977.52	Salaries/Wages
WG0204	03/04/25	COB	City of Belmont Payroll	156,626.78	Salaries/Wages
EF095542	08/04/25	99971	SuperChoice	162,174.93	Superannuation Contribution
WG0904	10/04/25	COB	City of Belmont Payroll	850,958.98	Salaries/Wages
EF095562	11/04/25	02825	Town of Cambridge	4,958.65	Long Service Leave
EF095615	11/04/25	99952	Child Support Agency	768.13	Salaries/Wages
EF095616	11/04/25	99954	City of Belmont Social Club	430.00	Salaries/Wages
EF095617	11/04/25	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
SL110425	11/04/25	COB	City of Belmont Payroll	11,484.00	Salaries/Wages
WG1604	17/04/25	COB	City of Belmont Payroll	161,108.24	Salaries/Wages
SL230425	24/04/25	COB	City of Belmont Payroll	795,002.84	Salaries/Wages
EF095896	29/04/25	99952	Child Support Agency	768.13	Salaries/Wages
EF095897	29/04/25	99954	City of Belmont Social Club	425.00	Salaries/Wages
EF095898	29/04/25	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
EF095908	30/04/25	99971	SuperChoice	163,559.27	Superannuation Contribution
Salaries/Wages Total				2,473,799.07	
Training and Conferences					
EF095243	28/03/25	00107	Environmental Health Australia (WA)	2,300.00	Conference Expenses
EF095263	28/03/25	00602	Local Government Professionals Australia WA	705.00	Conference Expenses
EF095402	28/03/25	06319	Lara Lynch	45.24	Staff Reimbursement - Conference Parking
EF095455	28/03/25	07014	Culture Amp	17,023.05	Annual Engagement Survey Platform Services
EF095470	04/04/25	00602	Local Government Professionals Australia WA	435.00	Conference Expenses
EF095495	04/04/25	04388	Amanda Trembath	300.00	Conference Expenses
EF095528	04/04/25	07000	Alecia Hancock Consulting	440.00	Training
EF095533	04/04/25	07030	Design Out Crime and CPTED Centre	1,329.00	Training - CPTED
EF095550	11/04/25	00602	Local Government Professionals Australia WA	435.00	Conference Expenses
EF095554	11/04/25	01240	WA Local Government Association	2,311.34	Environmental Protection Act - Officer training
EF095630	17/04/25	00602	Local Government Professionals Australia WA	1,100.00	Conference Expenses

Attachment 12.8.1 April 2025 Payments

Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF095654	17/04/25	03998	Business Foundations Inc	6,160.00	Training
EF095704	29/04/25	00600	Institute of Public Works Engineering WA	3,200.00	Training
EF095742	29/04/25	01609	First 5 Minutes Pty Ltd	811.97	Training
EF095743	29/04/25	01644	Craig MacKenzie	19.18	Conference Expenses
Training and Conferences Total				36,614.78	
MUNI Total				13,162,075.80	
Trust Funds					
EF095543	11/04/25	154102	Building and Energy - Building Services Levy	104,282.55	Building and Energy - Building Services Levy
EF095544	11/04/25	164040	Department of Planning DAP fees	264.00	Department of Planning DAP fees
EF095624	14/04/25	164040	Department of Planning DAP fees	11,249.00	Department of Planning DAP fees
Trust Funds Total				115,795.55	
TRUST Total				115,795.55	
Grand Total				13,277,871.35	
				13,277,871.35	
			Breakdown - Cheques :	388.55	
			EFT :	13,277,482.80	

12.9 Monthly Financial Report for March 2025

Voting Requirement	: Simple Majority
Subject Index	: 32/009 Financial Operating Statements
Location/Property Index	: N/A
Application Index	: N/A
Disclosure of any Interest	: N/A
Previous Items	: N/A
Applicant	: N/A
Owner	: N/A
Responsible Division	: Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To provide Council with relevant monthly financial information for the 2024-25 financial year.

Summary and key issues

The following report includes a concise list of material variances for the month ending 31 March 2025.

Officer Recommendation

That the Monthly Financial Reports as at 31 March 2025 as included in Attachment 12.9.1 be received.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 6.4 of the *Local Government Act 1995 (WA)* (the Act) in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996 (WA)* (the Regulations) requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

Background

The Regulations prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals
2. Any other supporting information considered relevant by the Local Government.

Regulation 34 (5) states that "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at \$100,000 for the 2024-25 financial year.

Report

At the June 2024 Ordinary Council Meeting, Council adopted the materiality threshold for the 2024-25 financial year as \$100,000. The table below provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.9.1.

Report Section	Budget YTD	Actual YTD	Report Comments
Operating Activities			
Revenue from operating activities			
Fees and charges			
Works	7,102,598	7,227,799	Additional waste revenue as a result of a higher than anticipated uptake of additional or large bins.
Safer Communities	752,883	999,043	Income from Building Applications significantly higher than anticipated
Interest earnings			
Finance	6,691,506	5,688,021	Lower than budgeted interest amount is as a result of differences between timing of investment maturities and budget, with a number of maturities due in final quarter of the year.
Other revenue			
Works	3,000	106,961	Income from private works greater than expected.
Expenditure from operating activities			
Employee costs			
Works	(1,294,060)	(1,656,084)	Costs are to be reallocated to capital projects as part of

Report Section	Budget YTD	Actual YTD	Report Comments
			year-end review and in line with budget allocations.
Parks, Leisure & Environment	(3,116,806)	(2,961,415)	Salaries are below budget due to vacancies which are currently being recruited by the City.
Materials and contracts			
Governance, Strategy & Risk	(519,663)	(241,605)	Legal and other consultants' costs lower than expected.
Information Technology	(2,178,452)	(2,426,916)	Increases in licenses and subscriptions, particularly Microsoft.
Works	(6,658,416)	(5,492,689)	Timing variance due to Waste Services expenses not yet incurred.
Parks, Leisure & Environment	(6,434,583)	(5,003,198)	Decreased seasonal activities including watering and maintenance of trees (at start of season), and delays in receiving contractor invoices.
City Facilities & Property	(3,225,710)	(2,838,194)	Variance due to timing of invoices.
Planning Services	(352,747)	(224,277)	Several planning projects involving consultants and legal matters that are currently underway have not yet incurred costs.
Economic & Community Development	(1,785,961)	(1,330,855)	Expenses not yet incurred as budgeted including aged accommodation fees and maintenance, youth services

Report Section	Budget YTD	Actual YTD	Report Comments
			program and other contracts.
Library, Culture & Place	(2,099,423)	(1,561,244)	Projects are in progress with some timing variances.
Investing Activities			
Inflows from investing activities			
Capital grants, subsidies and contributions			
Works	1,709,679	1,229,470	Roads to Recovery income to be received.
Proceeds from disposal of assets			
Outflows from investing activities			
Payments for property, plant and equipment			
Design, Assets & Development	(555,178)	(393,924)	Vehicles on order and yet to be received.
City Facilities & Property	(1,400,279)	(1,073,840)	Delay in Centenary Park Lighting project due to availability of materials.
Payments for construction of infrastructure			
Works	(4,286,140)	(4,035,980)	Capital program progressing well, lag in invoices submitted for completed work.
City Projects	(4,087,269)	(3,269,936)	Projects remain on track to agreed milestones. Awaiting progress claims for Ornamental Lakes and Esplanade Foreshore.

Financial implications

The presentation of these reports to Council ensures compliance with the Local Government Act and associated regulations, and also ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	Monthly Financial Report for March [12.9.1 - 12 pages]

CITY OF BELMONT
MONTHLY FINANCIAL REPORT
For the period ended 31 March 2025

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Attachment 12.9.1 Monthly Financial Report for March

CITY OF BELMONT STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2025

	Supplementary Information	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
OPERATING ACTIVITIES							
Revenue from operating activities							
Rates		59,884,024	59,664,687	59,729,148	64,461	0.11%	
Grants, subsidies and contributions		2,601,122	696,280	624,378	(71,902)	(10.33%)	
Fees and charges		10,674,994	9,747,732	10,238,225	490,493	5.03%	▲
Interest revenue		8,902,136	6,704,793	5,701,305	(1,003,488)	(14.97%)	▼
Other revenue		809,162	586,223	810,191	223,968	38.21%	▲
Profit on asset disposals		91,136	69,268	24,086	(45,182)	(65.23%)	
Fair value adjustments to financial assets at fair value through profit or loss		4,203	0	0	0	0.00%	
		82,966,777	77,468,983	77,127,333	(341,650)	(0.44%)	
Expenditure from operating activities							
Employee costs		(27,991,552)	(21,345,158)	(21,167,282)	177,876	0.83%	▲
Materials and contracts		(37,802,874)	(27,333,503)	(23,037,214)	4,296,289	15.72%	▲
Utility charges		(2,420,339)	(1,640,423)	(1,692,884)	(52,461)	(3.20%)	
Depreciation		(13,207,356)	(9,905,515)	(9,905,519)	(4)	(0.00%)	
Finance costs		(520,949)	(261,507)	(267,897)	(6,390)	(2.44%)	
Insurance		(939,310)	(851,754)	(847,569)	4,185	0.49%	
Other expenditure		(1,531,389)	(998,840)	(911,642)	87,198	8.73%	
Loss on asset disposals		(58,266)	(58,266)	(60,070)	(1,804)	(3.10%)	
		(84,472,035)	(62,394,966)	(57,890,077)	4,504,889	7.22%	
Non-cash amounts excluded from operating activities	Note 2(b)	13,093,082	9,894,513	9,433,047	(461,466)	(4.66%)	▼
Amount attributable to operating activities		11,587,824	24,968,530	28,670,303	3,701,773	14.83%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		4,496,027	2,852,894	2,335,186	(517,708)	(18.15%)	▼
Proceeds from disposal of assets		874,997	874,997	332,851	(542,146)	(61.96%)	▼
		5,371,024	3,727,891	2,668,037	(1,059,854)	(28.43%)	
Outflows from investing activities							
Payments for property, plant and equipment	3	(5,248,629)	(2,520,988)	(2,146,394)	374,594	14.86%	▲
Payments for construction of infrastructure	3	(20,722,761)	(9,374,255)	(8,158,558)	1,215,697	12.97%	▲
Amount attributable to investing activities		(20,600,366)	(8,167,352)	(7,636,915)	530,437	6.49%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves	2	11,130,109	0	0	0	0.00%	
		11,130,109	0	0	0	0.00%	
Outflows from financing activities							
Repayment of borrowings		(641,885)	(311,971)	(311,971)	0	0.00%	
Payments for principal portion of lease liabilities		(105,427)	0	0	0	0.00%	
Transfer to reserves	2	(6,687,297)	0	0	0	0.00%	
		(7,434,609)	(311,971)	(311,971)	0	0.00%	
Amount attributable to financing activities		3,695,500	(311,971)	(311,971)	0	0.00%	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year							
Amount attributable to operating activities		5,795,621	5,795,621	5,868,521	72,900	1.26%	▲
Amount attributable to operating activities		11,587,824	24,968,530	28,670,303	3,701,773	14.83%	▲
Amount attributable to investing activities		(20,600,366)	(8,167,352)	(7,636,915)	530,437	6.49%	▲
Amount attributable to financing activities		3,695,500	(311,971)	(311,971)	0	0.00%	
Surplus or deficit after imposition of general rates		478,579	22,284,828	26,589,938	4,305,110	19.32%	▲

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

CITY OF BELMONT
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 MARCH 2025

	Supplementary Information	30 June 2024	31 March 2025
		\$	\$
CURRENT ASSETS			
Cash and cash equivalents	1	18,105,527	9,827,932
Trade and other receivables		24,999,921	10,310,253
Other financial assets		40,704,180	78,457,782
Inventories		262,339	254,965
Contract assets		37,717	0
Other assets		3,483,614	3,574,704
TOTAL CURRENT ASSETS		87,593,298	102,425,636
NON-CURRENT ASSETS			
Trade and other receivables		515,832	426,651
Other financial assets		21,135,546	21,135,546
Property, plant and equipment		341,517,776	339,751,685
Infrastructure		292,331,375	295,241,925
Right-of-use assets		158,975	158,975
Intangible assets		236,828	186,425
TOTAL NON-CURRENT ASSETS		655,896,332	656,901,207
TOTAL ASSETS		743,489,630	759,326,843
CURRENT LIABILITIES			
Trade and other payables		7,632,119	2,483,985
Other liabilities		1,833,787	1,743,569
Lease liabilities		105,428	105,428
Borrowings		641,884	329,913
Employee related provisions		4,987,945	4,806,987
TOTAL CURRENT LIABILITIES		15,201,163	9,469,882
NON-CURRENT LIABILITIES			
Other liabilities		151,558	151,558
Lease liabilities		57,042	57,042
Borrowings		10,976,367	10,976,367
Employee related provisions		541,262	541,263
TOTAL NON-CURRENT LIABILITIES		11,726,229	11,726,230
TOTAL LIABILITIES		26,927,392	21,196,112
NET ASSETS		716,562,238	738,130,731
EQUITY			
Retained surplus		195,472,409	217,040,902
Reserve accounts	2	69,265,334	69,265,334
Revaluation surplus		451,824,495	451,824,495
TOTAL EQUITY		716,562,238	738,130,731

This statement is to be read in conjunction with the accompanying notes.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Judgements and estimates

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

MATERIAL ACCOUNTING POLICES

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 31 March 2025

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 MARCH 2025

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

	Supplementary Information	Amended Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 31 March 2025
(a) Net current assets used in the Statement of Financial Activity				
Current assets		\$	\$	\$
Cash and cash equivalents	1	17,777,674	18,105,527	9,827,932
Trade and other receivables		23,613,744	24,999,921	10,310,253
Other financial assets		29,118,043	40,704,180	78,457,782
Inventories		276,212	262,339	254,965
Contract assets		0	37,717	0
Other assets		3,316,206	3,483,614	3,574,704
		74,101,879	87,593,298	102,425,636
Less: current liabilities				
Trade and other payables		(4,956,993)	(7,632,119)	(2,483,985)
Other liabilities		(2,082,606)	(1,833,787)	(1,743,569)
Lease liabilities		(39,341)	(105,428)	(105,428)
Borrowings		(666,573)	(641,884)	(329,913)
Employee related provisions		(4,273,584)	(4,987,945)	(4,806,987)
		(12,019,097)	(15,201,163)	(9,469,882)
Net current assets		62,082,782	72,392,135	92,955,754
Less: Total adjustments to net current assets	Note 2(c)	(64,395,522)	(66,523,614)	(66,365,816)
Closing funding surplus / (deficit)		(2,312,740)	5,868,521	26,589,938

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

	Amended Budget	YTD Budget (a)	YTD Actual (b)
	\$	\$	\$
Non-cash amounts excluded from operating activities			
Adjustments to operating activities			
Less: Profit on asset disposals	(91,136)	(69,268)	(24,086)
Less: Non-cash grants and contributions for assets	0	0	0
Less: Fair value adjustments to financial assets at fair value through profit and loss	(4,203)	0	0
Add: Loss on asset disposals	58,266	58,266	60,070
Add: Depreciation	13,207,356	9,905,515	9,905,519
Movement in current employee provisions associated with restricted cash	(77,201)	0	0
- Pensioner deferred rates	0	0	(89,181)
- Employee provisions	0	0	(419,275)
Total non-cash amounts excluded from operating activities	13,093,082	9,894,513	9,433,047

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 31 March 2025
	\$	\$	\$
Adjustments to net current assets			
Less: Reserve accounts	(69,782,469)	(69,265,334)	(69,265,334)
Add: Financial assets at amortised cost	0	20,927,619	20,927,619
- EMRC receivable	0	(20,927,619)	(20,927,619)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	666,573	641,884	329,913
- Current portion of lease liabilities	39,341	105,428	105,428
- Current portion of employee benefit provisions held in reserve	4,681,033	1,994,408	2,464,177
Total adjustments to net current assets	(64,395,522)	(66,523,614)	(66,365,816)

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

Attachment 12.9.1 Monthly Financial Report for March

CITY OF BELMONT NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 MARCH 2025

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2024-25 year is \$100,000.

Description

Revenue from operating activities

Fees and charges

Safer Communities - Income from Building Applications significantly higher than anticipated -(\$246,160)
Works - Additional waste revenue as a result of a higher than anticipated uptake of additional or large bins. -(\$125,201)

Interest revenue

Finance - Lower than budgeted interest amount is as a result of differences between timing of investment maturities and budget with a number of maturities due in final quarter of the year. -\$1,003,485

Other revenue

Works-Income from private works greater than expected.-((\$103,961)

Expenditure from operating activities

Employee costs

Salaries are below budget due to vacancies currently being recruited by the City
Works - Some costs to be reallocated to capital projects. -(\$362,023)

Materials and contracts

Information Technology - Overspend due to unexpected increases in licenses and subscriptions, particularly Microsoft. -(\$248,464)
Works - Timing variance due to Waste Services expenses not yet incurred. -\$1,165,727
Park Leisure & Environment - Decreased seasonal activities including watering and maintenance of trees and delays in receiving contractor invoices -\$1,431,385
City Facilities & Property - Variance due to timing of invoices. -\$387,516
Economic & Community Development -Expenses not yet incurred as budgeted including aged accommodation fees and maintenance, youth services program and other contracts. -\$455,105
Library,Culture & Place - Projects are in progress with some timing variances. -\$538,179
Governance,Strategy & Risk- Legal and other consultants costs lower than expected. -\$278,058
Planning Services - Several planning projects involving consultants and legal matters that are currently underway have not yet incurred costs. - \$128,470
Other expenditure
Economic & Community Development - Faulkner Park Retirement Village contributions not yet incurred. -\$207,472

Inflows from investing activities

Proceeds from capital grants, subsidies and contributions

Works-Roads to Recovery payments to be received. - (\$480,209)

Outflows from investing activities

Payments for property, plant and equipment

Design,Asset & Development - Vehicles on order and yet to be received.- \$161,254
City Facilities & Property - Delay in centenary park Lighting project due to availability of materials. - \$326,440

Payments for construction of infrastructure

Works -Capital program progressing well, lag in invoices submitted for completed work. - \$250,160
City Projects -Projects remain on track to agreed milestones. Awaiting progress claims for Ornamental Lakes and Esplanade Foreshore. - \$817,332

Var. \$	Var. %	
\$	%	
490,493	5.03%	▲
	Timing	
(1,003,488)	(14.97%)	▼
	Timing	
223,968	38.21%	▲
	Timing	
177,876	0.83%	▲
	Permanent	
4,296,289	15.72%	▲
	Timing	
	Timing	
	Timing	
	Timing	
	Timing	
0	0.00%	
	Timing	
(517,708)	(18.15%)	▼
	Timing	
374,594	14.86%	▲
	Timing	
1,215,697	12.97%	▲
	Timing	
	Timing	

CITY OF BELMONT
SUPPLEMENTARY INFORMATION

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4	Budget Amendments	12

Attachment 12.9.1 Monthly Financial Report for March

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 31 MARCH 2025

1 INVESTMENT PORTFOLIO

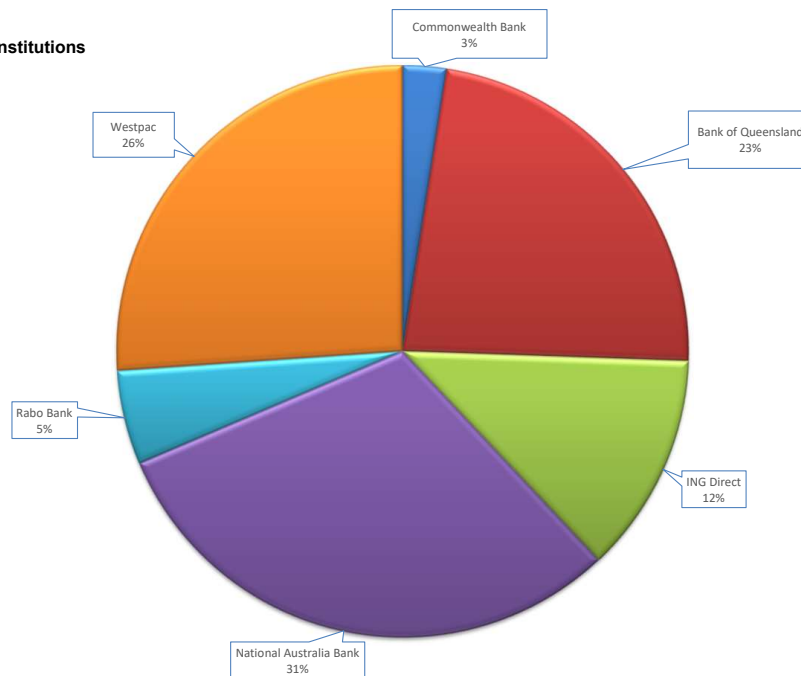
BY INVESTMENT HOLDINGS

	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %
Municipal Account	(9,444)	-	-	(9,444)	-0.01%
On-Call Account	2,708,322	-	-	2,708,322	2.48%
Term Deposits	35,718,456	70,791,949	(0)	106,510,405	97.53%
	38,417,334	70,791,949	(0)	109,209,283	100.00%

BY INSTITUTION

	Rating	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %	Policy Max %
Commonwealth Bank	AA	2,698,878	-	-	2,698,878	2.47%	40%
Bank of Queensland	A	14,218,456	10,979,242	-	25,197,698	23.07%	30%
ING Direct	A	3,000,000	10,601,558	-	13,601,558	12.45%	30%
National Australia Bank	AA	9,000,000	24,424,826	-	33,424,826	30.61%	40%
Rabo Bank	A	-	5,795,230	-	5,795,230	5.31%	30%
Westpac	AA	9,500,000	18,991,093	-	28,491,093	26.09%	40%
		38,417,334	70,791,949	-	109,209,283	100.00%	

Investment Institutions



BY CREDIT RATINGS

Rating	Municipal \$	Reserve \$	Trust Reserve \$	Total \$	Total %	Policy Max %
AAA	-	-	-	-	0.00%	100%
AA	21,198,878	43,415,919	-	64,614,797	59.17%	100%
A	17,218,456	27,376,030	-	44,594,486	40.83%	80%
BBB / NR	-	-	-	-	0.00%	60%
	38,417,334	70,791,949	-	109,209,283	100.00%	

Attachment 12.9.1 Monthly Financial Report for March

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 31 MARCH 2025

2 RESERVE ACCOUNTS

Reserve name	Budget Opening Balance	Budget Interest Earned	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted by Council										
Administration building Reserve	254,062	12,383	0	0	266,445	257,553	2,266	(2,266)	0	257,553
Aged Accommodation - Homeswest Reserve	998,563	57,169	8,583	0	1,064,315	1,010,521	8,890	(8,890)	0	1,010,521
Aged Community Care Reserve	235,668	11,487	0	0	247,155	238,905	2,102	(2,102)	0	238,905
Aged persons housing Reserve	224,620	11,776	0	(337,238)	0	244,913	2,155	(2,155)	0	244,913
Aged Services Reserve	1,146,414	55,877	0	0	1,202,291	1,162,167	10,224	(10,224)	0	1,162,167
Ascot Waters Marina Maintenance & Restoration	1,091,037	53,180	0	(50,000)	1,094,217	1,106,061	9,731	(9,731)	0	1,106,061
Belmont District Band Reserve	50,559	2,464	0	0	53,023	51,256	451	(451)	0	51,256
Belmont Oasis Refurbishment Reserve	4,456,122	217,197	0	0	4,673,319	4,517,364	39,742	(39,742)	0	4,517,364
Belmont Trust Reserve	1,657,363	80,836	0	(216,324)	1,521,875	1,681,259	14,791	(14,791)	0	1,681,259
Building maintenance Reserve	4,657,748	227,858	0	(200,000)	4,685,606	4,739,102	41,693	(41,693)	0	4,739,102
Capital Projects Reserve	5,827,421	0	1,481,369	(2,193,808)	5,114,982	5,827,421	51,268	(51,268)	0	5,827,421
Car Parking Reserve	66,674	3,250	0	0	69,924	67,592	595	(595)	0	67,592
Carry Forward Projects Reserve	1,744,079	0	1,135,000	(2,085,036)	794,043	1,744,079	15,344	(15,344)	0	1,744,079
District valuation Reserve	23,651	96,139	95,000	0	214,790	23,680	208	(208)	0	23,680
Election expenses Reserve	2,030	75,409	75,000	0	152,439	8,497	75	(75)	0	8,497
Environment Reserve	884,673	44,611	0	0	929,284	927,841	8,163	(8,163)	0	927,841
Faulkner Park Retirement Village Buy Back Reserve	2,533,333	123,478	0	0	2,656,811	2,568,147	22,594	(22,594)	0	2,568,147
Faulkner Park Retirement Village Owners Maintenance Reserve	515,197	25,247	0	0	540,444	525,106	4,620	(4,620)	0	525,106
History Reserve	179,010	8,725	0	0	187,735	181,468	1,597	(1,597)	0	181,468
Information Technology Reserve	1,486,554	72,456	0	0	1,559,010	1,506,984	13,258	(13,258)	0	1,506,984
Land acquisition Reserve	10,904,340	530,768	0	0	11,435,108	11,039,182	97,119	(97,119)	0	11,039,182
Long Service Leave Reserve - Salaries	3,449,639	101,138	0	(191,543)	3,359,234	2,103,512	18,506	(18,506)	0	2,103,512
Long Service Leave Reserve - Wages	528,885	17,341	0	(5,753)	540,473	360,665	3,173	(3,173)	0	360,665
Miscellaneous Entitlements Reserve	779,710	38,051	0	(36,435)	781,326	791,398	6,962	(6,962)	0	791,398
Plant replacement Reserve	1,633,290	79,342	747,498	(1,009,426)	1,450,704	1,650,203	14,518	(14,518)	0	1,650,203
Property development Reserve	21,704,520	844,917	0	(3,200,248)	19,248,347	17,573,013	154,602	(154,602)	0	17,573,013
Public Art Reserve	411,617	20,072	0	(65,700)	365,989	417,466	3,673	(3,673)	0	417,466
Ruth Faulkner library Reserve	49,432	2,409	0	0	51,841	50,113	441	(441)	0	50,113
Streetscapes Reserve	529,620	25,814	0	(536,898)	18,536	536,898	4,723	(4,723)	0	536,898
Urban Forest Strategy Management Reserve	125,066	6,096	0	0	131,162	126,788	1,115	(1,115)	0	126,788
Waste Management Reserve	4,674,332	231,185	0	(1,001,700)	3,903,817	4,808,297	42,302	(42,302)	0	4,808,297
Workers Compensation/Insurance Reserve	1,400,052	68,172	0	0	1,468,224	1,417,883	12,474	(12,474)	0	1,417,883
	74,225,281	3,144,847	3,542,450	(11,130,109)	69,782,469	69,265,334	609,375	(609,375)	0	69,265,334

**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS

	Amended			
Capital acquisitions	Budget	YTD Budget	YTD Actual	YTD Actual Variance
	\$	\$	\$	\$
Buildings - non-specialised	2,868,701	1,547,310	1,307,811	(239,499)
Furniture and equipment	1,129,801	381,000	443,664	62,664
Plant and equipment	1,200,127	555,178	394,919	(160,259)
Other property, plant and equipment	50,000	37,500	0	(37,500)
Acquisition of property, plant and equipment	5,248,629	2,520,988	2,146,394	(374,594)
Infrastructure - Roads	5,091,006	3,468,580	3,242,833	(225,747)
Infrastructure - Reserves Improvements	14,320,351	5,088,113	4,122,557	(965,556)
Infrastructure - Footpath Network	905,697	601,230	601,265	35
Infrastructure - Drainage Network	405,707	216,332	191,903	(24,429)
Acquisition of infrastructure	20,722,761	9,374,255	8,158,558	(1,215,697)
Total capital acquisitions	25,971,390	11,895,243	10,304,952	(1,590,291)
Capital Acquisitions Funded By:				
Capital grants and contributions	4,496,027	2,852,894	0	(2,852,894)
Other (disposals & C/Fwd)	874,997	874,997	332,851	(542,146)
Reserve accounts				
Belmont Trust Reserve	216,324	0	0	0
Building maintenance Reserve	200,000	0	0	0
Capital Projects Reserve	2,193,808	0	0	0
Carry Forward Projects Reserve	2,085,036	0	0	0
Long Service Leave Reserve - Wages	5,753	0	0	0
Plant replacement Reserve	1,009,426	0	0	0
Property development Reserve	3,200,248	0	0	0
Public Art Reserve	65,700	0	0	0
Streetscapes Reserve	536,898			
Contribution - operations	15,905,198	8,167,352	9,972,101	1,804,749
Capital funding total	30,789,415	11,895,243	10,304,952	(1,590,291)

MATERIAL ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

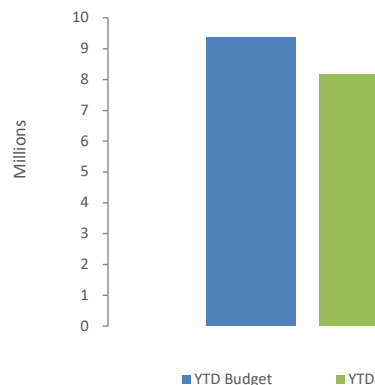
Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Payments for Capital Acquisitions



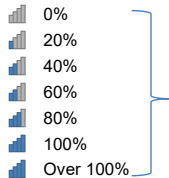
**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 MARCH 2025**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS - DETAILED

Capital expenditure total

Level of completion indicators



Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Level of completion indicator, please see table at the end of this note for further detail.

	Account Description	Amended			Variance (Under)/Over
		Budget	YTD Budget	YTD Actual	
		\$	\$	\$	\$
City Projects		10,867,807	4,087,268	3,269,933	(817,335)
Parks and Environment		3,842,930	1,175,041	1,086,594	(88,447)
Buildings and facilities		2,478,315	1,400,279	1,073,841	(326,438)
Infrastructure Capital Works		6,402,410	4,286,142	4,036,001	(250,141)
Furniture and equipment		1,129,801	381,000	443,664	62,664
Plant and equipment		1,200,127	555,178	394,919	(160,259)
Other		50,000	37,500	0	(37,500)
		25,971,390	11,922,408	10,304,952	(1,617,456)

Attachment 12.9.1 Monthly Financial Report for March

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 31 MARCH 2025

4 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash Adjustment \$	Increase in Available Cash \$	Decrease in Available Cash \$	Amended Budget Running Balance \$
Budget adoption						497,000
October Budget Review	October OCM #12.4	Opening surplus(deficit)	(4,990,527)			(4,493,527)
October Budget Review	October OCM #12.4	Operating revenue		367,633		(4,125,894)
October Budget Review	October OCM #12.4	Operating expenses			(154,263)	(4,280,157)
October Budget Review	October OCM #12.4	Capital revenue		972,549		(3,307,608)
October Budget Review	October OCM #12.4	Capital expenses			(7,400,921)	(10,708,529)
October Budget Review	October OCM #12.4	Non cash item	11,208,529			500,000
Tender 19-2024-Wilson Park Zone 2	December OCM #14.1	Capital expenses			(2,000,000)	(1,500,000)
Tender 19-2024-Wilson Park Zone 2	December OCM #14.1	Capital revenue		2,000,000		500,000
March Budget Review	March OCM #12.4	Opening surplus(deficit)	(4,481,806)			(3,981,806)
March Budget Review	March OCM #12.4	Operating revenue		(2,503,657)		(6,485,463)
March Budget Review	March OCM #12.4	Operating expenses			(60,822)	(6,546,285)
March Budget Review	March OCM #12.4	Capital revenue		7,156,104		609,819
March Budget Review	March OCM #12.4	Capital expenses			(109,819)	500,000
Payment of Superannuation for Elected Members	March OCM #12.6	Operating expenses			(21,421)	478,579
			1,736,196	7,992,629	(9,747,246)	

12.10 Monthly Financial Report for April 2025

Voting Requirement	:	Simple Majority
Subject Index	:	32/009 Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To provide Council with relevant monthly financial information for the 2024-25 financial year.

Summary and key issues

The following report includes a concise list of material variances for the month ending 30 April 2025.

Officer Recommendation

That the Monthly Financial Reports as at 30 April 2025 as included in Attachment 12.10.1 be received.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 6.4 of the *Local Government Act 1995 (WA)* (the Act) in conjunction with Regulations 34 (1) of the *Local Government (Financial Management) Regulations 1996 (WA)* (the Regulations) requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

Background

The Regulations prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals
2. Any other supporting information considered relevant by the Local Government.

Regulation 34 (5) states that "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at \$100,000 for the 2024-25 financial year.

Report

At the June 2024 Ordinary Council Meeting, Council adopted the materiality threshold for the 2024-25 financial year as \$100,000. The table below provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.10.1.

Report Section	Budget YTD	Actual YTD	Report Comments
Operating Activities			
Revenue from operating activities			
Operating grants, subsidies and contributions			
City Projects	343,000	167,229	Remainder of grant funding due to be paid in June 2025 following second progress report
Fees and charges			
Works	7,102,598	7,233,358	Additional waste revenue as a result of higher than anticipated uptake of additional or larger bins.
City Facilities & Property	1,013,542	1,134,064	Increased use of facilities and all tenancies leased out.
Safer Communities	829,922	1,097,155	Income from Building Applications significantly higher than anticipated
Interest earnings			
Finance	7,417,286	6,135,990	Lower than budgeted interest amount is a result of differences between timing of investment maturities.
Other revenue			
Works	3,750	107,141	Income from private works greater than expected.

Expenditure from operating activities			
Employee costs			
Finance	(2,017,693)	(2,118,288)	Timing variance relating to entry of employee timecards. Costs to be reallocated to projects.
Works	(1,428,157)	(1,872,837)	Costs are to be reallocated to capital projects as part of year-end review and in line with budget allocations.
Parks, Leisure & Environment	(3,452,305)	(3,318,303)	Salaries are below budget due to vacancies which are currently being recruited by the city.
Materials and contracts			
Governance, Strategy & Risk	(602,275)	(254,853)	Legal and other consultant costs lower than expected
Information Technology	(2,368,227)	(2,538,643)	Increase in software subscription fees with key providers such as Microsoft, Adobe and VMware.
Works	(7,403,396)	(5,602,371)	Timing variance due to Waste Services expenses not yet incurred and invoices to be received.
Parks, Leisure & Environment	(7,396,809)	(5,596,496)	Awaiting contractor invoicing and completion of seasonal programs
City Facilities & Property	(3,515,643)	(3,141,623)	Variance due to timing of invoices
Planning Services	(395,386)	(260,760)	Several planning projects involving consultants and legal matters that are currently underway have not yet incurred costs.
Safer Communities	(2,403,795)	(2,238,498)	The CCTV projects slightly delay but are expected to be completed by the end of the financial year.

Economic & Community Development	(2,100,237)	(1,488,594)	Expenses not yet incurred as budgeted including aged accommodation fees and maintenance, youth services and other contracts.
Library, Culture & Place	(2,219,397)	(1,743,424)	Projects in progress with some timing variances.
Investing Activities			
Inflows from investing activities			
Capital grants, subsidies and contributions			
Works	1,919,950	1,229,470	Roads to recovery grant submitted, to be received in May.
City Projects	1,230,082	730,083	Capital works currently under construction - budget expected to be used as invoices come through.
Proceeds from disposal of assets			
Design, Assets & Development	520,238	387,247	Income from fleet sales dependant on replacement items being received.
Outflows from investing activities			
Payments for property, plant and equipment			
Information Technology	(360,000)	(212,681)	Delayed asset renewal project due to scope and requirement change.
Design, Assets & Development	(838,675)	(396,151)	Vehicles on order and yet to be received, plant items under evaluation.
City Facilities & Property	(1,660,815)	(995,266)	Delay in Centenary Park Lighting project due to unavailability of materials.
Payments for construction of infrastructure			
Works	(5,441,608)	(4,855,109)	Capital program progressing well, lag in invoices submitted for completed work.
City Projects	(6,587,844)	(5,852,530)	Capital program progressing well, lag in invoices submitted for progressed work.

Parks, Leisure & Environment	(2,462,757)	(1,256,730)	Variance reflects delays receiving invoices from contractors.
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Financial implications

The presentation of these reports to Council ensures compliance with the Act and associated Regulations, and ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. Monthly Financial Report for April 2025 KM [12.10.1 - 12 pages]

CITY OF BELMONT
MONTHLY FINANCIAL REPORT
For the period ended 30 April 2025

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Attachment 12.10.1 Monthly Financial Report for April 2025 KM

CITY OF BELMONT STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 APRIL 2025

	Supplementary Information	Amended Budget Estimates (a) \$	YTD Budget Estimates (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
OPERATING ACTIVITIES							
Revenue from operating activities							
Rates		59,884,024	59,664,687	59,772,476	107,789	0.18%	▲
Grants, subsidies and contributions		2,944,122	1,080,012	858,463	(221,549)	(20.51%)	▼
Fees and charges		10,674,994	9,978,159	10,627,949	649,790	6.51%	▲
Interest revenue		8,902,136	7,430,573	6,149,272	(1,281,301)	(17.24%)	▼
Other revenue		809,162	642,701	889,149	246,448	38.35%	▲
Profit on asset disposals		91,136	76,558	24,086	(52,472)	(68.54%)	▼
Fair value adjustments to financial assets at fair value through profit or loss		4,203	0	0	0	0.00%	
		83,309,777	78,872,690	78,321,395	(551,295)	(0.70%)	
Expenditure from operating activities							
Employee costs		(27,991,552)	(23,505,847)	(23,642,399)	(136,552)	(0.58%)	▼
Materials and contracts		(37,802,874)	(30,579,548)	(24,941,020)	5,638,528	18.44%	▲
Utility charges		(2,420,339)	(1,920,065)	(1,885,701)	34,364	1.79%	
Depreciation		(13,207,356)	(11,006,132)	(11,025,202)	(19,070)	(0.17%)	
Finance costs		(520,949)	(476,778)	(483,168)	(6,390)	(1.34%)	
Insurance		(939,310)	(938,571)	(847,569)	91,002	9.70%	
Other expenditure		(1,509,968)	(1,057,329)	(971,322)	86,007	8.13%	
Loss on asset disposals		(58,266)	(58,266)	(127,641)	(69,375)	(119.07%)	▼
		(84,450,614)	(69,542,536)	(63,924,022)	5,618,514	8.08%	
Non-cash amounts excluded from operating activities	Note 2(b)	12,855,661	10,987,840	10,598,237	(389,603)	(3.55%)	▼
Amount attributable to operating activities		11,714,824	20,317,994	24,995,610	4,677,616	23.02%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		4,496,027	3,567,332	2,335,186	(1,232,146)	(34.54%)	▼
Proceeds from disposal of assets		874,997	874,997	397,146	(477,851)	(54.61%)	▼
		5,371,024	4,442,329	2,732,332	(1,709,997)	(38.49%)	
Outflows from investing activities							
Payments for property, plant and equipment	3	(5,248,629)	(3,474,092)	(2,088,212)	1,385,880	39.89%	▲
Payments for construction of infrastructure	3	(21,065,761)	(14,165,277)	(11,717,355)	2,447,922	17.28%	▲
Amount attributable to investing activities		(20,943,366)	(13,197,040)	(11,073,235)	2,123,805	16.09%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves	2	11,130,109	0	0	0	0.00%	
		11,130,109	0	0	0	0.00%	
Outflows from financing activities							
Repayment of borrowings		(641,885)	(635,941)	(635,941)	0	0.00%	
Payments for principal portion of lease liabilities		(105,427)	0	0	0	0.00%	
Transfer to reserves	2	(6,687,297)	0	0	0	0.00%	
		(7,434,609)	(635,941)	(635,941)	0	0.00%	
Amount attributable to financing activities		3,695,500	(635,941)	(635,941)	0	0.00%	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year							
Amount attributable to operating activities		5,795,621	5,795,621	5,868,521	72,900	1.26%	▲
Amount attributable to investing activities		11,714,824	20,317,994	24,995,610	4,677,616	23.02%	▲
Amount attributable to investing activities		(20,943,366)	(13,197,040)	(11,073,235)	2,123,805	16.09%	▲
Amount attributable to financing activities		3,695,500	(635,941)	(635,941)	0	0.00%	▲
Surplus or deficit after imposition of general rates		262,579	12,280,634	19,154,955	6,874,321	55.98%	

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

CITY OF BELMONT
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 APRIL 2025

	Supplementary Information	30 June 2024	30 April 2025
		\$	\$
CURRENT ASSETS			
Cash and cash equivalents	1	18,105,527	9,599,409
Trade and other receivables		24,999,921	9,665,170
Other financial assets		40,704,180	72,457,782
Inventories		262,339	247,253
Contract assets		37,717	0
Other assets		3,483,614	3,758,981
TOTAL CURRENT ASSETS		87,593,298	95,728,595
NON-CURRENT ASSETS			
Trade and other receivables		515,832	425,480
Other financial assets		21,135,546	21,135,546
Property, plant and equipment		341,517,776	340,440,111
Infrastructure		292,331,375	296,834,467
Right-of-use assets		158,975	158,975
Intangible assets		236,828	177,933
TOTAL NON-CURRENT ASSETS		655,896,332	659,172,512
TOTAL ASSETS		743,489,630	754,901,107
CURRENT LIABILITIES			
Trade and other payables		7,632,119	3,654,909
Other liabilities		1,833,787	1,354,572
Lease liabilities		105,428	105,428
Borrowings		641,884	5,943
Employee related provisions		4,987,945	4,763,002
TOTAL CURRENT LIABILITIES		15,201,163	9,883,854
NON-CURRENT LIABILITIES			
Other liabilities		151,558	151,558
Lease liabilities		57,042	57,042
Borrowings		10,976,367	10,976,367
Employee related provisions		541,262	541,263
TOTAL NON-CURRENT LIABILITIES		11,726,229	11,726,230
TOTAL LIABILITIES		26,927,392	21,610,084
NET ASSETS		716,562,238	733,291,023
EQUITY			
Retained surplus		195,472,409	212,201,194
Reserve accounts	2	69,265,334	69,265,334
Revaluation surplus		451,824,495	451,824,495
TOTAL EQUITY		716,562,238	733,291,023

This statement is to be read in conjunction with the accompanying notes.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Judgements and estimates

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

MATERIAL ACCOUNTING POLICES

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 April 2025

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2025

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

		Amended Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 30 April 2025
(a) Net current assets used in the Statement of Financial Activity	Supplementary Information			
Current assets		\$	\$	\$
Cash and cash equivalents	1	17,777,674	18,105,527	9,599,409
Trade and other receivables		23,613,744	24,999,921	9,665,170
Other financial assets		29,118,043	40,704,180	72,457,782
Inventories		276,212	262,339	247,253
Contract assets		0	37,717	0
Other assets		3,316,206	3,483,614	3,758,981
		74,101,879	87,593,298	95,728,595
Less: current liabilities				
Trade and other payables		(4,956,993)	(7,632,119)	(3,654,909)
Other liabilities		(2,082,606)	(1,833,787)	(1,354,572)
Lease liabilities		(39,341)	(105,428)	(105,428)
Borrowings		(666,573)	(641,884)	(5,943)
Employee related provisions		(4,273,584)	(4,987,945)	(4,763,002)
		(12,019,097)	(15,201,163)	(9,883,854)
Net current assets		62,082,782	72,392,135	85,844,741
Less: Total adjustments to net current assets	Note 2(c)	(64,395,522)	(66,523,614)	(66,689,786)
Closing funding surplus / (deficit)		(2,312,740)	5,868,521	19,154,955

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

	Amended Budget	YTD Budget (a)	YTD Actual (b)
Non-cash amounts excluded from operating activities	\$	\$	\$
Adjustments to operating activities			
Less: Profit on asset disposals	(91,136)	(76,558)	(24,086)
Less: Non-cash grants and contributions for assets	0	0	0
Less: Fair value adjustments to financial assets at fair value through profit and loss	(4,203)	0	0
Add: Loss on asset disposals	58,266	58,266	127,641
Add: Depreciation	13,207,356	11,006,132	11,025,202
Movement in non-current employee provisions	(237,421)	0	0
Movement in current employee provisions associated with restricted cash	(77,201)	0	0
- Pensioner deferred rates	0	0	(90,352)
- Employee provisions	0	0	(440,168)
Total non-cash amounts excluded from operating activities	12,855,661	10,987,840	10,598,237

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Amended Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 30 April 2025
Adjustments to net current assets	\$	\$	\$
Less: Reserve accounts	(69,782,469)	(69,265,334)	(69,265,334)
Add: Financial assets at amortised cost	0	20,927,619	20,927,619
- EMRC receivable	0	(20,927,619)	(20,927,619)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	666,573	641,884	5,943
- Current portion of lease liabilities	39,341	105,428	105,428
- Current portion of employee benefit provisions held in reserve	4,681,033	1,994,408	2,464,177
Total adjustments to net current assets	(64,395,522)	(66,523,614)	(66,689,786)

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

Attachment 12.10.1 Monthly Financial Report for April 2025 KM

CITY OF BELMONT NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 APRIL 2025

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.

The material variance adopted by Council for the 2024-25 year is \$100,000.

Description	Var. \$ \$	Var. % %	
Revenue from operating activities			
Grants, subsidies and contributions	(221,549)	(20.51%)	▼
City Projects-Remainder of grant funding due to be paid in June 2025 following second progress report.-((\$175,771)		Timing	
Fees and charges	649,790	6.51%	▲
Safer Communities - Income from Building Applications significantly higher than anticipated.-((\$267,233)		Timing	
City Facilities & Property - Increased use of facilities and all tenancies leased out.-((\$120,522)		Timing	
Works - Additional waste revenue as a result of a higher than anticipated uptake of additional or large bins. -((\$130,760)		Timing	
Interest revenue	(1,281,301)	(17.24%)	▼
Finance - Lower than budgeted interest amount is as a result of differences between timing of investment maturities. -\$1,281,296		Timing	
Other revenue	246,448	38.35%	▲
Works-Income from private works greater than expected.-((\$103,391)		Timing	
Expenditure from operating activities			
Employee costs	(136,552)	(0.58%)	▼
Salaries are below budget due to vacancies currently being recruited by the City		Permanent	
Works - Reallocation of capital project costing still to be completed. -((\$444,680)		Timing	
Finance - Timing variance relating to entry of employee time cards. Costs to be reallocated to projects. -((\$100,594)		Timing	
Materials and contracts	5,638,528	18.44%	▲
Information Technology - Overspend due to unexpectedly large increase in software subscription fees with key providers such as Microsoft, Adobe and VMware. (- \$170,416)		Timing	
Works - Timing variance due to Waste Services expenses not yet incurred.-\$1,801,025		Timing	
Park Leisure & Environment - Awaiting contractor invoicing and completion of program aligned with seasonal programs -\$1,800,313		Timing	
City Facilities & Property - Variance due to timing of invoices. -\$374,020		Timing	
Economic & Community Development -Expenses not yet incurred as budgeted including aged accommodation fees and maintenance, youth services program and other contracts.-\$,611,644		Timing	
Library,Culture & Place - Projects are in progress with some timing variances. -\$475,973		Timing	
Governance,Strategy & Risk- Legal and other consultants costs lower than expected.-\$347,421		Timing	
Safer Communities -The CCTV projects slightly delays but are expected to be completed by the end of the financial year. -\$165,297		Timing	
Planning Services - Several planning projects involving consultants and legal matters that are currently underway have not yet incurred costs. -\$134,626		Timing	
Inflows from investing activities			
Proceeds from capital grants, subsidies and contributions	(1,232,146)	(34.54%)	▼
City Projects - Capital works currently under construction - budget expected to be used as invoices come through.-(\$500,000)		Timing	
Works-Roads to Recovery payments to be received in May. -((\$690,480)		Timing	
Proceeds from disposal of assets	(477,851)	(54.61%)	▼
Delay in proceeds of disposal relating to replacement of various assets.		Timing	
Outflows from investing activities			
Payments for property, plant and equipment	1,385,880	39.89%	▲
Information Technology - Delayed asset renewal project due to scope and requirement change. -\$147,319		Timing	
Design,Asset & Development - Vehicles on order and yet to be received , plant items under evaluation.- \$442,524		Timing	
City Facilities & Property - Delay in centenary park Lighting project due to unavailability of materials. -\$665,549		Timing	
Payments for construction of infrastructure	2,447,922	17.28%	▲
Works -Capital program progressing well, lag in invoices submitted for completed work. -\$586,499		Timing	
Parks,Leisure & Environment -Variance reflects delays receiving final invoices from contractors. All programs are on target for completion before end of the financial year.- \$1,206,027		Timing	
City Projects -Capital program progressing well, lag in invoices submitted for progressed work. -\$735,313		Timing	

CITY OF BELMONT
SUPPLEMENTARY INFORMATION

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Attachment 12.10.1 Monthly Financial Report for April 2025 KM

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 30 APRIL 2025

1 INVESTMENT PORTFOLIO

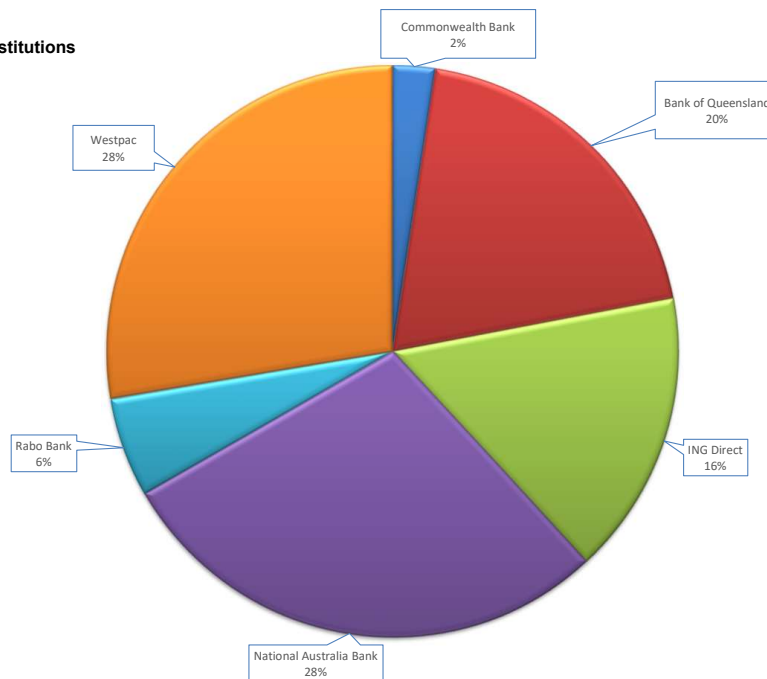
BY INVESTMENT HOLDINGS

	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %
Municipal Account	56,506	-	-	56,506	0.05%
On-Call Account	2,413,849	-	-	2,413,849	2.34%
Term Deposits	29,718,456	70,791,949	(0)	100,510,405	97.60%
	32,188,811	70,791,949	(0)	102,980,760	100.00%

BY INSTITUTION

	Rating	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %	Policy Max %
Commonwealth Bank	AA	2,470,355	-	-	2,470,355	2.40%	40%
Bank of Queensland	A	9,218,456	10,979,242	-	20,197,698	19.61%	30%
ING Direct	A	6,000,000	10,601,558	-	16,601,558	16.12%	30%
National Australia Bank	AA	5,000,000	24,424,826	-	29,424,826	28.57%	40%
Rabo Bank	A	-	5,795,230	-	5,795,230	5.63%	30%
Westpac	AA	9,500,000	18,991,093	-	28,491,093	27.67%	40%
		32,188,811	70,791,949	-	102,980,760	100.00%	

Investment Institutions



BY CREDIT RATINGS

Rating	Municipal \$	Reserve \$	Trust Reserve \$	Total \$	Total %	Policy Max %
AAA	-	-	-	-	0.00%	100%
AA	16,970,355	43,415,919	-	60,386,274	58.64%	100%
A	15,218,456	27,376,030	-	42,594,486	41.36%	80%
BBB / NR	-	-	-	-	0.00%	60%
	32,188,811	70,791,949	-	102,980,760	100.00%	

Attachment 12.10.1 Monthly Financial Report for April 2025 KM

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 30 APRIL 2025

2 RESERVE ACCOUNTS

Reserve name	Budget Opening Balance	Budget Interest Earned	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted by Council										
Administration building Reserve	254,062	12,383	0	0	266,445	257,553	2,910	(2,910)	0	257,553
Aged Accommodation - Homeswest Reserve	998,563	57,169	8,583	0	1,064,315	1,010,521	11,418	(11,418)	0	1,010,521
Aged Community Care Reserve	235,668	11,487	0	0	247,155	238,905	2,699	(2,699)	0	238,905
Aged persons housing Reserve	224,620	11,776	0	(337,238)	0	244,913	2,767	(2,767)	0	244,913
Aged Services Reserve	1,146,414	55,877	0	0	1,202,291	1,162,167	13,132	(13,132)	0	1,162,167
Ascot Waters Marina Maintenance & Restoration	1,091,037	53,180	0	(50,000)	1,094,217	1,106,061	12,498	(12,498)	0	1,106,061
Belmont District Band Reserve	50,559	2,464	0	0	53,023	51,256	579	(579)	0	51,256
Belmont Oasis Refurbishment Reserve	4,456,122	217,197	0	0	4,673,319	4,517,364	51,043	(51,043)	0	4,517,364
Belmont Trust Reserve	1,657,363	80,836	0	(216,324)	1,521,875	1,681,259	18,997	(18,997)	0	1,681,259
Building maintenance Reserve	4,657,748	227,858	0	(200,000)	4,685,606	4,739,102	53,549	(53,549)	0	4,739,102
Capital Projects Reserve	5,827,421	0	1,481,369	(2,193,808)	5,114,982	5,827,421	65,846	(65,846)	0	5,827,421
Car Parking Reserve	66,674	3,250	0	0	69,924	67,592	764	(764)	0	67,592
Carry Forward Projects Reserve	1,744,079	0	1,135,000	(2,085,036)	794,043	1,744,079	19,707	(19,707)	0	1,744,079
District valuation Reserve	23,651	96,139	95,000	0	214,790	23,680	268	(268)	0	23,680
Election expenses Reserve	2,030	75,409	75,000	0	152,439	8,497	96	(96)	0	8,497
Environment Reserve	884,673	44,611	0	0	929,284	927,841	10,484	(10,484)	0	927,841
Faulkner Park Retirement Village Buy Back Reserve	2,533,333	123,478	0	0	2,656,811	2,568,147	29,018	(29,018)	0	2,568,147
Faulkner Park Retirement Village Owners Maintenance Reserve	515,197	25,247	0	0	540,444	525,106	5,933	(5,933)	0	525,106
History Reserve	179,010	8,725	0	0	187,735	181,468	2,050	(2,050)	0	181,468
Information Technology Reserve	1,486,554	72,456	0	0	1,559,010	1,506,984	17,028	(17,028)	0	1,506,984
Land acquisition Reserve	10,904,340	530,768	0	0	11,435,108	11,039,182	124,735	(124,735)	0	11,039,182
Long Service Leave Reserve - Salaries	3,449,639	101,138	0	(191,543)	3,359,234	2,103,512	23,768	(23,768)	0	2,103,512
Long Service Leave Reserve - Wages	528,885	17,341	0	(5,753)	540,473	360,665	4,075	(4,075)	0	360,665
Miscellaneous Entitlements Reserve	779,710	38,051	0	(36,435)	781,326	791,398	8,942	(8,942)	0	791,398
Plant replacement Reserve	1,633,290	79,342	747,498	(1,009,426)	1,450,704	1,650,203	18,646	(18,646)	0	1,650,203
Property development Reserve	21,704,520	844,917	0	(3,200,248)	19,248,347	17,573,013	198,563	(198,563)	0	17,573,013
Public Art Reserve	411,617	20,072	0	(65,700)	365,989	417,466	4,717	(4,717)	0	417,466
Ruth Faulkner library Reserve	49,432	2,409	0	0	51,841	50,113	566	(566)	0	50,113
Streetscapes Reserve	529,620	25,814	0	(536,898)	18,536	536,898	6,067	(6,067)	0	536,898
Urban Forest Strategy Management Reserve	125,066	6,096	0	0	131,162	126,788	1,433	(1,433)	0	126,788
Waste Management Reserve	4,674,332	231,185	0	(1,001,700)	3,903,817	4,808,297	54,331	(54,331)	0	4,808,297
Workers Compensation/Insurance Reserve	1,400,052	68,172	0	0	1,468,224	1,417,883	16,021	(16,021)	0	1,417,883
	74,225,281	3,144,847	3,542,450	(11,130,109)	69,782,469	69,265,334	782,650	(782,650)	0	69,265,334

**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 APRIL 2025**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS

	Amended			
Capital acquisitions	Budget	YTD Budget	YTD Actual	YTD Actual Variance
	\$	\$	\$	\$
Buildings - non-specialised	2,868,701	1,987,750	1,242,306	(745,444)
Furniture and equipment	1,129,801	606,000	448,760	(157,240)
Plant and equipment	1,200,127	838,675	397,146	(441,529)
Other property, plant and equipment	50,000	41,667	0	(41,667)
Acquisition of property, plant and equipment	5,248,629	3,474,092	2,088,212	(1,385,880)
Infrastructure - Roads	5,091,006	4,554,724	3,992,388	(562,336)
Infrastructure - Reserves Improvements	14,663,351	8,723,666	6,862,223	(1,861,443)
Infrastructure - Footpath Network	905,697	670,555	628,596	(41,959)
Infrastructure - Drainage Network	405,707	216,332	234,148	17,816
Acquisition of infrastructure	21,065,761	14,165,277	11,717,355	(2,447,922)
Total capital acquisitions	26,314,390	17,639,369	13,805,567	(3,833,802)
Capital Acquisitions Funded By:				
Capital grants and contributions	4,496,027	3,567,332	0	(3,567,332)
Other (disposals & C/Fwd)	874,997	874,997	397,146	(477,851)
Reserve accounts				
Belmont Trust Reserve	216,324	0	0	0
Building maintenance Reserve	200,000	0	0	0
Capital Projects Reserve	2,193,808	0	0	0
Carry Forward Projects Reserve	2,085,036	0	0	0
Long Service Leave Reserve - Wages	5,753	0	0	0
Plant replacement Reserve	1,009,426	0	0	0
Property development Reserve	3,200,248	0	0	0
Public Art Reserve	65,700	0	0	0
Streetscapes Reserve	536,898			
Contribution - operations	16,248,198	13,197,040	13,408,421	211,381
Capital funding total	31,132,415	17,639,369	13,805,567	(3,833,802)

MATERIAL ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Payments for Capital Acquisitions

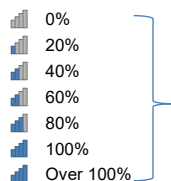


**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 APRIL 2025**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS - DETAILED

**Capital expenditure total
Level of completion indicators**



Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Level of completion indicator, please see table at the end of this note for further detail.

	Account Description	Amended			Variance (Under)/Over
		Budget	YTD Budget	YTD Actual	
		\$	\$	\$	\$
City Projects		10,524,807	6,587,844	5,852,534	(735,310)
Parks and Environment		4,528,930	2,462,757	1,256,728	(1,206,029)
Buildings and facilities		2,478,315	1,660,815	995,267	(665,548)
Infrastructure Capital Works		6,402,410	5,441,611	4,855,132	(586,479)
Furniture and equipment		1,129,801	606,000	448,760	(157,240)
Plant and equipment		1,200,127	838,675	397,146	(441,529)
Other		50,000	41,667	0	(41,667)
		26,314,390	17,639,369	13,805,567	(3,833,802)

Attachment 12.10.1 Monthly Financial Report for April 2025 KM

CITY OF BELMONT SUPPLEMENTARY INFORMATION FOR THE PERIOD ENDED 30 APRIL 2025

4 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash Adjustment \$	Increase in Available Cash \$	Decrease in Available Cash \$	Amended Budget Running Balance \$
Budget adoption						497,000
October Budget Review	October OCM #12.4	Opening surplus(deficit)	(4,990,527)			(4,493,527)
October Budget Review	October OCM #12.4	Operating revenue		367,633		(4,125,894)
October Budget Review	October OCM #12.4	Operating expenses			(154,263)	(4,280,157)
October Budget Review	October OCM #12.4	Capital revenue		972,549		(3,307,608)
October Budget Review	October OCM #12.4	Capital expenses			(7,400,921)	(10,708,529)
October Budget Review	October OCM #12.4	Non cash item	11,208,529			500,000
Tender 19-2024-Wilson Park Zone 2	December OCM #14.1	Capital expenses			(2,000,000)	(1,500,000)
Tender 19-2024-Wilson Park Zone 2	December OCM #14.1	Capital revenue		2,000,000		500,000
March Budget Review	March OCM #12.4	Opening surplus(deficit)	(4,481,806)			(3,981,806)
March Budget Review	March OCM #12.4	Operating revenue		(2,503,657)		(6,485,463)
March Budget Review	March OCM #12.4	Operating expenses			(60,822)	(6,546,285)
March Budget Review	March OCM #12.4	Capital revenue		7,156,104		609,819
March Budget Review	March OCM #12.4	Capital expenses			(109,819)	500,000
Payment of Superannuation for Elected Members	March OCM #12.6	Operating expenses			(21,421)	478,579
Faulkner Civic Precinct Redevelopment	April OCM #14.2	Capital expenses			(216,000)	262,579
			1,736,196	7,992,629	(9,963,246)	

13 Reports by the Chief Executive Officer

13.1 Request for leave of absence

13.2 Notice of motion

13.2.1 Notice of Motion (Cr Harris) Livestreaming of Agenda Briefing Forums

As per Clause 5.3 (7) of the City's *Standing Orders Local Law 2017*, as Cr Harris' notice of motion was excluded from an earlier agenda as per Clause 5.3(4)(a)(iv), Cr Harris with the approval of the Presiding Member will move that Council resolves to have his excluded notice of motion included in the agenda paper for the next ordinary meeting of the Council.

14 Matters for which the meeting may be closed

14.1 Tender 01/2025 - Provision of Preventative Family and Domestic Violence Services

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the *Local Government Act 1995 (WA)*, which permits the meeting to be closed to the public for business relating to the following:

Section 5.23(2)(c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

14.2 Tender 03/2025 - Parks General Landscape Construction and Maintenance

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the *Local Government Act 1995 (WA)*, which permits the meeting to be closed to the public for business relating to the following:

Section 5.23(2)(c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

14.3 Tender 07/2025 - Supply, Installation and Maintenance of CCTV Systems

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the *Local Government Act 1995 (WA)*, which permits the meeting to be closed to the public for business relating to the following:

Section 5.23(2)(c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

14.4 Tender 11/2025 - Provision of Electrical Repair and Maintenance Services

This report is included in the Ordinary Council Meeting – Confidential Matters Agenda in accordance with Section 5.23(2) of the *Local Government Act 1995 (WA)*, which permits the meeting to be closed to the public for business relating to the following:

Section 5.23(2)(c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

15 Closure