



City of Belmont
STANDING COMMITTEE (ENVIRONMENTAL)
MINUTES
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26 June 2017

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***** COUNCILLORS ARE REMINDED TO RETAIN THEIR ATTACHMENTS FOR DISCUSSION
WITH THE MINUTES *****

MINUTES OF THE STANDING COMMITTEE (ENVIRONMENTAL) MEETING HELD IN THE RIVERVALE ROOM, CITY OF BELMONT CIVIC CENTRE, 215 WRIGHT STREET, CLOVERDALE ON MONDAY, 26 JUNE 2017 COMMENCING AT 6.30PM.

MINUTES

PRESENT

Cr S Wolff (Presiding Member)	South Ward
Cr B Ryan (Deputy Presiding Member)	East Ward
Cr P Marks, Mayor (Ex Officio) (arr 6.32pm)	East Ward

IN ATTENDANCE

Mr S Cole	Chief Executive Officer
Mr W Stephens	Manager Parks and Environment
Ms N Davey	Coordinator Environment
Mr C Connell (dep 7.15pm & did not return)	TravelSmart Officer
Ms E Cashman	Senior Governance Officer

OBSERVERS

Cr R Rossi, JP, Deputy Mayor	West Ward
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1. OFFICIAL OPENING

The Presiding Member opened the meeting at 6.30pm, welcomed those in attendance, and read the Acknowledgement of Country.

It is important that we acknowledge the traditional owners of the land on which we are meeting today the Noongar Whadjuk people and pay respect to Elders both past and present.

2. APOLOGIES AND LEAVE OF ABSENCE

Cr P Hitt (Apology)	West Ward
Mr R Lutey (Apology)	Director Technical Services

3. DECLARATIONS OF INTEREST THAT MIGHT CAUSE A CONFLICT

3.1 FINANCIAL INTERESTS

Nil.

3.2 DISCLOSURE OF INTEREST THAT MAY AFFECT IMPARTIALITY

Nil.

4. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

4.1 ANNOUNCEMENTS

Nil.

4.2 DECLARATIONS BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPERS PRESENTLY BEFORE THE MEETING

Nil.

5. CONFIRMATION OF MINUTES

**5.1 STANDING COMMITTEE (ENVIRONMENTAL) MEETING HELD 20 MARCH 2017
(Circulated under separate cover)**

OFFICER RECOMMENDATION

RYAN MOVED, WOLFF SECONDED,

That the Minutes of the Standing Committee (Environmental) Meeting held 20 March 2017 be confirmed as a true and accurate record.

CARRIED 2 VOTES TO 0

**6. QUESTIONS BY MEMBERS ON WHICH DUE NOTICE HAS BEEN GIVEN
(WITHOUT DISCUSSION)**

Nil.

**7. NEW BUSINESS OF AN URGENT NATURE APPROVED BY PERSON
PRESIDING OR BY DECISION**

The Presiding Member advised that Item 11.2 would be heard prior to Item 10.3.

6.32pm Cr Marks entered the meeting.

8. QUESTIONS BY MEMBERS WITHOUT NOTICE

8.1 CR B RYAN

Can the saplings overhanging the path at Garvey Park be cut back to allow for greater clearance on the path?

Response

The Presiding Member advised that Cr Ryan should put in a service request to allow for this issue to be investigated and dealt with.

9. BUSINESS ADJOURNED FROM A PREVIOUS MEETING

Nil.

10. INFORMATION ITEMS

10.1 PROGRESS OF ENVIRONMENT AND SUSTAINABILITY STRATEGY AND TRAVELSMART PLAN IMPLEMENTATION: MARCH - MAY 2017

ATTACHMENT DETAILS

Attachment No	Details
Attachment 1 – Item 10.1 refers	Environment and Sustainability Strategy Progress
Attachment 2 – Item 10.1 refers	New Environment and Sustainability Strategy Actions (2016 Revision)
Attachment 3 – Item 10.1 refers	TravelSmart Plan Report

Updates of progress towards the implementation of the Environment and Sustainability Strategy and TravelSmart Plan are attached for information (refer [Attachment 1](#), [Attachment 2](#) and [Attachment 3](#)). This outlines activities undertaken since the Standing Committee (Environmental) meeting on 20 March 2017.

A series of questions were asked and responded to as follows:

- A staff information session included a presentation of the 'War on Waste' program. The program showed a Material Recovery Facility (MRF) in operation, similar in nature to the new Cleanaway MRF.
- The steam weeder trial demonstrated that the steam weeding process is more time consuming, requires a greater number of applications, is less effective and the weeder itself takes a significant amount of time to set up, in comparison to herbicide treatment. This feedback has been provided to the Eastern Metropolitan Regional Council (EMRC) who hired out the steam weeder.

10.2 BUSLINK UPDATE

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Tabled Attachment 1 – Item 10.2 refers	Belmont BusLink Update Presentation

The TravelSmart Officer provided an update on the Belmont BusLink, with future continuation dependent on specified outcomes to be met during the period 1 July 2017 to 8 December 2017.

The Belmont BusLink Update Presentation included the following:

- Outline
- Background
- Current Status
- Usage Trend (16/17 FY)
- Way forward / Changes
- New stop – Belmont Avenue
- New bus signage
- Other changes
- Target
- Summary

(Refer [Tabled Attachment 1](#) for further information).

A series of questions were asked and responded to as follows:

- If the target of 40 passengers per week on average during the assessment period is not met, the service will be ceased. This target is around double the current average passenger numbers.
- The trial is slated to continue until December 2017.
- A new stop on Belmont Avenue (outside Red Dot), updated bus signage, additional promotion and extended operating times are anticipated to have an impact on passenger numbers.
- Displaying additional information and timetables at the stops is being investigated.
- Belmont Forum have been very generous with their support of the BusLink and are willing to continue to support until December to see if patronage increases.
- Businesses in the immediate area of the new Belmont Avenue stop are supportive of the service and have provided positive feedback on the initiative.
- The service has been looked at very closely and the investment so far has been analysed. Officers are of the opinion that it is worthwhile continuing the trial until December 2017 with increased promotion.
- If Council is of the opinion that the trial should be stopped sooner than December 2017, the item can be further discussed at an Information Forum with a subsequent report to Council to cease the service.

Item 10.2 Continued

- Clear parameters regarding patronage and a positive trend have been set and if the parameters are not met the service will be stopped.
- There are 11 stops in total. The route is a loop around Belmont Avenue, Fulham Street, Abernethy Road and Great Eastern Highway.
- The service runs every 15 minutes. The new operating hours will allow for ten loops to be undertaken.
- The assessment period is 12 weeks from 18 September to 8 December 2017.
- To continue it is proposed that meeting the passenger numbers target plus an upward trend must be achieved if the service is to continue.
- 40 passengers per week on average is seen to be a reasonable target.
- If 2017 targets are met and the service is continued, targets for 2018 will be increased. Passenger numbers must increase if the service is to be value for investment.
- It was noted that some Councillors no longer support the program.

Note:

At the request of the Presiding Member, Item 11.2 Extension of Travel Smart Plan 2012-2017 was brought forward (refer page 16).

10.3 FIRE FUEL LOAD REDUCTION

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Tabled Attachment 2 – Item 10.3 refers	Fire Fuel Load Reduction Presentation

The Coordinator Environment provided a summary of the fire fuel load reduction that was undertaken at Tomato Lake, President Street bushland in April 2017.

The Fire Fuel Load Reduction Presentation included the following:

- President Street Bushland
- Before / After Photos
- Future

(Refer [Tabled Attachment 2](#) for further information).

A series of questions were asked and responded to as follows:

- It is important to leave some dead branches as they provide habitats for lizards and other animals.
- The planting that was undertaken in the area a few years ago, and the mulch used at the time would not have contributed to the fire fuel load.
- It is anticipated that fire fuel load reductions should be undertaken every three years. Ongoing costs are expected to be less than this initial fire fuel load reduction at President Street, and where possible will be undertaken in-house.
- A three metre wide clearance providing access for emergency services vehicles has always been maintained.
- Leaf litter and dead branches were manually raked and removed. The green waste was transferred to the Red Hill Waste Management Facility where it was turned into compost.

10.4 AUSTRALIAN WHITE IBIS

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Tabled Attachment 3 – Item 10.4 refers	Australian White Ibis Presentation

The Coordinator Environment summarised information provided on Australian White Ibis, distributed via a Councillor Memorandum dated 24 May 2017.

The Australian White Ibis Presentation included the following:

- Australian White Ibis
- Status
- Summary of issue
- What does the City do?
- What can the community do?

(Refer [Tabled Attachment 3](#) for further information).

A series of questions were asked and responded to as follows:

- The information in the memorandum to Councillors can be provided to the community.
- Residents that feed ibis are causing issues. Officers will contact these residents and encourage them to stop feeding the ibis.
- If the City wanted to undertake certain actions regarding the control of ibis, a damage licence from the Department of Parks and Wildlife would need to be obtained. Advice from the Department has indicated that the City is unlikely to be able to obtain a damage licence.
- Galahs are also considered a pest species.
- There would be public perception issues and community concerns if any culling or control measures were to take place at Tomato Lake.
- If a cull was approved at Tomato Lake for example, it would not remediate the issue, as ibis from all over the metropolitan area congregate at Tomato Lake.
- Worm farms can be ordered from the front counter at the Civic Centre.

11. ITEMS REQUIRING RECOMMENDATION TO COUNCIL

11.1 CITY OF BELMONT STREET TREE PLAN (2017 REVISION)

NATURAL BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Confidential Attachment 1 – Item 11.1 refers	City of Belmont Street Tree Plan (2017 Revision)
Tabled Attachment 4 – Item 11.1 refers	Street Tree Plan Review 2017 Presentation

Voting Requirement	:	Simple Majority
Subject Index	:	110/002
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil.
Previous Items	:	26 February 2013 OCM– Item 12.5 26 November 2012 Standing Committee (Environmental) – Item 10.4 1 September 2009 Standing Committee (Environmental) – Item 10.2.1
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Technical Services

COUNCIL ROLE

- Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative** *Includes adopting local laws, local planning schemes and policies.*
- Review** *When Council reviews decisions made by Officers.*
- Quasi-Judicial** *When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*

PURPOSE OF REPORT

To present the revised Street Tree Plan to Council for endorsement.

Item 11.1 Continued

SUMMARY AND KEY ISSUES

The Street Tree Plan will continue to be used as an internal operational plan to guide the placement of street trees on adequately sized verges, including both residential and non-residential verges.

The Street Tree Plan has recently been reviewed to complete Action 3.4 of the City's Environment and Sustainability Strategy which states 'Update the City's Street Tree Plan to include information on ecological value of listed species and develop detailed tree selection for environmentally sensitive areas'.

The review has incorporated further information on selecting street trees for the plan and identifying the correct size verge for their placement.

LOCATION

N/A

CONSULTATION

No external consultation was required to be undertaken for the review of the Street Tree Plan. The Street Tree Plan will remain an internal and operational document only. Consultation is intended to be undertaken for the Canopy Plan.

The review of the Street Tree Plan has been undertaken in consultation with immediately effected Parks and Environment personnel.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Natural Belmont

Objective: Protect and enhance our natural environment.

Strategy: Ensure the City has policies and practices that safeguard and enhance the natural environment.

POLICY IMPLICATIONS

The review of the Street Tree Plan relates to the following commitment of the City of Belmont's Environment and Sustainability Policy (Policy NB3).

- ii) Protection and enhancement of the natural environment and biodiversity values within the built environment, including remnant bushland, wetlands, river foreshore and waterways.

Item 11.1 Continued

STATUTORY ENVIRONMENT

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

BACKGROUND

The Street Tree Plan was endorsed by Council (Carried 9 votes to 0) at its Ordinary Council Meeting held on 26 February 2013. The Plan has since been used to guide street tree planting, selection and placement.

Green infrastructure and canopy cover are positive enablers of urban environments and support healthy active lifestyles. The protection and enhancement of existing street trees contributes to the development of sustainable and highly liveable yet urbanised environments.

Healthy well developed street trees create a 'shadeway' over the footpath which encourages walking and cycling, provides amenity to the streetscape and assists in reducing the impacts of the Urban Heat Island Effect. The trees upon the verge within the City of Belmont contribute significantly to the amenity, ecological, environmental, social and economic value of the local urban area.

The City's Street Tree Plan is a component of the City's Urban Forest Strategy, with the objective of informing street tree selection, planting requirements and planning. A periodical review of the Plan is required to ensure the performance of street trees and street tree management is optimised. However, it should be noted that the intention of the Plan is to guide future planting and is not to be used for the purpose of retrospective removal of existing street trees.

OFFICER COMMENT

The City of Belmont Environment and Sustainability Strategy 2016-2021 (2016 revision) includes the following action due for completion in 2016-2017:

Action 3.4 – 'Update the City's Street Tree plan to include information on ecological value of listed species and develop detailed tree selection for environmentally sensitive areas'.

The Street Tree Plan has subsequently been reviewed to provide further information on tree selection, tree management and planning, as provided in [Confidential Attachment 1](#).

The Street Tree Plan has performed a crucial role in ensuring the wide-ranging benefits provided by street trees to the urban area, are maximized. The 2017 review of the Plan reformatted the document to be more user-friendly, with further information on the management of street trees and the constraints of trees growing in a verge. The review also included additional information on the process for the removal or pruning of street trees that may be remnant and native, and may require a clearing permit under the *Environmental Protection Act 1986 (WA)* (EP Act 1986).

The Street Tree Plan will continue to be used as an internal operational plan to guide the placement of street trees on adequately sized verges, including both residential and non-residential verges. The trees identified within the Plan have been included as they are known as proven performers.

Item 11.1 Continued

Whilst street trees provide ecosystem services and ecological value broadly to the urban environment, and their importance should not be disregarded, ecology and ecosystem services are not a primary rationale in the selection of trees to be included in the Plan.

In a street scape, rather than planting trees that have been identified as providing a specific ecosystem services (ie rare trees, foraging trees for endangered species, or habitat), these trees are better suited to natural reserves or parks. Notwithstanding this, on the receipt of a request to prune or remove an existing street tree, the tree should be assessed to identify whether it is remnant and endemic prior to its pruning or removal. This will assist in identifying whether there are any ecological or legal implications as a result of the trees pruning or removal (ie: EP Act 1986).

The key changes made in the 2017 revision of the Street Tree Plan that relate to Action 3.4 include:

- Reference to specific ecological values where available (ie: native, known to support fauna, Carnaby's Black Cockatoo food source) of currently listed tree species
- Flowering and foliage details likely to provide value to fauna and streetscape amenity
- Identification of WA and Australian native tree species to assist in increased diversity
- Additional section included on legislative protection of native vegetation under the EP Act 1986 and the Environmental Protection and *Biodiversity Conservation Act 1999* (Cwth)
- Inclusion of reference to Carnaby's Black-Cockatoo foraging tree species
- Inclusion of step to consult internally when selecting a street tree for a verge immediately adjacent to a natural area or park.

Additional changes were made to the document, including more information on:

- The Economic, Environmental and Health Benefits of Street Trees
- Street Tree Selection Rationale for trees to be included in the Street Tree Plan
- Streetscape ecology and the stresses which impact trees within the verge
- Guidance for the selection of street trees
- Annual planting programs and street tree management and
- Existing street tree management, including standard practices for the removal of street trees and decline to remove street trees.

FINANCIAL IMPLICATIONS

There are no financial implications evident at this time.

ENVIRONMENTAL IMPLICATIONS

The review of the Street Tree Plan will provide more information on ecological values of listed tree species, as explained under Officer Comment.

Item 11.1 Continued

SOCIAL IMPLICATIONS

The Street Tree Plan will enhance a sense of community and the image of the City of Belmont, as well as improve social coherence and visual amenity of the urban environment.

Committee Notes

The Manager Parks and Environment provided a presentation which included the following:

- Urban Forest Strategy – Street Tree Plan Review 2017
- Action 3.4
- Street Tree Plan
- Street Tree Plan 2013
- Street Tree Plan 2017
- Tree Removal
- Ecological Values
- Extract from Street Tree Plan 2017
- Update – Street Tree Planting 2017
- Street Tree Plan

(Refer [Tabled Attachment 4](#) for further information).

A series of questions were asked and responded to as follows:

- The Arborist's review on whether a tree requires removal and replacement in order to improve the streetscape is rarely applied.
- Each case for removal or replacement is looked at on its merits.
- Once all other criteria have been considered, the final decision on streetscape improvement can be subjective. There is a requirement that an Officer has the authority to make decisions. The Arborist does not make decisions in isolation, consultation is made with the Parks and Environment Department and all decisions are carefully considered.
- The City has engaged external consultants to document all street trees in Belmont. This will include information on the species, age, condition and value of each tree.
- Once this information is available it can be presented to and considered by the Standing Committee (Environmental).
- This data will provide the City with information on trees that are not performing and that need to be managed out. This will improve the City's canopy.
- In order for a tree to be removed due to allergen concerns, substantiating evidence including a medical certificate and medical advice that the tree is the cause of the allergy need to be provided.
- The allergen test needs to be undertaken at an allergy clinic. To date, the City has not received any substantiated allergy evidence which would lead to the removal of a tree.

Item 11.1 Continued

- Most complaints received by Councillors involve pruning and maintenance. Most people want to keep trees but consider overhanging branches a risk or nuisance.
- Trees do not have arbitrary boundaries and are living things and will overhang from time to time. The community needs to have tolerance for trees as they are a critical component of the urban environment.
- Street trees can be cut back to the property boundary as long as the tree is not damaged, however this is not recommended.
- Target pruning using correct methodology is required. The Arborist is qualified to determine what is reasonable and acceptable.
- Overhanging branches and maintenance concerns regarding leaf and nut drop are considered on a case by case basis.
- In some circumstances, pruning can cause more issues and problems in the future.
- There is the mechanism to deal with particular trees through Council decisions in the Council Chamber if the issue cannot be resolved in other ways.
- Responsibility and final decisions for trees and vegetation rest with the agency that owns the land. The City cannot make decisions to remove trees or require tree retention on land that it is not responsible for, such as Water Corporation or WAPC reserves or road reserves owned by Main Roads WA.
- Trees under power lines must be pruned and maintained so as not to interfere with the power supply.
- Pursuing the provision of underground power is an option which would allow for trees on both sides of the street to be maintained to the same standard.
- Belmont has the lowest tree canopy in the metropolitan area so every effort should be made to retain and improve canopy cover.
- Council has adopted an Urban Forest Strategy and is developing a Canopy Plan in order to protect and grow the canopy across the City.
- The Quantified Tree Risk Assessment (QTRA) methodology is an international standard, which determines if there is an unacceptable level of risk.
- The Urban Forest Strategy aims to increase canopy cover, and as canopy cover increases and there are more trees in the urban environment there will be more complaints and concerns raised. It is the responsibility of the City and Council to manage these concerns and provide information and education on the value and benefit of increased canopy.
- There is overwhelming evidence that maximising tree canopy in urban environments improves urban liveability. As population density increases it is more and more important to increase tree canopy in the streetscape.
- Trees are living organisms and have a life cycle, this means that they will go into decline at some stage. The City needs to manage tree stock, which at present is approximately 15,000 trees.

Item 11.1 Continued

- The audit of the City's tree stock will provide valuable information which will help to manage and address trees that are in decline.
- Residents are technically allowed to trim tree roots which encroach over their property line; however the City prefers this not to happen.
- The City has investigated and can provide information on constructing a fence which uses a lintel to protect tree roots. This method will not damage the footings or the wall/fence itself.
- Where tree roots are a trip hazard due to kerbing being lifted, the City will explore every option to retain the tree and reduce risk. Again each tree is looked at on a case by case basis. The tree will be removed if necessary, but options such as rubber soft fall which can expand and ramping of footpaths will also be explored.
- Large trees and established canopy are part of the character of an area and is representative of the history of a place.
- At this stage the City does not plant fruit trees on verges.
- The City employs an Officer who is responsible for maintaining street trees.
- The mulch bowl around newly planted trees needs to be carefully controlled.
- The City's process is to ask residents of new developments if they would like a street tree.
- Verge widths are much narrower than they have been in the past, meaning there are limited options for street trees. The City works to provide acceptable options for these narrow verges.
- The recently undertaken street tree planting campaign had a 26% rejection rate. The process is long and involved and takes several months as trees need to be ordered and grown before planting on verges.
- Norfolk Island Pine trees are offered as an option in certain circumstances. Norfolk Island Pines are not considered suitable for under powerlines, they are considered to be a feature tree not a shade tree. It is considered that any suitable tree is a better option than no tree at all.
- London Plane trees are not planted in residential areas. They will be planted on very wide verges in the industrial area.
- People often have very strong opinions about tree species.
- Officers are of the opinion that the City should make the determination of what is to be planted, but will provide options if circumstances require it. The City will strongly emphasise and recommend a preferred species.
- Council has never mandated planting of street trees adjacent residential verges.
- Queensland Box trees will only be planted in certain circumstances. There are often complaints about nuts on footpaths under Box trees.

Item 11.1 Continued

- Anecdotal evidence suggests that there is a dominance of Box trees in the Belmont streetscape. The audit of the City's street trees currently being undertaken will determine if this is the case.
- It is considered to be prudent to ensure that there is diversity in the City's canopy. If there is one dominant species, a disease outbreak may mean that a high proportion of canopy will be lost.
- Species diversity when planning and planting for tree canopy is critical. The data provided by the street tree audit will show what is currently in-situ and allow for forward planning and management.
- Influencing community perceptions is a key component in ensuring that trees are accepted as an essential part of the fabric of a community. This can be seen in the Jacarandas of Applecross and the Peppermints of South Perth.

OFFICER RECOMMENDATION

MARKS MOVED, RYAN SECONDED,

That Council endorse the City of Belmont Street Tree Plan (2017 Revision) as detailed in [Confidential Attachment 1](#).

CARRIED 3 VOTES TO 0

Note:

At the request of the Presiding Member, Item 11.2 Extension of Travel Smart Plan 2012-2017 was brought forward and discussed prior to Item 10.3 (refer page 5).

11.2 EXTENSION OF TRAVELSMART PLAN 2012 - 2017

NATURAL BELMONT

ATTACHMENT DETAILS

<u>Attachment No</u>	<u>Details</u>
Attachment 4 – Item 11.2 refers	<u>City of Belmont TravelSmart Plan 2012 - 2018 (2017 Version)</u>

Voting Requirement : Simple Majority
Subject Index : 102/035 TravelSmart
Location/Property Index : N/A
Application Index : N/A
Disclosure of any Interest : Nil.
Previous Items : 24 April 2012 OCM - Item 12.7
Applicant : N/A
Owner : N/A
Responsible Division : Technical Services

COUNCIL ROLE

- Advocacy** *When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
- Executive** *The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
- Legislative** *Includes adopting local laws, local planning schemes and policies.*
- Review** *When Council reviews decisions made by Officers.*
- Quasi-Judicial^{12.7}** *When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*

PURPOSE OF REPORT

To present the revised and extended City of Belmont TravelSmart Plan 2012-2018 to Council for endorsement.

Item 11.2 Continued

SUMMARY AND KEY ISSUES

The City of Belmont TravelSmart Plan 2012-2017 was endorsed by Council at its Ordinary Council Meeting held on 24 April 2012 and concludes at the end of the 2016-2017 financial year. This plan has effectively provided direction for the TravelSmart program and various activities over that time.

It is proposed to extend the current TravelSmart Plan by one year to the end of the 2017-2018 financial year. This extension will coincide with the review of the City's Local Bike Plan also due in 2018.

To eliminate the emerging overlap and increase integration between the City's sustainable transport activities, it is proposed to align these two plans together under a new Sustainable Transport Plan banner. The new plans will also align with directions set out in Belmont On The Move as adopted by Council on 23 August 2016.

Some of the more significant changes to update and extend the current TravelSmart Plan by a year include:

- Extension of time period to include the 2017-2018 financial year
- Revision to ensure the content and reference to Corporate and external documents are current
- Inclusion of reasoning for the extension of the existing document
- Update of the previous achievements section
- Comment on the targets that were set in 2012
- Alterations to timeframes, priority and/or Responsible Officer
- Addition of new actions to undertake in the extended period including budget allocation for 2017-2018
- Removal of the budget table from section 12, as this is now included in the action tables.

LOCATION

N/A

CONSULTATION

There has been no specific consultation undertaken in respect to this matter.

STRATEGIC COMMUNITY PLAN IMPLICATIONS

In accordance with the Strategic Community Plan Key Result Area: Natural Belmont.

Objective: Protect and enhance our natural environment.

Strategy: Ensure the City has policies and practices that safeguard and enhance the natural environment.

Objective: Enhance the City's environmental sustainability through the efficient use of natural resources and minimise the City's carbon footprint.

Strategy: Manage energy use and waste generation and implement renewable energy technologies to minimise the City's Carbon footprint.

Item 11.2 Continued

In accordance with the Strategic Community Plan Key Result Area: Social Belmont.

Objective: Encourage a high standard of community health and wellbeing.

Strategy: Identify and support initiatives that promote healthier and more active lifestyles.

Corporate Key Action: 223 Update the City of Belmont TravelSmart Plan.

POLICY IMPLICATIONS

The implementation of the Belmont TravelSmart Plan relates to the following commitment of the City of Belmont's Environment and Sustainability Policy (Policy NB3).

- iv) Efficient use of energy, water, paper and other resources, reducing waste generated and implementing renewable energy technologies to minimise the City's corporate carbon footprint.

STATUTORY ENVIRONMENT

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

BACKGROUND

The City of Belmont TravelSmart Workplace Plan 2009-2012 was focused on City staff, resulting in the development and improvement of active transport and sustainable travel modes to, from and during work.

The City of Belmont TravelSmart Plan 2012-2017 expanded the TravelSmart program and message to include five key areas of Community, Schools, Workplaces, City Staff and Planning and Infrastructure.

The City's TravelSmart Plan 2012-2017 concludes at the end of the 2016-2017 financial year. This plan has effectively provided direction for the TravelSmart program and various activities over that time.

In August 2016 Council endorsed the Belmont On The Move Strategy. This document outlines a strategic transport framework for the next 10 years. It suggests that to create the best possible transport network, the City must ensure different transport modes such as walking, cycling and public transport are integrated and delivered in conjunction with each other. It outlines that a transport network that effectively serves its community, also relies on travel demand management (which encompasses the City's TravelSmart program) as a key element.

In 2018 the City's Local Bike Plan is due for a major review. This will encompass key developments such as the Airport West rail station, Bike Boulevard and other cycle network upgrades around the City. It will also need to consider the cycle network review currently being undertaken by the State government.

In 2017 the Department of Transport eliminated reference to TravelSmart from all their programs and rebranded these programs to 'Your Move'. The City will consider what this means for its programs before committing to the continuation of the TravelSmart reference.

Item 11.2 Continued

OFFICER COMMENT

It is proposed to extend the current TravelSmart Plan by one year to the end of the 2017-2018 financial year. This extension will coincide with the review of the City's Local Bike Plan also due in 2018.

To eliminate the emerging overlap and increase integration between the City's sustainable transport activities, it is proposed to align these two plans together under a new Sustainable Transport banner. The new plans will align with direction set out in Belmont On The Move.

An extension to the current TravelSmart Plan 2012-2017 by one year is required to achieve the best possible outcome.

Some of the more significant changes to extend the previous document include:

- Extension of time period to include the 2017-2018 financial year
- Revision to ensure the content and reference to Corporate and external documents are current
- Inclusion of reasoning for the extension of the existing document
- Update of the previous achievements section
- Comment on the targets that were set in 2012
- Alterations to timeframes, priority and/or responsible officer
- Addition of new actions to undertake in the extended period including budget allocation for 2017-2018
- Removal of the Budget table from section 12, as this is now included in the action tables.

The proposed changes, as outlined in [Attachment 4](#), are presented to the Standing Committee (Environmental) for comment, prior to referral to Council for endorsement.

The proposed changes in the document have been made visible and comments have also been included to provide additional information.

A list of the new actions includes:

- Trial a bike valet service or similar at a City event
- Provide a TravelSmart presence at Place Making Pop up events
- Track the implementation success of travel reward apps and investigate their potential in the City
- Investigate partnerships with local community groups to provide bike related services for the City
- Promote the Bike Boulevard and support local initiatives to increase its use
- Meet with schools to seek feedback, share information and promote services available
- Promote active travel and safety incursions and programs that are available to schools
- Provide bike education to active Your Move primary schools

Item 11.2 Continued

- Review the City's Planning Guidance for End of Trip Facilities
- Promote the 'Your Move Workplace' program to existing businesses within the City
- Actively participate in the Your Move Workplace program
- Promote and participate in sustainable transport to work days
- Create a Staff travel time guide
- Represent the City in relevant sustainable transport working groups
- Improve communication with the Public Transport Authority and Transperth
- Collaborate with the City's Health Promotion Officer and Seniors and Disability Officer to deliver coordinated programs
- Use new Census information to better understand the Belmont workforce and how their travel behaviours could be influenced

The proposed timeframe for development of the new Sustainable Transport Plan, which will include TravelSmart initiatives and the new detail on bike planning, is as follows:

- August 2017 – Project brief created
- September 2017 - Consultant appointed
- October 2017 – Review of existing materials and internal consultation
- November 2017 – Initial community consultation
- March 2018 – Draft report completed
- April 2018 – Consult on draft document
- May 2018 – Finalise document
- June 2018 – Present to Standing Committee (Environmental).

FINANCIAL IMPLICATIONS

The estimated cost to implement actions in the TravelSmart Plan for 2017-2018 is \$70,175. These costs have been allocated in the Draft Annual Budget 2017-2018.

This includes costs associated with both the new and ongoing actions. It aligns with the budget allocated to the implementation of the TravelSmart Plan for the last five years. It also includes allocation for the creation of a new Local Bike Plan.

A significant but unquantified cost is related to officer time, which primarily involves the TravelSmart Officer.

ENVIRONMENTAL IMPLICATIONS

The TravelSmart Plan 2012-2018 relates to the following sections of the City of Belmont Environment and Sustainability Strategy 2016-2021.

- Community awareness, engagement and behaviour change
- Prevention of pollution and environmental degradation
- Resource use, waste and carbon emissions.

Item 11.2 Continued

SOCIAL IMPLICATIONS

The TravelSmart Plan 2012-2018 is anticipated to result in a beneficial social impact including:

- Improve the health of City of Belmont staff and general community by promoting physical activity through active transport
- Assist in developing community capacity by providing knowledge and skills for more people to choose active transport
- Enhance a sense of community and the image of Belmont by partnering with schools and community members.

Committee Notes

The TravelSmart Officer provided an update as follows:

- The TravelSmart Plan is due for review in 2017. Content from the TravelSmart plan overlaps with potential content from the new Bike Plan and it is considered wise to align the two plans.
- The Bike Plan is due to be reviewed next financial year.
- The extension of the TravelSmart Plan includes some additional actions, extending some previous actions and the deletion of actions that have been completed or are no longer applicable.
- Belmont on the Move sets the strategic direction for the City and aligning the relevant plans and programs will lead to the best outcomes.

A series of questions were asked and responded to as follows:

- Bike parking is offered at events such as the Avon Descent and the Autumn River Festival.
- A 'Bike Valet' trial, which offers 100% secure bike parking is proposed for the Harmony Day event, and if successful may be offered and promoted at more events in the future.
- There are a few 'Bike Share' programs starting across Perth, with a few different providers in place. Officers are of the opinion that due to our location the City should not initiate any of these programs in isolation but wait for the providers to become established and potentially work in partnership with neighbouring local governments to investigate and install any 'Bike Share' program.
- The new Belmont Train Station in Development Area 6 may be a good location for a 'Bike Share' station.
- Investigations in how a 'Bike Share' program could work in Belmont will need to be undertaken.
- The Town of Victoria Park and City of South Perth are currently putting together a joint Bike Plan, which may suggest a 'Bike Share' program.

Item 11.2 Continued

- The bike skills track at Peachey Park was investigated after a previous Standing Committee (Environmental) meeting, with Kewdale Primary School having used the facility in the past. Other local schools were also contacted to advise that the facility was available for use. The facility is approximately 15 years old, with upgrades taking place eight years ago.
- A bike facility recently opened in Maylands is quite different to the track at Peachey Park.
- Belmont on the Move is the overarching strategic document, with the TravelSmart Plan and the Bike Plan supporting documents.
- Infrastructure such as the bike skills track may be more appropriately referenced in the Bike Plan.
- The bike skills track could be promoted in the Belmont Bulletin. There may be potential for Community Place Making to become involved to support short term activation and/or events at Peachey Park.
- It was noted that the bike safety track was a destination that was travelled to. It is located in a safe cul-de sac but at the moment is underutilised.
- Consultants will be engaged to analyse and develop the Bike Plan in 2018/2019.
- The TravelSmart Plan 2012-2018 (2017 Version) can be updated before it is referred to Council to include reference to investigating the promotion and use of the bike skills track at Peachey Park.

OFFICER RECOMMENDATION

RYAN MOVED, MARKS SECONDED,

That Council adopt the City of Belmont TravelSmart Plan 2012–2018 (2017 Version), as detailed in [Attachment 4](#).

CARRIED 3 VOTES TO 0

7.15pm The TravelSmart Officer departed the meeting and did not return.

12. REGISTER UPDATE OF ITEMS

Officer responses to the *Register Update of Items* from the Environment Committee meeting on 20 March 2017 are listed below.

Date Submitted	Item No.	Item Heading	Responsible Officer	Officer Comment
14.11.16	10.1	Progress of Environment and Sustainability Strategy and TravelSmart Plan Implementation	Environmental Officer	The Director Technical Services undertook to arrange an article to be included in the Belmont Bulletin advising residents of the Waterwise demonstration verge at Miles Park. <i>Article to be submitted for publication in October 2017 edition of Belmont Bulletin, to coincide with National Water Week.</i>
14.11.16	10.1	Progress of Environment and Sustainability Strategy and TravelSmart Plan Implementation	Coordinator Environment	The Director Technical Services undertook to arrange an article to be included in the Belmont Bulletin requesting that residents do not feed the ibis at Tomato Lake. <i>Memo dated 24 May 2017 circulated to Councillors specifically regarding the Australian White Ibis. Due to lack of space this article was not published in the March 2017 Belmont Bulletin, however it will be re-submitted for a future edition.</i>
14.11.16	10.2	City of Stirling - Tree Protection and Retention - Private Land and Verges	Manager Parks and Environment	A draft of the Canopy Plan will be presented to an Information Forum to inform all Councillors. <i>Scheduled for the 8 August 2017 Information Forum.</i>
20.03.2017	10.1	Progress of Environment and Sustainability Strategy and TravelSmart Plan Implementation	Coordinator Environment	The Coordinator Environment undertook to provide Councillors with further information on staff uptake and use of the carpool register. <i>Memorandum uploaded to the Councillor Portal 29 March 2017.</i> COMPLETED
20.03.2017	10.1	Progress of Environment and Sustainability Strategy and TravelSmart Plan Implementation	Manager Parks and Environment	The Manager Parks and Environment undertook to provide Councillors with the locations of all the slow points on Surrey Road as part of the Bike Boulevard. <i>Memorandum uploaded to the Councillor Portal 29 March 2017.</i> COMPLETED

Item 12 Continued

Date Submitted	Item No.	Item Heading	Responsible Officer	Officer Comment
20.03.2017	10.4	Environmental Sustainability Focus Group	Coordinator Environment	The Coordinator Environment undertook to install "Healthy Wildlife" posters on feeding ducks in the Tomato Lake noticeboards. Posters installed prior to the 12 April 2017 Healthy Waterbirds, Healthy Lake event. COMPLETED
20.03.2017	11.1	Annual Review of City of Belmont Environment and Sustainability Strategy	Coordinator Environment	Flora Surveys - Officers will investigate the possibility of partnering with universities to undertake these surveys. Not yet commenced, identified potential contacts through Western Australian Biodiversity Science Institute.

13. NEXT MEETING

The next meeting of the Standing Committee (Environmental) will be held on Monday 18 September 2017 commencing at 6.30pm.

14. CLOSURE

There being no further business the Presiding Member thanked everyone for their attendance and closed the meeting at 8.36pm.

MINUTES CONFIRMATION CERTIFICATION

The undersigned certifies that these minutes of the Standing Committee (Environmental) Meeting held on 26 June 2017 were confirmed as a true and accurate record at the Standing Committee (Environmental) Meeting held 18 September 2017:

Signed by the Person Presiding: _____ *Steve Wolff*

PRINT name of the Person Presiding: _____ *Cr Steve Wolff*