



GLEN EIRA CITY COUNCIL

ORDINARY COUNCIL MEETING

TUESDAY 16 JUNE 2020

AGENDA

**Meeting to be streamed live via
Council's website**

*"The role of a Council is to provide good governance
in its municipal district for the benefit and
wellbeing of the municipal community."*

- S8(1) Local Government Act 2020

Councillors:

The Mayor, Councillor Margaret Esakoff
Councillor Tony Athanasopoulos
Councillor Anne-Marie Cade
Councillor Clare Davey
Councillor Mary Delahunty
Councillor Jamie Hyams
Councillor Jim Magee
Councillor Joel Silver
Councillor Dan Sztrajt

Chief Executive Officer: Rebecca McKenzie

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1. ACKNOWLEDGEMENT

Glen Eira City Council respectfully acknowledges that the Boon Wurrung people of the Kulin nation are the traditional owners of the land now known as Glen Eira. We pay our respects to their Elders past, present and emerging and acknowledge and uphold their continuing relationship to and responsibility for this land.

2. APOLOGIES

3. REMINDER OF DECLARATION BY MEMBERS OF ANY DIRECT AND INDIRECT CONFLICT OF INTEREST OR PERSONAL INTEREST IN ANY ITEMS ON THE AGENDA

Councillors are reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda, or which are considered at this meeting, in accordance with Sections 77 to 79 of the Local Government Act.

4. CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING OR MEETINGS

Copies of Minutes previously circulated.

RECOMMENDATION

That the minutes of the Ordinary Council Meeting held on 9 June 2020 be confirmed.

5. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS

6. REPORTS BY DELEGATES APPOINTED BY COUNCIL TO VARIOUS ORGANISATIONS

7. REPORTS FROM COMMITTEES AND RECORDS OF ASSEMBLY

7.1 Advisory Committees

Nil

7.2 Records of Assembly

Nil

8. OFFICER REPORTS (AS LISTED)**8.1 PUBLIC SUBMISSIONS ON THE 2020-21 DRAFT BUDGET**

Author: John Vastianos, Chief Financial Officer

Trim No: 20/166355

- Attachments:**
1. Submission from Blair Warman [↓](#)
 2. Submission from Peter Hartson [↓](#)
 3. Submission from Karen Langton [↓](#)
 4. Submission from Bella Grebler [↓](#)
 5. Submission from Paul Caine [↓](#)
 6. Submission from Shanta Lobo [↓](#)
 7. Submission from Fay & Manny Kingsley [↓](#)
 8. Submission from Judith Rabi [↓](#)
 9. Submission from Aaron D Rabi [↓](#)
 10. Submission from Glen Eira Bicycle Users Group [↓](#)
 11. Submission from Marilyn Snider [↓](#)
 12. Submission from Gordon Wallace [↓](#)
 13. Submission from Cristina Santos [↓](#)
 14. Submission from Margot & Geoff Ewert [↓](#)
 15. Submission from Belinda Haydon [↓](#)
 16. Submission from Gail Greatorex [↓](#)
 17. Submission from Cathy Mc Naughton [↓](#)
 18. Submission from Bruce Cutts [↓](#)
 19. Submission from Helen Millicer [↓](#)
 20. Submission from Neil Brewster [↓](#)
 21. Submission from Helen Permezel [↓](#)
 22. Submission from Bernadette Pierce (1st Submission) [↓](#)
 23. Submission from Bernadette Pierce (2nd Submission) [↓](#)
 24. Submission from David Margetts [↓](#)
 25. Submission from Jane Carroll [↓](#)
 26. Submission from David Brown [↓](#)
 27. Submission from Anonymous [↓](#)
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PURPOSE AND SUMMARY

To receive and hear submissions on the proposed *2020-21 Draft Annual Budget* in accordance with the *Local Government Act 1989* (the 'Act').

RECOMMENDATION

That the *2020-21 Draft Budget* public submissions be received and noted.

BACKGROUND

On 5 May 2020 Council resolved to give Public Notice of the proposed *2020-21 Draft Annual Budget*.

Submissions closed on Wednesday, 10 June 2020.

The purpose of this agenda item is to enable submitters to be heard in support of their submissions on Council's *2020-21 Draft Annual Budget*.

No decisions are required at this Council Meeting.

The *2020-21 Draft Annual Budget* is scheduled to be submitted for adoption at the Ordinary Council Meeting of 30 June 2020.

ISSUES AND DISCUSSION

1. *The Rate Rise*

The proposed budget is based on a rate increase of 2.0 per cent. This is in line with the new *Fair Go Rates System* (FGRS) which has capped rates increases by Victorian councils to the forecast movement of 2.0 per cent in line with the forecasted Consumer Price Index (CPI) for the financial year 2020-21.

This is the fifth year of Victorian Councils operating under a rate cap. Previous year caps were also based on forecast CPI and set at 2.5 per cent for 2019-20, 2.25 per cent for 2018-19, 2.0 per cent for 2017-18 and 2.5 per cent for 2016-17.

Council must manage the budget and long-term plan appropriately within the constraints set by the State Government's Rate Capping regime.

Council has elected not to apply to the Essential Services Commission (ESC) for a rate cap variation in 2020-21. The average rates per assessment for 2020-21 is estimated at \$1,439.

2. *Infrastructure and Capital Works for the Community*

In the 2020–21 Budget, Council has allocated funding of \$34.15m for asset renewals, upgrades and expansions. The capital works program includes:

- **Renewal Projects (\$15.14m)** — this includes the renewal and upgrade of Council's major infrastructure assets, such as: road reconstruction; drainage improvement; footpaths; local road resurfacing and carparks. Other renewals include: building improvements and upgrade of community facilities, replacement of plant and machinery; furniture and equipment; information technology and telecommunications; and library collections.
- **Recreation & Open Space (\$9.12m)** — this includes open space initiatives; parks; playing surfaces; and playground equipment. Construction works on the Murrumbeena Community Hub facility will start during 2020-21.
- **Community Facilities (\$5.34m)** — comprises buildings and building improvements, upgrade and renewal of community facilities; Municipal offices; sports facilities; and pavilions. Major upgrade works to Bentleigh library will start in 2020-21.
- **Sustainability (\$493k)** — installation of photovoltaic systems to generate renewable energy, double glazing and insulation on council assets and other building sustainability improvements.
- **Community Safety (\$510k)** — this includes safety projects: cross intersection, pedestrian and safer speed limits; school safety; shopping centres; sustainable transport and disabled parking upgrades.
- **Strategic Projects (\$2.30m)** — Activity Centre Streetscape Works, Integrated Transport Strategy Implementation and Structure Plan designs (Elsternwick, Bentleigh, Carnegie) and Carnegie Sports Precinct.
- **Great@GlenEira (\$1.25m)** — includes technological solutions to enable customers to better transact with Council. Customer focussed projects include:

single customer view and increased online presence to make it easier for you to do business with us without needing to come to the Town Hall.

Council officers in preparing the *2020-21 Draft Annual Budget*, take into account other plans and strategies in regard to services and initiatives which commit financial and non-financial resources for the current financial year.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

The proposed budget details the resources required over the next year to fund the large range of services Council provides to the community. It also includes details of proposed capital expenditure allocations to improve and renew our City's physical infrastructure, buildings and operational assets as well as funding proposals for a range of operating projects.

The key financial objectives for Council are:

- Mitigate risks to our community and local economy arising from the impact of the COVID-19 pandemic.
- Manage finances appropriately within the constraints set by the State Government's Rate Capping regime.
- Renew and upgrade our ageing assets and community facilities.
- Maintain essential services at not less than current levels.
- Set fee increases that are manageable and sustainable.
- Invest in continuous improvement, technology and other enablers to efficiency and embrace customer outcomes.
- Keep day-to-day costs manageable and rates below our peers.

POLICY AND LEGISLATIVE IMPLICATIONS

- **Budget** - under section 127 of the Act, Council is required to prepare and adopt an annual budget each financial year.
- **Public Notice** - under section 129 of the Act, as soon as practicable after a Council has prepared a proposed budget or revised budget, the Council must give public notice.
- **Public Submissions** - under section 223 of the Act, a person has a right to make a submission on any proposal contained in the budget and any submission must be considered before adoption of the budget by Council.

COMMUNICATION AND ENGAGEMENT

- **Budget Advertisements** - the statutory notice was placed in The Age of 13 May 2020. Information was also published on Council's website, 'Have Your Say' website and Facebook.
- **Public Information Session** - a public information session was held (via Zoom) on Thursday, 4 June 2020 to allow the public to ask questions and seek clarification of the *2020-21 Draft Annual Budget*.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Five: Informed and Engaged

A well governed Council that is committed to transparency and engages residents in decision-making.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

That the *2020-21 Draft Annual Budget* public submissions be received and noted.

1

Received from Blair Warman

5 June 2020

Mr. John Vastianos
Chief Financial Officer,
Glen Eira City Council,
PO Box 42
Caulfield South, 3162.
Via email: mail@gleneira.vic.gov.au

Dear Mr Vastianos,

Re: Draft Annual Budget 2020-2021: Elsternwick South – Local Area Traffic Management Project

A number of residents of St James Parade and Denver Crescent in Elsternwick South have contributed to the content of this letter in relation to the above project. Some of these residents may have also provided submissions to Council that refer to this letter.

We welcome the proposed funding of capital works to address rat-running through the St James Parade Precinct (including Denver Crescent, Brentani Avenue, College Street, Lucy Street and interconnecting streets) which Council has previously identified as a major area of concern for residents¹.

The ability of the area to accommodate non-local traffic is limited by a range of factors including the generally narrow width of streets combined with on-street parking, blind corners in Denver Crescent, limited view of St James Parade traffic from side streets and the excessive speed of some vehicles despite a number of speed humps being installed.

While it is understood that the specific works identified in Council's Draft Budget will be the subject of further consultation with residents, there are a number of issues that Council may wish to consider in determining the most appropriate level of funding for the project. In addition, there is also the opportunity for Council to deliver on a number of key policy objectives and actions identified in its 'Integrated Transport Strategy (ITS)' that relate to:

- Reducing congestion and improved safety for children, particularly around schools.
- Reducing 50% of trips made by car.
- Child Friendly Neighbourhoods.
- Safe School Zones.

Effective traffic management within the area offers the opportunity to greatly improve the safety and wellbeing of local residents, the Leibler Yavneh College community and the wider community that use the area on a daily basis.

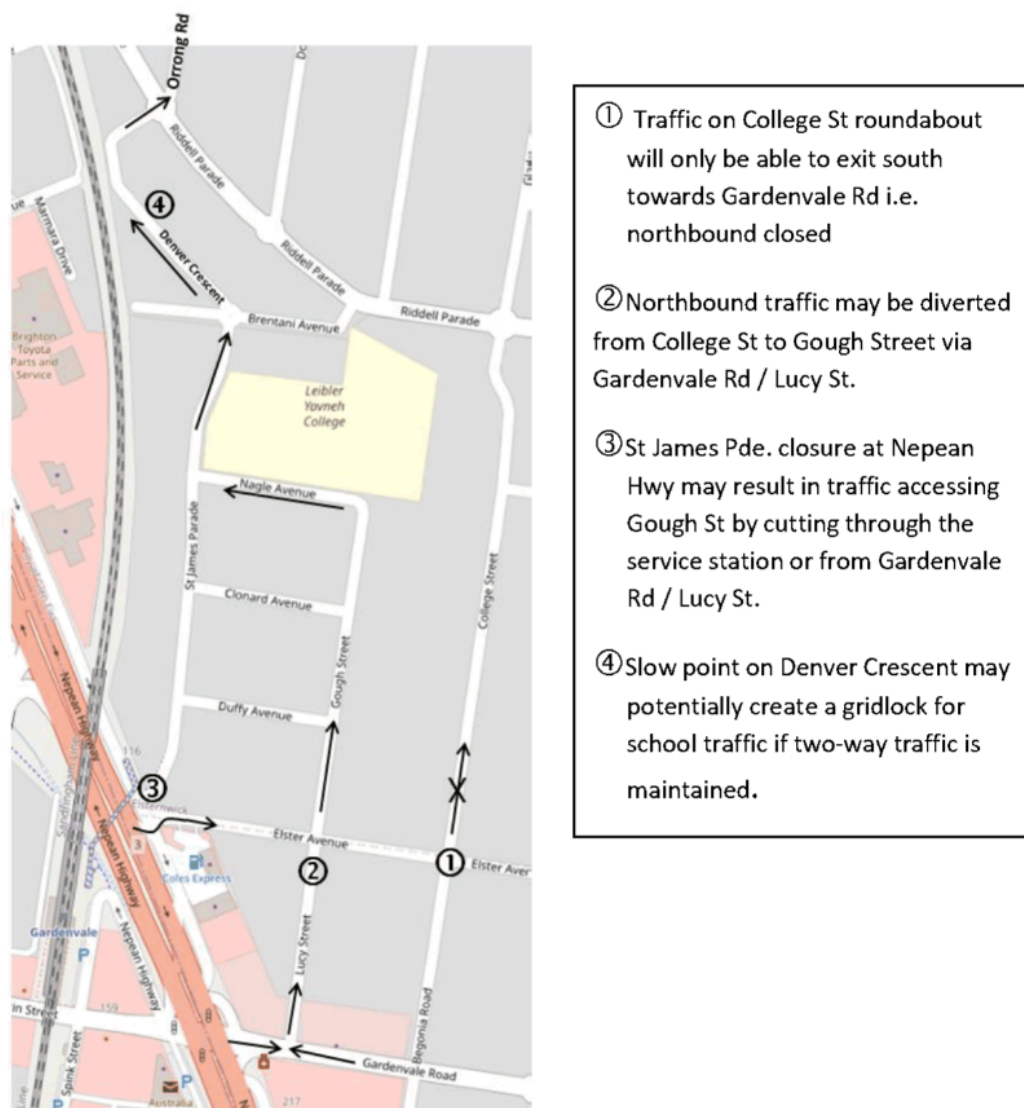
¹ Elsternwick Urban Renewal South Place Analysis Report – Consultation

1. Proposed Works (Draft Budget)

The proposed closing of College Street to northbound traffic at the Elster Avenue roundabout and closure of St James Parade from the Nepean Highway service lane are both positive steps. However, further works may be required to prevent traffic spilling over into St James Parade via Lucy Street / Gough Street, or by cutting through the service station into Elster Avenue (refer

Figure 1). In rat-running to connect to Orrong Road, cars also travel through the Leibler Yavner College school zone as well as Denver Crescent being a relatively narrow street with a number of corners that make it unsafe.

Figure 1: Potential Spill-Over Impacts of Proposed Closure of College St and St James Parade



The current behaviour of rat running drivers provides an indication of limited effectiveness of existing traffic management devices with:

- Southbound drivers on St James Parade either driving through the service station or around the island on the corner of St James / Elster to access Nepean Highway.
- Traffic from Nepean Highway accessing Elster Avenue on the wrong side of the St James / Elster traffic island or doing a U-turn around the island in St James Parade.
- Cars occasionally even going on the wrong side of St James Parade to access the service road on a blind corner.

There is also a need to consider access to Leibler Yavneh College. Under the proposed works the only option for school traffic from the south will be via Lucy Street. Given the amount of traffic generated by the school and the width of Lucy Street this is likely to create traffic conflicts.

Given these potential scenarios, additional measures are likely to be required to prevent traffic continuing to use local streets to access Orrong Road from the south and better manage school traffic.

2. Travel Time Perceptions and Driver Behaviour

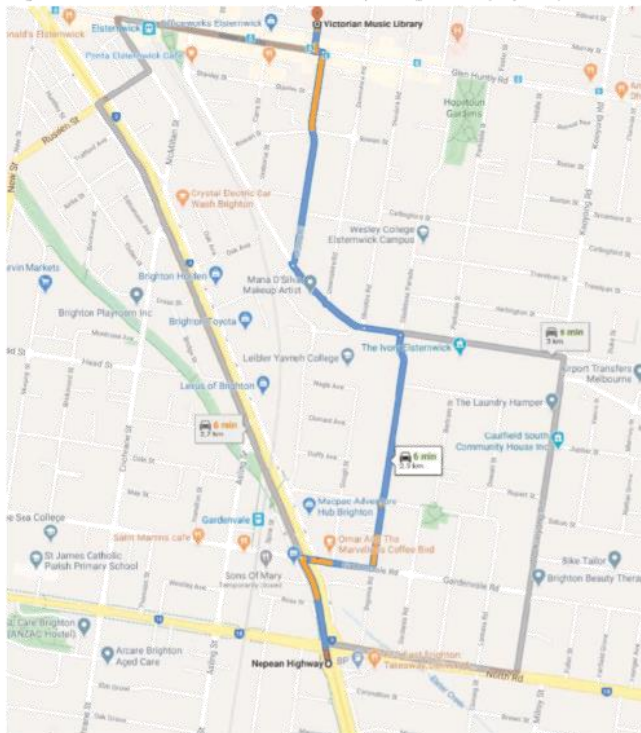
Overseas research has found that drivers overestimate perceived travel times for alternative routes and *“are probably not willing to alter their route choice, even if the traffic situation, induced, for example by traffic management measures, changes in a negative way for their preferred route”²*. The risk for Council is therefore that attempts to persuade rat running drivers to use either Nepean Highway or Kooyong Road through the use of ‘passive’ traffic management may be ineffective.

Google maps provides an initial indication of travel times for alternative routes that may be used by vehicles rat running through the area, as well as residents and parents of students of Leibler Yavneh College. These are indicative off-peak travel times and therefore may differ from those experienced during peak hour. Nevertheless they provide a much more accurate comparison of travel times than the perceived travel times of motorists for alternative routes.

St James Parade / Denver Crescent is the shortest connection between Orrong Road and the Nepean Highway, making it a popular route for rat runners. However, travelling times for this route and alternative routes via either the Nepean Highway or Kooyong Road are shown by Google maps to be identical despite being twice the distance (refer *Figure 2*).

² Jaap Vreeswijk, Tom Thomas, Eric van Berkum, and Bart van Arem (2013), *Drivers' Perception of Route Alternatives as Indicator for the Indifference Band*, Transport Research Record Vol 2383 Issue 1, p.10-17.

Figure 2: Estimated Travel Times (Google Maps) Nepean Highway Northbound to Orrong Road



3. Community Consultation

It is appreciated that Council faces a difficult task is balancing the interests of residents of the immediate area, Leiber Yavneh College and residents of College Street to the east. Without effective community consultation, supported by a strong evidence base rather than individual perceptions, Council may not be able to implement the most effective solution to solving traffic issues within the area. For this reason, a group of approximately 15 households within St James Parade and Denver Crescent have begun discussing potential options including their likely benefits and impacts.

Within this group there is strong support for Council to investigate the opportunity for the northern end of St James Parade to be closed with school traffic managed via northern and southern circuits that are discussed below. This group is keen to assist Council wherever possible to facilitate productive consultation within the local community. This includes meeting with any College Street residents group, given the interdependencies that exist between the two areas in managing traffic issues.

Consultation with local residents will provide a valuable opportunity for Council to obtain feedback on proposed works and evaluate possible modifications. This will however be dependent upon residents being informed of the impacts and benefits of various options at both an individual and community level. There is also the need to acknowledge the likely expectations of future generations of residents with respect to the livability of the local area in terms of amenity, safety, cycling opportunities and access to green space.

Travel time perceptions may also be a key reason that local residents may oppose more definite measures such as road closures, although this appears to have been acceptable to College Street residents given the proposed closure. Similar to rat runners, residents are also likely to overestimate travel times for alternative routes, and therefore may require information on expected travel times for these routes in order to make an informed decisions on the best approach to managing traffic issues. This also applies to other stakeholders such as Leibler Yavneh College. Residents will also need to be informed of the wider community benefits associated with options to address rat running.

Google Maps estimates the travel time³ to the Coles supermarket in Glenhuntly Road to be 3 minutes via St James Parade / Denver Crescent versus 6 minutes via either the Nepean Hwy or Kooyong Road, a difference of 3 minutes (refer Appendix A). Returning via Glenhuntly Road, Horne Street and the Nepean Highway service lane is estimated to take 4 minutes, an additional one minute.

Therefore a return trip to the Glenhuntly Road (Coles supermarket) may only take 4 minutes longer via an alternative main road route. Without such information, it is likely that many residents would perceive the additional driving time to be much more, and therefore potentially oppose a particular option that may be more beneficial for both themselves and other residents.

4. School Traffic

Leibler Yavneh College has a significant impact upon the area in terms of both traffic volumes and parking. The current arrangement whereby vehicles enter and exit via Denver Crescent and the top end of St James Parade (refer Figure 4) results in a gridlock that increases pickup time for parents and restricts access for residents. The two way flow of traffic along Denver Crescent and St James Parade together with the traffic conflicts between north and southbound traffic turning into Nagel Avenue are key issues that need to be addressed.

While Orrong Road may be the shortest route for families living to the north, it passes through a number of other schools zones between Glenhuntly Road and Balaclava Road. This results in increased congestion and creates unnecessary safety risks for students around these schools. A more appropriate route from the north may be via either Nepean (from Hotham Street) or

Figure 3: Potential Northern and Southern School Access Routes



³ Clonard Street is used as the approximate geographic centre of the precinct.

Kooyong Road, both of which are identified as Efficient Driving Routes in Council's Integrated Transport Strategy.

These issues may potentially be addressed by school traffic travelling via two independent one-way circuits (refer *Figure 3*) being:

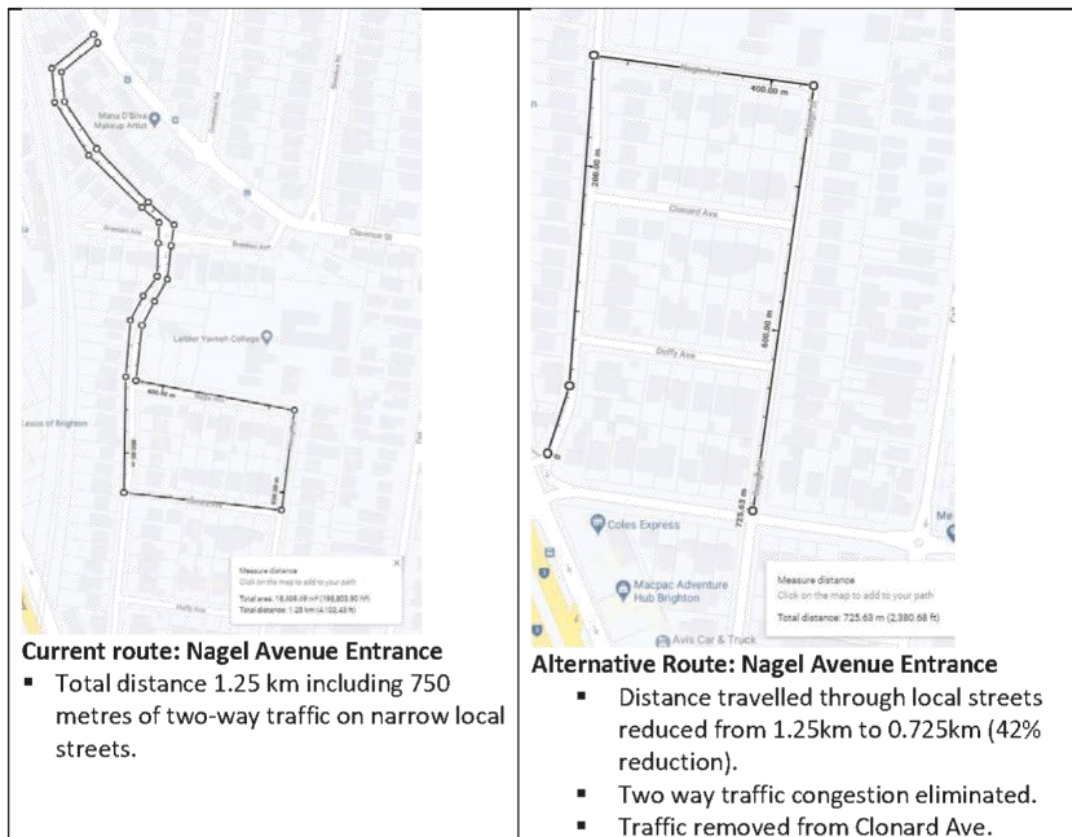
- Southern Circuit: Northwards from the bottom of St James Parade, turning right into Nagel Avenue and then travelling south along College Street.
- Northern Circuit: From Riddell Parade into Brentani Avenue then Denver Crescent to Orrong Road.

Managing school traffic via these two access routes would result in:

- Elimination of existing traffic conflicts between north and south bound traffic.
- Reduced distance travelled by cars within the residential area (refer *Figure 4*).
- Indicative travel time for parents to the Nagel Ave entrance from the north via both Hotham Street / Nepean Hwy being comparable to Orrong Road (refer Appendix A) and only an additional 3 minutes via Kooyong Road.
- Opportunity for the northern end of St James Parade to be permanently closed in both directions to totally eliminate rat running.
- The southern end of St James Parade remaining open for residents and school traffic to access the area from the Nepean Highway.
- College / Elster Ave remaining open apart from being closed to the north.

Improving the safety of the existing school crossing on Riddell Parade near Brentani Avenue may encourage parents to drop off children in the streets immediately north of Riddell Parade (i.e. Downshire Rd and Shoobra Rd.). These streets are notably wider than those adjacent to Liebler Yavneh College and therefore better able to accommodate traffic and school parking. Measures such as a roundabout or slow point may be an option to be considered to slow traffic travelling down the hill from the east along Riddell Parade.

Figure 4: Leibler Yavneh College: Existing and Alternative Nagel Ave Access Routes



5. Open Space Opportunity

Although a longer-term opportunity, Council may potentially consider creating a pocket park (approx. 475 m²) if the northern end of St James Parade is closed. This would be in line with the Integrated Transport Strategy identifying the need to 'explore altering the local traffic network to create additional public spaces'.

The nearest existing parks to the northern end of St James Parade are a recently created pocket park located 430 metres to the north on Riddell Parade, and Gardenvale Park located 810 metres to the east along Elster Avenue. As a result, many residents are not within a convenient walking distance of open space.

Similarly, no child within the local area is within the required 300 metres identified by Council's Open Space Strategy Refresh as being the distance within



which children are most likely to independently visit open space

A pocket park would be expected to be highly valued by both the large number of young families that have moved into the immediate area over recent years, as well as older residents that may otherwise be isolated in their homes. A key benefit of conveniently located open space will be the building of stronger relationships amongst young families and groups of older residents, and the creation of support networks within the immediate area. A small local park would also benefit the many residents from outside the immediate area that walk or cycle along St James Parade to access the pedestrian bridge across the Nepean Highway to walking / bike paths.

6. Essential Services Access

The full closure of the northern end of St James Parade would not impact upon fire services which are located in North Road Ormond. Ambulance services located in Glenhuntly Road to the east of Kooyong Road may still access the area via Gardenvale Road rather than Clarence St / Riddell Parade which would add approximately 1 km or 1 minute to response times. It is assumed that waste collection services would be undertaken for the six properties in St James Parade (north of Nagel Avenue) as occurs for other no through roads.

7. Cycle Network Connection

There is the opportunity for Denver Crescent / St James Parade to provide the missing connection between the Orrong Road and Riddell Parade 'Safe Cycling Streets' and dedicated bike paths on the western side of Nepean Highway via the pedestrian bridge at the southern end of St James Parade.

This route is already used by a large number of cyclists but may potentially offer a much safer route to encourage use of more sustainable transport alternatives. This is particularly for school children to access Star of the Sea College, and Elsternwick Primary School / Elwood College via the dedicated bike path along the Elwood Canal. Similarly, providing a safer cycling route may encourage residents not within walking distance of Gardenvale Station to cycle rather than drive and occupy car spaces at the southern end of St James Parade and adjacent streets.



8. Integrated Transport Strategy – Pilot Projects

The St James Parade Precinct provides an excellent opportunity for Council to simultaneously deliver a number of Pilot Projects identified in the Integrated Transport Strategy. These Pilot Projects are:

- *“PILOT 1.1 Design neighbourhood streets that balance the needs of diverse users in order to create an environment that ensures access, safety, comfort and enjoyment for everyone. Council will plan, design and implement a pilot concept design for a Glen Eira neighbourhood with the goal of creating safe and comfortable local community spaces.”*
- *“PILOT 1.2 Work with a school to develop new ways to encourage behavioural changes and reduce the reliance on car-based transport. Work with a local school and neighbourhood to implement a pilot safe school zone. Implementing a safe school zone will promote accessibility and safety for all users and drive behavioural change within the school community, towards making riding and walking to school normal for all children once again.”*

Council has the opportunity to collaborate with local residents and Leibler Yavneh College in delivering a ‘Child Friendly Neighbourhood’ and ‘Safe School Zone’. The local area has many of the issues that the Integrated Transport Strategy seeks to address through:

- Reducing unnecessary rat running within local streets
- Altering the local traffic network to create additional public spaces
- Creating safe local connections with regional safe cycling streets
- Exploring the potential for one-way streets
- Providing vehicle drop-off areas in locations that do not affect safety of school users or residential amenity.
- Ensuring existing and future amenity of the area when designing movement around a school zone is protected and enhanced.
- Creating high quality walking streets linking vehicle drop-off areas with school entrances.
- Creating safe local connections with regional safe cycling streets.
- Providing protected zones for school children during pick-up and drop-off.

9. College Street Residents

St James Parade and College are the only two north-south access routes between the Nepean Highway and Kooyong Road and as a result are both impacted by rat running. A coordinated approach to addressing this issue is essential to achieving an effective solution.

With College Street proposed to be closed to northbound traffic, there would appear to be a need for the northern end of St James Parade to also be closed to northbound traffic given the difficulties with preventing traffic entering via Gough Street. A number of potential additional benefits associated with the creation of open space and a cycle link may support the full closure of St James Parade.

Given College Street’s higher traffic volumes, and proximity to Kooyong Road as an alternative route for residents, it may be that a full close would be welcomed by College Street residents. With a group of Denver Crescent / St James Parade residents in the early stages of being formed, there may

be the opportunity to meet with a similar group of College Street residents if Council is aware of one existing.

10. Road Closure Options

While road closures have traditionally involved permanent barriers, there may also be the opportunity retractable bollards which are increasingly being used to protect public spaces from vehicles. St Kilda Pier is one example where retractable bollards have recently been installed to restrict vehicle access.

This may be an option where a permanent barrier is opposed by residents or where school traffic is unable to be better managed. Access for the school may be limited to set drop off and pick up times. Residents may have access 24/7 via individual remote controls.



Retractable Bollards - St Kilda Pier (Pier Road)

The cost of retractable bollards from a Melbourne supplier (automatic-bollards.com.au) is \$9,900 each for an 'automatic security bollard', plus around \$3,750 for an installation kit, controller and cabling. This indicates a total equipment cost of around \$25,000 - \$35,000 for 2-3 bollards plus required civil works.

A potential benefit for Council of this form of road closure is that it may be funded via a levy upon users in return for access through the bollards. Hypothetically, the amortised cost of retractable bollards may be equally divided between Leibler Yavner College and residents. Assuming a total cost of \$30,000 and an economic life of 10 years, Leibler Yavneh College and 'combined residents' may each be levied \$1,500 annually, which would equate to around \$12 per household annually based upon the number of properties within the immediate area.

11. Budget Considerations

The current traffic and amenity issues impacting upon residents within the St James Parade Precinct and Elsternwick South generally are unsustainable and need to be addressed in a well-informed, transparent and holistic manner that recognises the impacts and benefits associated with various options.

Funding for the Elsternwick South – Local Area Traffic Management Project should be sufficient to comprehensively address the issues and opportunities outlined in this submission. This includes measures to address the existing traffic issues as well as opportunities to significantly improve the area's livability to levels enjoyed by the majority of other Glen Eira residents. A range of potential options for Council to address traffic issues have been suggested ranging from the resident / school-funded 'retractable bollard' option through to that which also delivers additional open space.

Finally the residents that have contributed to the ideas presented in this submission congratulate Council in providing funding to address the issues impacting our area. This group welcomes the opportunity to assist Council officers at any stage to ensure a cost effective process for undertaking this project. Should you wish to discuss any of the issues and opportunities raised in this letter, or how residents may assist Council, please do not hesitate to contact me on [REDACTED]

Yours Sincerely



Blair Warman

Appendix A: Estimated Travel Times (Google Maps)

Figure A1: Alternative Routes to Glenhuntly Road Coles for Residents.

1. Via St James Parade / Denver Cres / Orrong Road – 3 minutes (Note: proposed new speed limit / slow point will increase travel time)
2. Via Nepean Hwy – 6 minutes
3. Via Kooyong Road 6 minutes

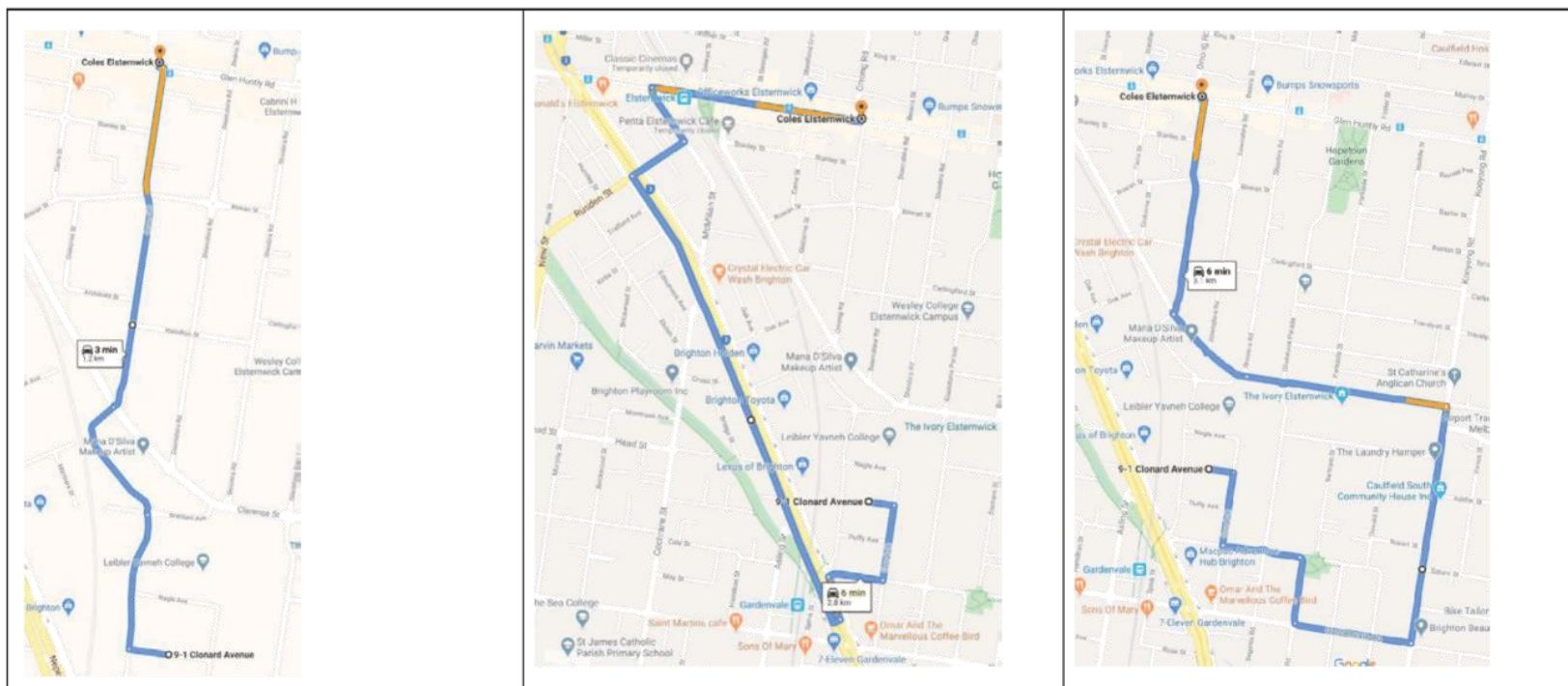


Figure A2: Alternative Routes from Glenhuntly Road Coles for Residents.

1. Via Orrong Road / Denver Cres / St James Pde: 3 Minutes
2. Via Nepean Hwy service lane 4 Minutes:

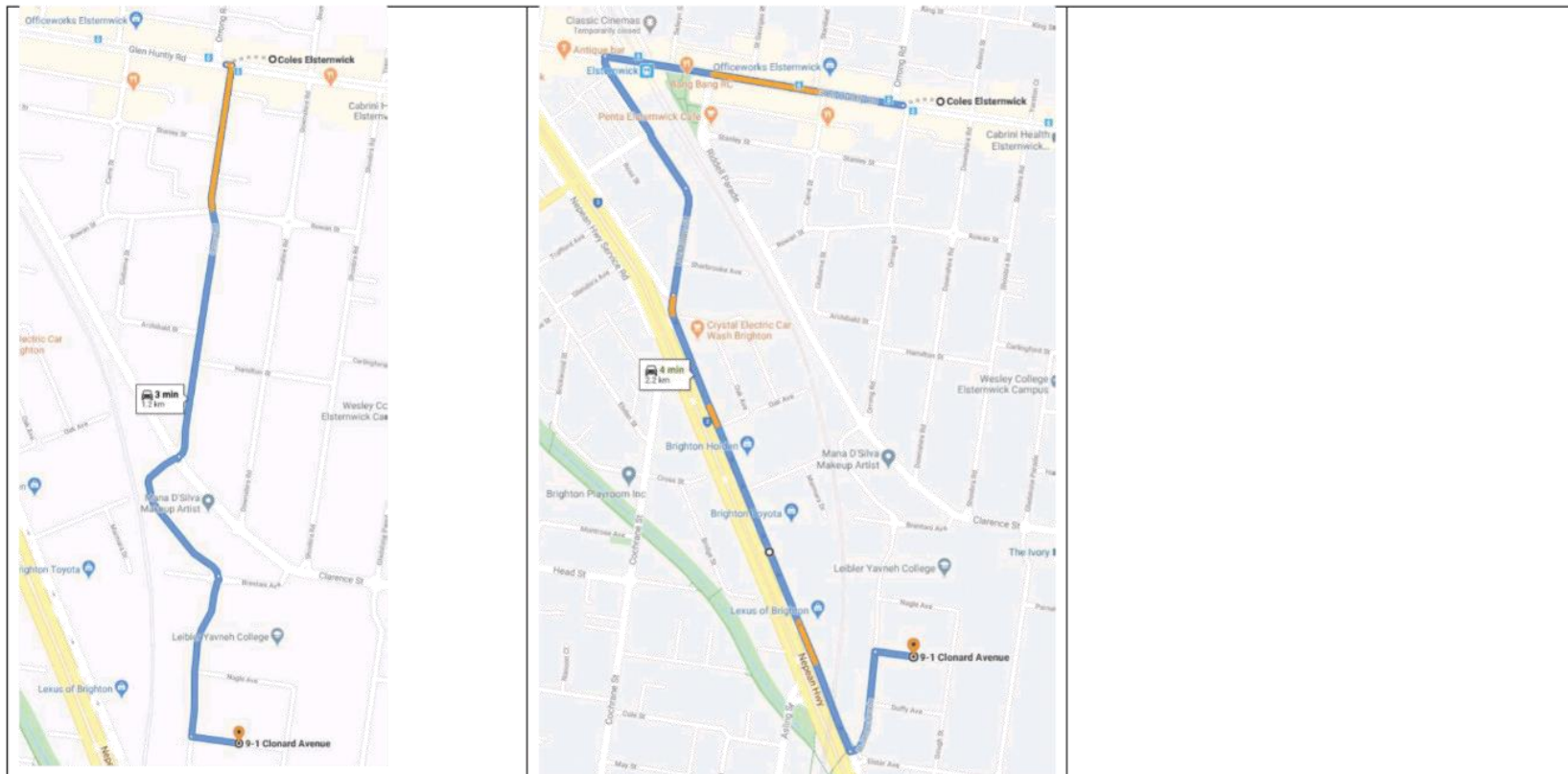
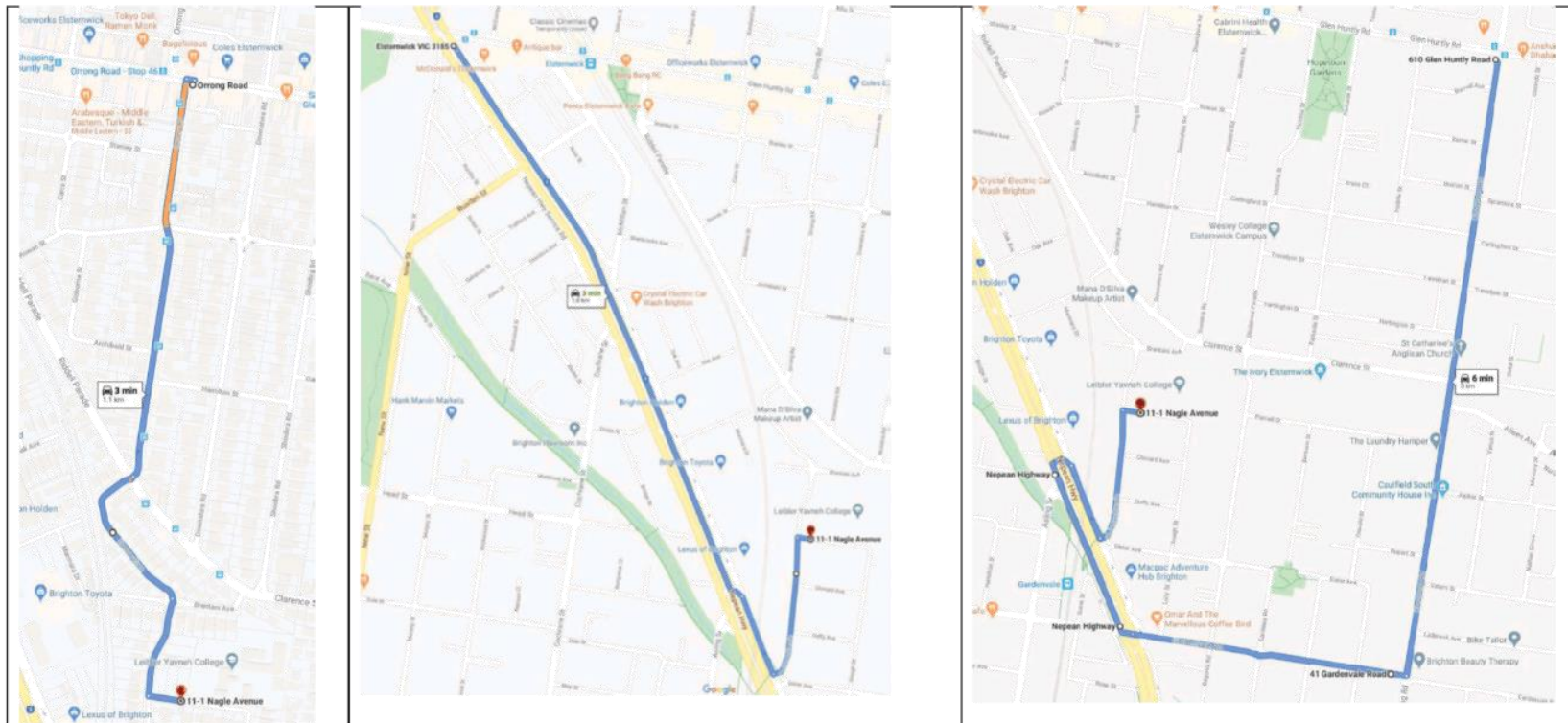


Figure A2: Alternative Routes to Leibler Yavneh College.

1. Via Orrong Road / Denver Crescent / St James Parade: 3 Minutes
2. Via Nepean Hwy service lane: 3 Minutes:
3. Via Kooyong Road: 6 Minutes



Peter Hartson

From: [REDACTED]

Sent: Monday, 8 June 2020 1:41 PM

To: Glen Eira City Council <Mail@gleneira.vic.gov.au>

Subject: Draft Annual Budget 2020-2021 - Elsternwick South - Local Area Management Project

Dear Mr Vastianos,

Reference: Attached letter for Elsternwick South Area submitted by Blair Warman.

Further to the attached letter, we're pleased to know council is addressing the Elsternwick South traffic issues however Denver Crescent residents are concerned that stronger considerations haven't been placed on Denver Crescent traffic.

Residents would like to see more emphasis placed on Denver Crescent as part of the councils overall planning as Denver Crescent is the epicentre and link between St James Parade and Orrong road / Riddell Parade. Key issues at Denver Crescent include;

- Rat running between Orrong Road / Riddell Parade to St James Parade via Denver Crescent (Denver is the major link between South & Northbound traffic)
- Traffic congestion particularly during school hours caused by 2 way traffic in narrow crescent.
- Denver Crescent doesn't have capacity to hold traffic.
- Denver Crescent is too narrow with tight corners for 2 way traffic generally.
- Blind corners are dangerous for the safety of the large volume of children in Denver Crescent and Elsternwick South generally.

Proposed change to College one way south only. (Closure of northbound traffic) & College St right turn closure into Elster Ave.

- This will cause an overflow of more traffic being diverted through the Denver Crescent link as residents access Glenhuntly Road and the North generally.
- Closure of right turn at Elster ave will cause further School traffic being forced to drop off at the northern side of Leibler Yavneh College and use Denver Crescent access from Orrong rd and Riddell Parade & Clarence St.

In summary: We're pleased the council are finally addressing the traffic issues in our streets however strongly feel an emphasis needs to be placed on the management of Denver Crescent traffic considering it is the gateway to rat running between the north and south.

Thank you for your considerations.

Regards

Peter Hartson

[REDACTED]

From: Karen Langton [REDACTED]
Sent: Tuesday, 9 June 2020 5:10 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Draft Annual Budget

Dear Mr Vastianos

I refer to the attached, submitted by Blair Warman on behalf of some of the residents of Denver Crescent and St James Parade. While we are aware that council have identified traffic problems in the area we have some additional suggestions that we hope are valid and will get your support.

We live in Denver Crescent and the amount of through traffic is excessive for a short suburban street with blind corners. The street parking on both sides further narrows the carriageway and we all have instances of side mirrors being knocked off by passing traffic. The school traffic causes congestion which encourages some dubious parking choices from parents doing pick up and drop off. I have seen cars parked on the roundabout, have had cars parked across our driveway when I have needed to leave and we have had the concrete on our nature strip cracked by someone backing up onto the footpath to do a u turn.

While we accept that school traffic is unavoidable we all agree that there are ways to better manage it and make the area safer for everyone. It is only a matter of time before a near miss becomes a tragedy.

We support the suggestions in the attached submission and appreciate you taking the time to review. I would also like to recognise and thank council for addressing the current issues and efforts to make our community a safer place for everyone.

Kind regards
Karen

Karen Langton
[REDACTED]

From: Save Glen Eira [REDACTED]
Sent: Monday, 8 June 2020 9:14 AM
To: info user [REDACTED]
Subject: Save Glen Eira "council budget submission"

From: bella grebler [REDACTED]
Subject: council budget submission

Message Body:

i am against the borrowing of 60 million dollars. this is excessive especially in these difficult times.

This email was sent from a contact form on Save Glen Eira [REDACTED]

6 June 2020

From: Paul Caine

Via Have Your Say Website



I have read through the Draft budget and the Draft Strategic Resource Plan 2020–2030 and couldn't see if any direct allocation will be put into developing the climate change action plan, bought forwards when council declared a climate emergency recently. If this budget plan is the place for such an allocation, I think this should be forthcoming in the 2020/21 budget, as this will be "as soon as possible".

From: Shanta Lobo [REDACTED]
Sent: Monday, 8 June 2020 8:09 AM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject:

Dear Councillors,

Below is my submission to the draft 2020-2021 Budget and Strategic Resource Plan.

1. I am not supportive of a loan of \$60 million dollars.
 2. I want at least 50% of the Open Space Reserve to be spent on the purchase of NEW open space.
 3. I want Council to increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced asap.
 4. I do not want \$50million to be spent on the Carnegie pool.
 5. I want protection of our Neighbourhood Centres
 6. More areas with heritage overlay
 7. Trees to be protected
 8. No more than 2 storey building in any residential streets.
 9. All new development must have minimum open and green space on all boundaries.
- Yours sincerely,

From: Fay Kingsley [REDACTED]
Sent: Monday, 8 June 2020 9:07 AM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Proposed council budget

Dear Councillors,

Below is my submission to the draft 2020-2021 Budget and Strategic Resource Plan.

1. I am not supportive of a loan of \$60 million dollars.
2. I want at least 50% of the Open Space Reserve to be spent on the purchase of NEW open space.
3. I want Council to increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced asap.
4. I do not want \$50million to be spent on the Carnegie pool.
5. I want protection of our Neighbourhood Centres

Yours sincerely,
Fay & Manny Kingsley
[REDACTED]

From: Judy Rabi [REDACTED]
Sent: Monday, 8 June 2020 11:05 AM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: submission for 2020-2021 budget and strategic resource plan

Dear Councillors,

Below is my submission to the draft 2020-2021 Budget and Strategic Resource Plan.

1. I am not supportive of a loan of \$60 million dollars.
2. I want at least 50% of the Open Space Reserve to be spent on the purchase of NEW open space.
3. I want Council to increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced asap.
4. I do not want \$50million to be spent on the Carnegie pool.
5. I want protection of our Neighbourhood Centres

Yours sincerely,

Name Judith Rabi
[REDACTED]

Aaron D Rabi

From: David [REDACTED]
Sent: Monday, 8 June 2020 12:15 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Re draft submission

DRAFT SUBMISSION

Dear Councillors,

Below is my submission to the draft 2020-2021 Budget and Strategic Resource Plan.

1. I am not supportive of a loan of \$60 million dollars.
2. I want at least 50% of the Open Space Reserve to be spent on the purchase of NEW open space.
3. I want Council to increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced asap.
4. I do not want \$50million to be spent on the Carnegie pool.
5. I want protection of our Neighbourhood Centres

Yours sincerely,

Name Aaron D Rabi

[REDACTED]

[REDACTED]



GLEN EIRA BICYCLE USERS GROUP

City of Glen Eira
9/06/2020
www.haveyoursaygleneira.com.au

Glen Eira Bicycle Users Group
c/- Catherine Mc Naughton
[REDACTED]

GLEN EIRA BICYCLE USERS GROUP SUBMISSION ON DRAFT GLEN EIRA COUNCIL BUDGET 2020-21

The Glen Eira Bicycle Users Group is a local group who enjoys riding in Glen Eira and surrounds for school, uni, work, shopping, services and recreation. Our goal is for cycling to be a safe and highly attractive option for kids to oldies in Glen Eira — whether for fun, fitness or transport. We want people in our city to ride more often by making cycling an easy, safe and practical choice especially for local trips.

Thank- you for allocating funds to improving cycling and walking infrastructure and reducing car-dependence in Glen Eira. It is pleasing that the Integrated Transport Plan and funding proposed to achieve it is more than the average budget of several years ago that was barely enough for just sporadic gappy painted bike lanes on roads that are not safe enough. But where is the budget to actually deliver the whole network of planned routes and new safe crossings on busy roads envisaged in the Integrated Transport Plan? Thank-you for council's first funding for bicycle parking in decades, a new bike map and Activity Centre Plans including bikes - discussed below.

1 Community requests for safe connected bike routes separated from traffic.

Over 3 years GEBUG has asked Glen Eira locals at Parties in the Park "what would make it safer and easier for you to ride in Glen Eira? ". The overwhelming request was for safe connected bike routes protected from traffic with a typical comment *"I'm not confident riding in traffic – it would be nice to ride to work which is close but the traffic is too busy, separation from traffic would help"*

To deliver a functional network of bike routes safe enough for kids to oldies to ride to schools, GESAC, activity centres, libraries, stations, City, Gardiners Creek, Bay, parks etc Glen Eira Council needs to increase its ambition in this and future budgets.

2 Pandemic – more bike infrastructure - quickly

In the pandemic, Glen Eira has many more people walking and cycling. Bike shops say demand for new bikes and repairs as hot as for toilet paper. Bikes are selling at 5 times the rate of cars in Australia. As we emerge from the pandemic lock down without a vaccine we need ways of getting around that supports social distancing without growing traffic congestion. There many people now interested in cycling to school and work, but who are discouraged by the unsafe roads. We can enable them by building safe, protected bike lanes. Hundreds of Australian doctors and transport experts recently called on Council to rapidly invest in safe cycling and walking, in an open letter;

<https://www.theage.com.au/national/victoria/melbourne-in-a-post-pandemic-world-how-the-virus-could-transform-the-city-20200501-p54ow0.html>

The City of Melbourne (like other international cities) is fast-tracking bike lanes and wider footpaths. Glen Eira should build infrastructure to connect to these routes and offer similar safe accessibility.

Glen Eira has a wonderful opportunity now to create fast cheap and temporary bike lanes that can

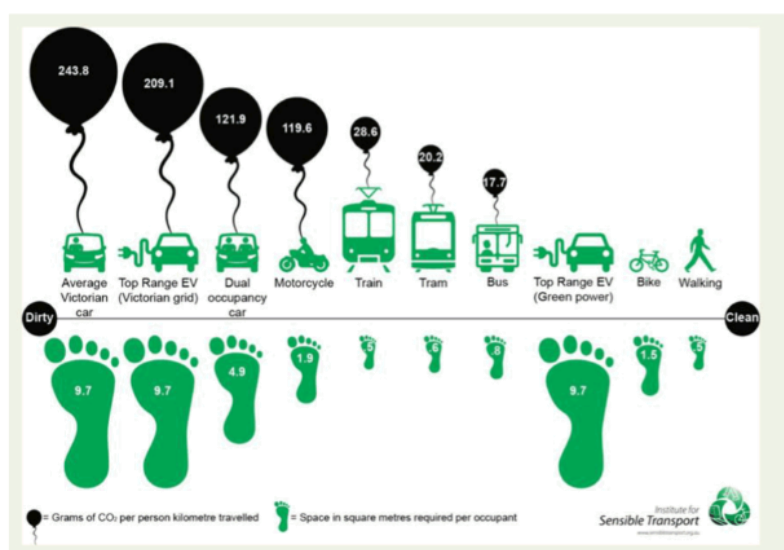
- meet immediate needs in pandemic for safe routes to high schools, key workplaces and recreation
- show trial options as part of community consultation for future permanent bike infrastructure
- mark bike lanes with water-filled barriers, floppy bollards, or planter boxes
- connect all painted on road bike lanes through intersections with protection at most dangerous points
- install bike parking in most needed locations in activity centres, Monash University, council facilities
- attract locals to local shopping streets and cafes – cyclists are key local customers but have not been made welcome in Glen Eira's shopping streets or fully included in Activity Centre Structure Plans.
- apply state funding for routes on Strategic Cycling corridors and traffic lights on Rosstown Railtrail
- Apply state and federal stimulus funding for safer bike routes in Glen Eira

3 Accelerating investment in cycling for safe climate and zero emissions transport by 2030
Bike and walking infrastructure is a key Council response to the climate emergency recently declared by Glen Eira. Transport creates about 16% of Glen Eira Community emissions making it the second-largest sector. Melbourne's SE suburbs have the world's highest transport emissions per person and much higher than OECD average because we drive big cars far in the suburbs. And Transport it is the fastest growing sector growing some 39% since 1990 while other sectors have been declining as we transition to renewables. (Vic Govt GHG report 2019)

The Integrated Transport Plan was developed to move towards net community emissions by 2050 but Council has increased its ambition to achieve this by 2030.

Building safe cycling infrastructure is a proven, cost-effective method of enabling active, climate friendly transport, at a scale that can make a difference. Electric cars don't solve space constraints, traffic or meet the needs of non-drivers, and if powered from brown coal are not climate-friendly.

This diagram shows the emissions and space/congestion demands for different travel modes in Melbourne showing how efficient and clean walking and cycling are. <https://sensibletransport.org.au/project/transport-and-climate-change/>



- 4 Recommendations for the 2020 budget and Council plans.
- Apply for Federal and State post-COVID stimulus grants to supplement Council budget to build the safe protected bike lane network, and accessible activity centres ahead of the original timelines in the Integrated Transport Strategy
 - Increase the cycling and walking infrastructure budget to achieve net zero transport emissions in the Glen Eira Community by 2030 rather than previous goal of 2050
 - To address the climate and pandemic emergencies, immediately build the Integrated Transport Strategy separated bike network as "pop-up bike lanes" with temporary infrastructure that will also assist community consultation and consideration of design options
 - Fund Councils share for constructing the Djerring, Frankston and Rosstown Rail trails and Neerim/Booran/Glen Eira Roads school route as part of the rail crossing removals at Glen Huntly and Neerim Roads and Caulfield Station Precinct Plan and economic stimulus grants
 - Fund infrastructure improvements with the active schools program and accelerate the program to achieve the Climate target of 2030 rather than 20 years proposed
 - Consult GEBUG and local communities on a bike map and include on road routes showing existing gaps and include BikeSpot safe and unsafe locations and accident locations to allow people to choose safest current routes
 - Consult with GEBUG and local communities on the most needed locations for new bike parking and ensure it meets Australian standards

APPENDIX

1 GLEN EIRA LOCALS HAVE TOLD US AT 3 PARTIES IN THE PARK THAT THEY WANT COUNCIL TO PROVIDE

Safe connected bike routes protected from traffic. Community comments include

"More trails and more paths please"

"I don't like riding on the road. I don't ride much because the roads don't feel safe".

"More bike paths and lights for cyclists to cross busy roads".

"My daughter and I are too scared of fast cars to ride on the roads so we stick to riding on paths and parks. Safer cycling space needed on all busy roads eg Koornang and East Boundary Roads."

"I'm not confident riding in traffic – it would be nice to ride to work which is close but the traffic is too busy, separation from traffic would help"

"I'd love to ride but none of the streets near home are safe. My husband is braver than me and will ride on some roads that terrify me. Husband says – I'd like safer roads too for cyclists and would ride more."

A convenient and safe route for riding to

- Schools *"Glen Eira Road has so many students needing a safer route to schools- its an urgent priority for so many kids."*
 - *"Bike lanes separated from traffic on Neerim and Booran Roads for kids to ride to Glen Eira College"*
 - *"More bike paths to school. Currently the ride involves crossing high speed signals and driveways"*
- The Bay – *"Off road tracks. Lane separation. Mc Kinnon to Bay on child-friendly bike lane."*
 - *"To have a bike route leading to the bay area without using major roads"*
- Work – eg in City, Monash, activity centres etc *"Difficult to ride from near Caulfield Park to the city"*
 - *"I want safer bike route to work in the city. Currently I ride from Mackie Road East Bentleigh to the station and then take the train. I would prefer to ride all the way to the city to but which is the safest route to the Gardiners Creek and Yarra trails? New bike parking at Murrumbeena Station is great."*
- Parks and GESAC *"I'd like to ride with my kids from Bentleigh to Princes Park each week for sports. Can we ride on the footpath? Which is the safest way to go?"*
 - *"We like riding with kids in Karkarook Park – take bikes in the car to get there – Dad with 2 kids"*
- Local shops and libraries *"Yesterday I wanted to Ride along Mc Kinnon Road to the Centre Road Shops but both roads have no safe space for riding. I live off Mc Kinnon Road and want some safe space for cycling on Mc Kinnon and Centre Roads."*
- Frankston rail trail extend south of Bentleigh and to Djerring Trail
- Connect Djerring trail to Bay and St Kilda Road, Rosstown and Frankston Rail trails *"I cycled on the bike track under skyrail. Then couldn't work out how to continue on further on the track."*
- Boyd Park new safe crossing of Dandenong Road to Urban Forest to Gardiners Creek
- Bike Parking at shops and *"Please put a secure bicycle cage at Elsternwick Station."*

A map showing a connected network of safe bike routes in Glen Eira –typical community comments

- *"Can I please have a bike map of all the good bike routes in Glen Eira that are safe from traffic? Its tricky to ride with kids around here with not enough safe paths."* *"We find the Glen Eira Bike Map hard to understand. Can you improve it please?"*

2 GLEN EIRA INTEGRATED TRANSPORT PLAN 2018 – BUDGET TO IMPLEMENT

The Integrated Transport Plan 2018 and Cycling Action Plan 2019 plan a network of safe, separated bike routes to be built before 2031, bike parking and active school travel plans but Council is yet to deliver any new bike infrastructure on the ground. This follows several decades of bike plans that were only funded to the level of disconnected painted bike lanes that do not meet community needs expressed at the Parties in the Park, are not safe enough to attract new cyclists, kids, cautious women or oldies. Progress on the safe network sought by the community needs to accelerate from 2020 onwards.

2.1 Safe Cycling Routes

GEBUG appreciates the proposed funding for the Inkerman Rd safe cycling corridor as a connection from the fantastic new Djerring Trail at Monash Uni Caulfield to St Kilda Road, Yarra Trail, City and connecting with the City of Melbourne Covid fast tracked proposals north along Exhibition St to Canning Streets.

GEBUG supports Glen Eira's budget proposal for planning to connect Djerring trail to Gardiners Creek Trail as this is an important commuter and recreation link from Glen Eira and SE Melbourne Suburbs to the Yarra Trail and city. Difficulty crossing Dandenong Road is noted by many GEBUG members and community comments at the Party in the Park. Why is there no funding allocated beyond planning towards building this link?

2.2 Level Crossings and Caulfield Precinct – linking and improving Djerring, Frankston and Rosstown Rail Trails and Neerim/Booran/Glen Eira Roads school route

This year is essential to plan and contribute a share of funding to linking the Djerring, Frankston and Rosstown Rail trails and Neerim/Booran/Glen Eira Roads school route as part of the rail crossing removals at Glen Huntly and Neerim Roads and Caulfield Station Precinct Plan. This year is the best opportunity to properly connect these 4 routes that would significantly extend the safe bike network in Glen Eira -Action 1.3 from Cycling Action Plan. ***Please include this in the 2020-21 Budget and include it in funding applications for economic stimulus.***

Safe cycling corridors suitable for kids to oldies are also needed on

- East Boundary Road to GESAC and Bentleigh Secondary College (recognised as UN worlds greenest school but with unsafe bike access) and East Village
- Glen Eira Road/Neerim Road serving 9000 school students, 3 council libraries, homework help, the town hall and Glen Eira's best connection to the Bay and bay trail
- McKinnon Road – McKinnon Secondary School
- Brewer Road – Bentleigh west primary, Bentleigh and Brighton Secondary
- Tucker and Mackie/Bignell Roads
- And the rest of the network in the Integrated Transport Plan.

Each of these may cost in the order of \$400,000 like Inkerman Road although there may be some state funding for those that are Strategic Cycling Corridors.

2.3 Active Schools - GEBUG is pleased that council is delivering the active schools program to at least 2 more schools. However to be effective Council also needs to quickly build safer cycling and walking infrastructure. And at 2 schools per year it will take 20 years to get to all Glen Eira Schools. Is this any faster or effective since the Integrated Transport Plan?

2.4 Bike Parking – Thank-you for providing \$30,000 for bike parking - the first budget for bike parking in decades. The Glen Eira Bicycle Users identified locations most needing bike parking for the 2010 and 2018 bike plans and from community comments at the Parties in the Park, and would be happy to assist now. The design and spacing of bike racks also needs to be user friendly, allow bike frames to be locked and meet Australian Standards unlike bike parking at GESAC and Carnegie Library until recently fixed.

2.4 Bike Map - A new bike map showing a whole network of safe bike routes was a common request at the Parties in the Park. The Councils 2005 bike map is very sketchy. However even a beautifully drawn bike map for Glen Eira would only show 3 small sections of safe network Djerring Trail (Carnegie – Murrumbeena), Rosstown Railtrail (Caulfield South–Ormond), Frankston Rail Trail (Ormond – Bentleigh). The new map should be in a form that

- is easy to update when new routes are added – eg Inkerman –Djerring – St Kilda Road, Frankston Railtrail, Djerring to Gardeners Creek and hopefully new routes each year
- shows road routes of painted lanes marked as suitable for confident cyclists and where there are gaps at intersections
- Bike Spot locations marked as safe and unsafe and accident locations so that people can choose safest routes
- Refers people to Councils Cycling Action Plan for proposed routes

ACTIVITY CENTRE STREETScape WORKS AND STRUCTURE PLAN- GEBUG is pleased that new funding for activity centre streetscape works and structure plans will include prioritising bikes and walking. Glen Eira has not planned streets to make cyclists welcome in activity centres. Traffic signs in many Glen Eira activity centres specifically say “no bikes”. Even if they mean please walk your bike on the footpath the no bike signs directed at the road says “cyclists unwelcome” or maybe in Elsternwick at Rosstown Rail trail “no wheelie stunt u turns?” Directory maps in Elsternwick do not show the nearby Rosstown Rail Trail or bike parking locations. There are few safe routes to ride to or within activity centres and particularly for kids- oldies to ride to Council libraries in activity centres. Planning, streetscape upgrades and safe walking and bike access are also needed for activity centres beyond Elsternwick, Carnegie and Bentleigh.



From: Marilyn Snider [REDACTED]
Sent: Tuesday, 9 June 2020 12:05 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: GE draft budget

1. First priority is developing the strategy – but this is comparatively small budget allocation if an external consultant is brought in <~\$70K
2. Allocations for additional staff –the current team is understaffed and this is a major limitation to what they can do. Add 2 staff people (<\$250K) to drive change with
 - a. community groups
 - b. businesses in GE to improve efficiency and reduce emissions
 - c. internal projects for GE such as changing planning approvals, trust fund management, sign up to EUAs to enable change amongst businesses
3. EV charge points at key locations (this will take 2yrs work) (\$200K in 2020-21 to research, map, negotiate infrastructure etc).
4. Bike lines/markings added every time a road is resealed and repainted, to provide confidence and space for safe bike riding – this is important given people's concern about using public transport in post-Covid-19 world.

Sincerely,
Marilyn Snider

From: Gordon Wallace [REDACTED]
Sent: Tuesday, 9 June 2020 8:03 PM
To: John Vastianos <JVastianos@gleneira.vic.gov.au>; Glen Eira City Council <Mail@gleneira.vic.gov.au>; Cr. Joel Silver <JSilver@gleneira.vic.gov.au>; Cr. Mary Delahunty <MDelahunty@gleneira.vic.gov.au>
Subject: What the people want

Hi. I believe the CEO believes the council does what the people want.

Could you respond by telling me how the council actually asks what the people want with examples, statistics, evidence based methods used to determine the reliability and factual content of that statement, and any published responses positive and or negative?

What is the allocated amount of money budgeted to independently test the CEOs and I assume the council's hypothesis?

I assume the council has actually had an independent review of this crucial statement / belief. If so let's see that review and have an annual ongoing one. If not get it done.

Looking forward to your responses.

Dr Gordon Wallace
Ratepayer of [REDACTED]

Sent from my iPhone

From: cristina santos [REDACTED]
Sent: Wednesday, 10 June 2020 8:32 AM
To: John Vastianos <JVastianos@gleneira.vic.gov.au>
Subject: Submission on Council Budget

Hi John

I would like to make the following submission in relation to the Council's 2020/2021 Budget.

I guess my first point is that it would have been useful to have more time from when the council held the information session to make a submission. I am also not sure that it would have been possible to have wide community representation at that information session given it was held at 5pm, a difficult time for many including those who work or have children.

GESAC/Carnegie

I am not sure that I agree with your response below but the format in which the budget document is presented makes it difficult to identify exactly where the income and expenses are allocated. It would be useful to be able to identify and attribute revenue and expenses for each of the centres that make up the GEL network, GESAC, Carnegie and Caulfield. This would allow the community to make informed decisions in relation future budget expenditure on those centres.

Note that income for the GEL network for 2019/20 is stated to be about \$3 000 000 less than was forecasted in that year's budget. I am assuming that this was due to the COVID issue which represents four months of that financial year. However I consider that to forecast a further income reduction of another \$3 000 000 is inaccurate.

But in any case assuming that your forecast is correct than this would be one more reason to delay the planned rebuild/destruction of the Carnegie Swimming Pool. Given that you are not in a position to accurately estimate the effects of COVID it would be poor financial management to invest such a significant amount of money in a structure that may not be fully functional for years. Or worst still to borrow such a further huge amount of money and commence making interest payments when a reduction of income is forecast.

Upgrade of Carnegie Pool

I am completely apposed to the council's proposed upgrade of this swim centre to what will be a second GESAC. In relation to Rebecca's comments about a need for another facility to provide further learn to swim sessions and hydrotherapy sessions, it would be my view that both could be provided at significantly less cost than the proposed upgrade.

In fact I am confident that you could do both, upgrade the Carnegie pool as an open space pool and provide the swim lesson/hydrotherapy centre. Maintaining the Carnegie pool in its current form ie an outdoor pool (be it with improved change rooms) and in another area build a separate facility for swim and hydrotherapy session would

potential reduce ongoing cost. If nothing else you would reduce salary costs as the swim school would not require life guards for example.

The concept that you can build a second GESAC (be it smaller in area) within the current Carnegie footprint is dubious. In any case assuming that this statement is correct, the council will forgo a significant amount of green open space for this new centre. Again there are significant savings to be had (reduction in Open Space Strategy costs) by maintaining the Carnegie pool as an open green space and separately in another location build the swim lesson/hydrotherapy centre.

On a separate issue I take objection to Rebecca's assertion that there was community consultation in relation to the Carnegie Pool. Sending out three options, none of which was to keep the current open space, is not consultation.

The Proposed Loan of \$60 000 000

I am completely opposed to the proposal to borrow a further \$60 000 000 in the current climate and so close to council elections. As was repeatedly stated by various council representatives during the meeting on Monday, it is difficult to estimate future income given the COVID impact. If this is the case then it is my view that it would be negligent to seek a further loan and to subject families who may already be struggling financially to this burden. Further if income is decreasing as suggested, it would be vital to understand how the council proposes to meet its repayment obligations.

Aged Care

Unfortunately I didn't have the opportunity to raise this issue on Monday but it is relevant to note that the 2020/21 budget document states:

"The service is budgeted to have an annual income in 2020-21 of \$12.92m and expenditure of \$18.53m resulting in an operating deficit of \$5.6m for the 2020-21 financial year."

However in the attached table of the same document budgeted income for 2020/21 is stated to be \$12.174 and expenditure at \$15.285.

While I appreciate this may be an error, such errors do provide confidence in the whole document. Furthermore the document suggests an increase in income from the 2019/2020 Budget document which makes it difficult to accept the statement (put forward on Monday) that income and occupancy, is falling due to the Aged Care Royal Commission.

Strategic Planning

The council needs to increase its budget allocation for strategic planning and urgently introduce height limits across all activity centres. The current focus on multi storey development is completely inappropriate.

Thank you

Cristina Santos

From: Geoff Ewert [REDACTED]
Sent: Tuesday, 9 June 2020 7:15 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Draft Annual Budget 2020-2021

Mr. John Vastianos,
Chief Financial Officer,
Glen Eira City Council,
P.O. Box 42,
Caulfield South 3162.
Via email : mail@gleneira.vic.gov.au
16th June 2020

Dear Mr. Vastianos

RE : Draft Annual Budget 2020-2021 –

As extremely concerned ratepayers, we wish to register our concern about the pathway that Glen Eira has been taking.

- In the current climate of uncertainty and financial stress, we are not supportive of a loan of \$60 million. This will put pressure on ratepayers, who will be eventually required to pay it back, probably through increased rates, increased cost of living, and more financial stress.
- We want at least 50% of the Open Space reserve to be spent on the purchase of NEW open spaces, which Glen Eira is desperately short of.
- We want Council to increase its Budget Allocation for strategic planning to ensure that height limits across all activity centres may be introduced ASAP.
- We do not want \$50 Million spent on the Carnegie Pool, a good maintenance programme would be sufficient for this pool- the Boundary Rd. Pool is not far away and will and does cater for all ages and climates 12 months of the year.
- We want protection of our Neighbourhood Centres, which are so important to maintain the ambience and liveability of these important well loved areas, the home for many families and citizens.

As a Council you say your decisions are based on what residents want, it is vital that you listen to them!

RE : Draft Annual Budget 2020 – 2021 : Elsternwick South – Local Area Traffic Management Project.

With reference to the letter recently sent to you by Blair Warman [REDACTED] we wish to support this letter, which represents the views of residents of this area.

We have held local meetings and discussions about this subject, and as long term residents (56 years of St. James Parade Elsternwick, which is severely impacted already by major traffic problems. We are extremely concerned that enough Budget money will not be allocated to address this problem.

Effective traffic management within the area offers the opportunity to greatly improve the well being and safety of local residents, the Leibler Yavnah College Community, and the wider Community that use this area on a local basis.

The proposed suggestions referring to the possible closures of St. James Parade and College St. are positive steps , but further works may be required to prevent traffic accessing St. James Parade via Lucy St./Gough St, and the small cross streets.

Blair has put forward some options that may help with this, and the local community has discussed these and are supportive. The rat running that occurs at the moment is increasingly dangerous to all residents, and particularly the young families that are increasingly moving into this area. The opportunity could arise to provide more open space areas.

We would welcome local input into discussions about this unsustainable situation.

Yours sincerely,
Margot and Geoff Ewert

A black rectangular redaction box covering the signature of Margot and Geoff Ewert.

Belinda Haydon

[REDACTED]

[REDACTED]

9th June

Via Have Your Say

1. The first priority is to develop a strong and practical Environmental Sustainability Strategy (ESS). Increase this allocation if the Council chooses to hire an external consultant: ~\$80K.

2. Increase the size (FTE) of the Sustainability Team by hiring additional staff, to meet the current demands and to deliver on the ESS. With the current status, the team is understaffed and will be unable to meet the commitments made at the 5 May 2020 Special Council Meeting. Add 2 staff people (<\$250K) and allocate responsibility to drive change, with:

- a) community groups
- b) businesses and industry in GE to improve efficiency and reduce emissions
- c) internal projects for GE such as changing planning approvals, trust fund management, sign up to EUAs to enable change amongst businesses

While the ESS is being developed, implement a council-wide, community-wide awareness and education campaign to inform all council staff, community members, business owners and operators, workers, students and service users of the climate emergency and how to reduce personal and organisational (school/university, shops, businesses, services, industry) emissions and how to advocate for greater emissions reductions across the community (talk to your boss, neighbour, favourite shop).

4. EV charge points at key locations (this will take 2yrs work) (\$200K in 2020-21 to research, map, negotiate infrastructure etc).

5. Develop and improve existing cycling routes to create safe, connected bike routes that are separated from traffic and pedestrians. Develop and improve cycling infrastructure, quickly - as part of the COVID-19 recovery plan. Include fast-tracking bike lanes and wider footpaths, increase accessibility, for all abilities, and improve safety for all community members.

Thank you.

Gail Greateorex

[REDACTED]

[REDACTED]

9th June

Via Have Your Say

The budget needs to specify an allocation to carry through the action plan. The Draft Strategic Resource Plan 2020–2030 needs funding to enable Glen Eira to reach carbon neutrality within its 2020–2030 plans lifespan. These things are critical to achieve meaningful outcomes for Glen Eira.

Thank you.

Cathy Mc Naughton

Glen Eira Bicycle Users Group

[REDACTED]

[REDACTED]

9th June

Via Have Your Say

Please accelerate investment in safe cycling network as per written submission tried to attach here and emailed to mail@gleneira.vic.gov.au.

Bruce Cutts

[REDACTED]

[REDACTED]

9th June

Via Have Your Say

Please allow allocation for research and extra staff for the Sustainability Department in the 2020-2021 budget for the preparation of Glen Eira's Climate Emergency Action Plan, and for emissions reduction implementation additional to what is already planned.

Helen Millicer

[REDACTED]

[REDACTED]

9th June

Via Have Your Say

I presented at Council's Vision 2030 event in March. I write to stress that Council's 2020-21 budget must address climate change impacts upon its own assets, invested funds and community. Like CV-19, carbon cuts and climate change impacts are immediate and long term, and require a significant shift now if we are to cut our total emissions by >8% p/a to preserve our liveable community. Councils' budget must include 1. additional funds for staffing for sustainability planning, engagement and programs, 2. its new sustainability strategy, and 3. start of a plan for publicly accessible electric charging stations.

Additional staff are required to accelerate actions by council (such as Environmental Upgrade Agreements to support businesses and to change its investment portfolio to preserve value and minimise harm) and engage residents and businesses to cut emissions and build their resilience (protection from heatwaves, floods, storms etc).

CV-19 is showing our incredible capacity to change and adapt, and council must invest in 2020-21 to harness this momentum to create a more sustainable society and community.

-----Original Message-----

From: Neil Brewster [REDACTED]

Sent: Wednesday, 10 June 2020 2:28 PM

To: John Vastianos <JVastianos@gleneira.vic.gov.au>

Subject: Budget Submission

Hi John,

It is with much trepidation I write this submission as with most submissions to council you usually do what you like anyway.

However I find that the borrowing of this large amount of money at this time as irresponsible. Trying to play these costs off against the 50mill option for Carnegie pool and the 2 storey parking in Bentleigh projects is unjustified given in the pools case the majority of residents don't want another GESAC and the ridicules survey sent out with the 3 options is not public consultation. And you now are trying to budget for it as if its a forgone conclusion when it isn't been passed. Justification of swimming classes are full is not justification at all.

The reduction on road spending is also a ridiculous planning move given the increase in traffic due to your indecent over development. If anything you should be spending more.

Your lack of actual open space acquisition over the decade is abysmal. For some reason you now think an open space has to be a activity centre for people who are unable to amuse themselves at a park . For example the huge overspend of \$11 million on the Booran Rd debacle, basically a whole years open space levy blown on one item and not an inch of open space gained. You have done it again with the debacle that is the proposed East Village. Not an inch of useful open space gained and when passed and you will pass it because that is your culture, you will have locked up in housing what could have been a terrific open space area which this council has the least of compared to all other municipalities. For the 50 million you want to blow on Carnegie you could have just about bought the whole site and done so much with it that the community could use. This is an opportunity lost.

This whole budget has signs of we have always done it this way. There requires a paradigm shift in thinking here. How about spending money on core infrastructure like the roads the drains that flood (however you say its SE waters problem). How about working to a surplus not a deficit that we will be burdened with for years to come. You still haven't paid off GESAC which has become a drain on resources due to COVID 19 as you say and the tiles falling off all the pools in the first 5 years hasn't helped. Increase the pensioner rebate don't keep reducing it as you have, you will one day be old yourselves. I'd rather see money spend there. And we are in deficit to the tune of about 11 mill now and you want to add too that I think this is crazy.

You haven't even provisioned any money for a parking strategy. You continue to over develop and reduce parking only to have it overflow to the streets to infuriate ratepayers and not a penny spent on how do we fix this. You in fact are your own worst enemy creating your own problems.

I'm completely opposed to this budget. Council really has to refocus on its core business not fanciful study areas that then become rezoned for higher and higher density, less and less green space , more and more road congestion and street parking to the disgust of ratepayers and focus on making Glen Eira a more liveable city.

In these times we need to be consolidating not borrowing.

Your Sincerely
Neil.

From: Helen Permezel [REDACTED]
Sent: Wednesday, 10 June 2020 3:39 PM
To: John Vastianos <JVastianos@gleneira.vic.gov.au>
Subject: Response to the draft 2020/2021 budget

Dear Councillor

I write to express my concerns relating to the draft budget for the next financial period, specifically the Strategic Resource Plan. I quote from this

...With a robust financial strategy in place, Council is in a good position to continue to maintain its existing community assets to the standard the community expects.

I am extremely concerned that there continues to be no mention of height limits in activity centres in spite of much lobbying and expressions of concern by various community groups, as well as current appeals with VCAT against inappropriate developments. Without proper planning controls, VCAT is unable to act. There needs to be a 5 storey limit in all GE neighbourhoods as we are in danger of losing what makes Glen Eira great. Our neighbourhood centres need protection. I therefore request that, the Council increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced.

With regard to open space, I am concerned that there has been little attention to the provision of such in spite of Glen Eira's population growth, and the proliferation of multi-unit developments. Between 2011 and 2019, Glen Eira saw the addition of 10,550 multi-unit dwellings, but minimal new open space – Council purchased five average sized properties to convert to open space, one of which, in South Caulfield, is still a house and has been rented out for four years! Since 1998, Glen Eira's population has grown by 36%, but the amount of public open space has increased by only 3.6%, way behind that of other municipalities. For the health and well being of the increased population it is imperative that at least 50% of the Open Space Reserve be spent on the purchase of NEW open space.

With regard to the \$60 million loan, I have read the list of capital works and proposals specified, but short of adding each one up, I feel this is probably reasonable. I just wish there was a specific breakdown of the \$60 m, rather than having to second guess, as its absence makes me sceptical. The document was not very clearly presented for overall transparency. Likewise the justification of the allocated \$47-50 million to be spent on the Carnegie pool.

If the *Council is in a good position to continue to maintain its existing community assets to the standard the community expects*, then surely it needs to be taking note of such community concerns, as its community is its most important asset. Thank you for reading my response/requests which I've summarised below.

1. that the Council increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced.
2. Our neighbourhood centres **need protection from inappropriate developments**.
3. that at least 50% of the Open Space Reserve be **spent on the purchase of NEW open space**.

Kind regards
Helen Permezel

From: Bernadette Pierce [REDACTED]
Sent: Thursday, 7 May 2020 8:46 AM
To: Cr. Margaret Esakoff <MEsakoff@gleneira.vic.gov.au>
Subject: Budget Questions

Open Letter to Councillors of Glen Eira City

May 6th 2020

Dear Mayor Esakoff,

We are living in difficult times as the Covid-19 virus impacts on all of us. We are presently existing in a shut-down situation. The prediction of a recession (and some analysts suggesting a depression) awaits us in the months ahead (and possibly years). We all know people who have lost their jobs, we know people finding it difficult to meet their financial commitments, we know people who are relying on help to provide for their families. We are all worried about how we will live post pandemic.

State and Federal governments have demonstrated their concern for their constituents with unprecedented measures; job keeper, jobseeker, child care fees and many more. Many CEOs and senior managers have voluntarily taken quite substantial pay cuts.

However, Glen Eira City Council have tabled their draft budget (5/5/2020), and this appears to ignore, or lack understanding, of the current and future economic situation that awaits the residents of Glen Eira.

Given the economic outlook predicted,

- why would a Council commit to a loan of \$60 million over the next few years?
- Why would a Council continue to decrease the Pensioner rebate on Council rates?
- Why would a Council raise the cost of Waste collection by 15-18%?

This budget is presented in two parts:

1. A written document with background and general outline (33pp). This includes many sections familiar to residents, which espouse the aspirations of the Council: eg. Glen Eira is a ***well governed Council that is committed to transparency and engages residents in decision-making.*** (p.176)
2. Financial Statements and Statements of Human Resources: 77 pages of figures which are difficult to decipher and appear to lack transparency. Residents have many questions for clarity on these figures:
 1. Why does the value of land, which is integral to calculating rates revenue, increase by 8.8% in the 2020-2021 budget?
 2. Why should supplementary rates and Waste/Recycling increase by 25% and 15% respectively?
 3. Why are employee costs increasing 3.55% and contractor payments increasing 3.7% in these austere times?

4. Why are \$3 million in employee costs capitalized, which is an increase of \$0.5 million from the 2019-2020 budget? What programs justify this change?
5. The rate revenue assumptions are based on an additional approximately 1000 homes. How has this been calculated?
6. Why is there a loss on disposal of assets each year?
7. Why does the budget not include provision for purchasing land required so desperately for open space within Glen Eira.
8. In the Cash Flow Statement, the PPE is down \$2.9 million in 2019-2020 forecast v budget and down a further \$5 million in the 2020-2021 budget. Why is this?
9. The drop in capex or depreciation or loss on sale of assets does not seem to account for the large fall in the asset value. Why would this be?
10. There is no over-arching management commentary that explains the flow of the numbers. Why not?

We are not investors, but we are stakeholders. There should be a management discussion of the numbers so that we, the constituents, can make easy sense of them.

The limitations imposed by the Covid-19 virus have resulted in virtual meetings within federal and state governments, educational facilities and most businesses. We, as residents of Glen Eira, look forward to virtual communication with our Council. And so, our questions are:

1. Will Glen Eira Council commit to establishing a formal deliberative community panel to provide feedback on residents' priorities PRIOR to the drafting of annual budgets and SRPs? This panel would enable direct and open discussion between residents, Councillors and Council officers, unfiltered by outside contract agencies.
2. Will Glen Eira Council establish online forums for residents, thus facilitating open discussion which would be freely available to all, on major project expenditure prior to any council resolution to proceed with the project?
3. Will W Glen Eira Council commit to publishing all feasibility studies, business plans, etc. prior to its formal decision making on all projects exceeding \$2M and invite community feedback on these documents?

We look forward to your response to each of our concerns

Sincerely

Bernadette Pierce

President, **Save Glen Eira Inc. A0107697H**

From: Bernadette Pierce [REDACTED]
Sent: Saturday, 23 May 2020 1:27 PM
To: Cr. Margaret Esakoff <MEsakoff@gleneira.vic.gov.au>
Subject: Budget reply

Open Letter to Mayor Esakoff and Councillors of Glen Eira City.20/5/2020

Dear Mayor/Councillor,

We, as residents, asked questions of our local government representatives in response to the draft budget 2020-2021. Budgets are important documents as they are the basis for decisions that will be made in the coming years. They are not documents to be disregarded. We, as residents, are also stakeholders in Glen Eira City Council. Our Councillors have a duty to be responsible and to be accountable to their residents. We asked questions of our representatives in good faith. We are disappointed, yet again, that we received **responses** to our questions and **NOT** answers.

Below is your letter to us, (in italics), on behalf of the Councillors of Glen Eira.

We have **highlighted in yellow** phrases that we see as important and our replies to your responses are in **red text**

Dear Bernadette,

I refer to your email dated 7 May 2020.

In preparing the draft budget for 2020-21, Council has taken into consideration the significant impacts on residents and businesses as a result of COVID-19. Service closures, emergency response, and financial concessions to sustain community resilience have all had a substantial impact on Council's financial position.

On 7 April 2020, Council endorsed a \$7.3m 'COVID-19 Response and Recovery Package' which contains a mix of both financial concessions and new initiatives for the Glen Eira community. In the 2019-20 financial year it will be resourced through re-prioritisation of existing budgets and the re-allocation of resources (staffing and budgetary) from activities now unable to be progressed due to COVID-19. In 2020-21, Council's operating and capital works budgets will also be significantly impacted by COVID-19.

Please find below responses to your specific questions:

1. **Why would a Council commit to a loan of \$60 million over the next few years?**

Council has committed to undertaking a significant strategic work plan over the 10 years of the Strategic Resource Plan, which includes completing a comprehensive

update of the Glen Eira Planning Scheme and implementing our approach to place based planning and integrated transport. New loans of \$60m have been included in the Strategic Resource Plan to fund these strategic projects. This is considered an appropriate funding source for long-term community assets.

We ask **why** \$60 million is being borrowed, whilst the residents are still awaiting mandatory height limits in activity centre?

We ask **why** there is no funding in the budget for implementation of height limits on all activity centres? We are told to be patient and wait for strategic plans for our Neighbourhood Centres. We have been told that planning for Neighbourhood Centres will begin after the Major Activity Centres' plans are finalised. **When** will this be? Whilst we wait, we go to VCAT to try and stop the inappropriate high-rise development in our Neighbourhood Centres.

1. Why would a Council continue to decrease the Pensioner rebate on Council rates?

Ratepayers are entitled to a total pensioner rebate of \$270 (if eligible), which includes Council's contribution of approximately \$29. **Council previously agreed to hold the total pensioner rebate at \$270, with Council's contribution to the pensioner rebate determined by the portion of the State Government's contribution.**

Clinging to a total pensioner rebate of \$270 since 2001 ignores current realities of ever-increasing rates and costs. Whilst the State Government has increased its contribution to the pensioner rebate (reviewed yearly), Glen Eira has each year decreased its contribution. How does Council explain the ethics of such actions when 14% (at least) of its constituents are pensioners? The subsidy provided by Council in 2006/7 was \$104.70 and in 2020/21 will only be \$29.

How does Council explain the ethics of such actions when 14% (at least) of its constituents are pensioners?

Why does council not help the most vulnerable in our society, especially in these times of Covid-19?

1. Why would a Council raise the cost of Waste collection by 15-18%?

Council's policy is to levy waste and recycling charges on the basis of cost recovery. This is consistent with the position of the majority of Councils given that waste charges are outside the Minister's Rate Cap. The 2020-21 budget reflects the recovery of increased contractor expenses for waste and recycling charges.

Surely in this time of hardship, Council has the ability to change that policy!!! (Bayside Council have a 1% increase). Has there been a competitive tender process for this

contract? We would like to understand how, in this period of massive unemployment that the contractor would have fees increasing 15-18%?

1. **Why does the value of land, which is integral to calculating rates revenue, increase by 8.8% in the 2020-2021 budget?**

The current revaluation is effective as at 1 January 2020. A general revaluation of all properties in the Municipality occurs every year and reflects the market valuation of properties with an effective date of 1 January. This general revaluation is authorised and signed-off by the Victorian Valuer-General. A revaluation which shows rising (or falling) property values has no effect on Council's total rate income.

We, as residents understand how this works. We are interested why, in the middle of a covid-19 pandemic, with the economy suffering, the Council does not adjust its expectations according to the reality of what is happening? Melbourne Council has just announced a zero-rate increase!

We would also like to know how a revaluation does not influence Council's total rate income when our rates are increasing with each valuation.

1. **Why should supplementary rates and Waste/Recycling increase by 25% and 15% respectively?**

Supplementary valuations occur when: properties are physically changed, for example, when buildings are constructed, renovated, extended, altered or demolished. The income received for supplementary valuations is outside of the rate cap calculation and is an estimate only for properties that are likely to have supplementary adjustments performed in 2020-21.

Yes, we understand HOW you have increased the supplementary rates. Our question was WHY you would do so, knowing your constituents are living in dangerous economic times.

Where is the concern for the residents of Glen Eira?

As mentioned in point c), Council applies waste and recycling charges on the basis of cost recovery.

1. **Why are employee costs increasing 3.55% and contractor payments increasing 3.7% in these austere times?**

Employee costs include all labour related expenditure and on-costs such as allowances, leave entitlements and employer superannuation. The increase in employee costs is represented by: Increase for Council's Enterprise Agreement - \$2.04m; new positions to support development in Council Services \$1.57m (partially offset by increased income and diversion from consultancy spend); award increases and increases in hours and allowances - \$1.26m. These increases are offset by a \$2m reduction attributable to the closure of services due to COVID-19.

Contractor costs relate mainly to the provision of Council services by external providers. External contractors are expected to increase mainly due to: Waste Management contract costs, overall increase of \$1.83m. These cost increases are recovered from waste management fee income. In addition, Council has budgeted for Election costs of \$750k.

Surely, in these times, when jobs are scarce or have ceased to exist, there would be competitive tenders sought. This is not a time for growth in wages Residents would like to know the names of the external contractors and the cost to the ratepayers.

Council's reporting on contracts awarded is negligible.

In 2019 there were 37 in camera items of which the Council provided residents with only 19 of these decisions. That is a bare pass mark of 51%-hardly transparent nor accountable, we believe.

1. **Why are \$3 million in employee costs capitalised, which is an increase of \$0.5 million from the 2019-2020 budget? What programs justify this change?**

Salaries are capitalised when the salary relates directly to a capital works project. These costs are directly attributable to the actual construction/development of the project including the design. This is an accounting treatment only and there is no impact on Council's operating result.

Would Council please provide a list of proposed capital works so that residents know what projects require \$3 million of labour?

1. **The rate revenue assumptions are based on an additional approximately 1,000 homes. How has this been calculated?**

The estimated increase in the number of assessments is attributable to a forecast increase in development across the municipality. This may or may not occur during 2020-21 and is difficult to forecast.

We acknowledge that Council had a forecast. What considerations were involved in developing that forecast? Does Council rely on previous forecasts? Does Council understand the predicament we all are currently trying to survive?

1. **Why is there a loss on disposal of assets each year?**

These amounts are difficult to predict when the budget is set. Items include disposal of: buildings, road surfaces, pavements, kerb and channels, footpaths, drains, right of ways and local area traffic management. These items are accounting in nature and have no impact on Council's operating result.

Surely there would be calculations based on evidence that the residents can be shown. The times of gut feeling predictions are over.

1. **Why does the budget not include provision for purchasing land required so desperately for open space within Glen Eira?**

Council considers land acquisitions as these arise. Council has provided \$33m over the next 10 years in the Strategic Resource Plan for Open Space Strategy expenditure.

Does the budget allow for the purchase of **NEW** Open Space in Glen Eira?

Over the past 10 years only 15% of the Open Space Budget has been spent on acquisition of new open space. We, the residents know that Glen Eira has the least amount of Open Space per capita in the State.

When will Council address this issue?

1. **In the Cash Flow Statement, the PPE is down \$2.9 million in 2019-2020 forecast v budget and down a further \$5 million in the 2020-2021 budget. Why is this?**

This line item reflects the estimated cash component of payments for property, plant and equipment. The movement is dependent on physical cash payments for capital works projects and will vary to the amounts shown in the capital works statement which is based on actuals and accrual accounting. The reduction in 2020-21 reflects a lower capital works program to both address the financial impacts caused by COVID-19, and the quantity of work Council will be able to deliver due to issues that may impact the availability of contractors and the nature of the work that can be undertaken.

This seems at odds with the increase in employer costs capitalized (see question g). Could you explain how this increase occurs when the capital works budget is 'down a further \$5 million'?

1. **The drop in capex or depreciation or loss on sale of assets does not seem to account for the large fall in the asset value. Why would this be?**

Property, infrastructure, plant and equipment is the largest component of Council's worth and represents the value of all the land, buildings, roads, vehicles, equipment, etc. which has been built up by Council over many years. The increase in this balance is attributable to the net result of the capital works program (\$37.15m of new assets), depreciation of assets (\$25.59m) and the disposal of property, plant and equipment (\$1.72m).

Please note that Council is required to value assets that are not subject to depreciation and amortisation costs. These assets include: land, land under roads and art collections.

This does not appear to account for the reduction of asset value.

1. ***There is no over-arching management commentary that explains the flow of the numbers. Why not?***

The budget provides detailed commentary for any material variations and is in accordance with the model budget and legislative requirements. If you would like explanation of other items in the budget please advise.

Whilst the information provided may meet the minimum statutory requirements, as ratepayers and stakeholders, we are dissatisfied by the lack of transparency in the commentary provided.

1. ***Will Glen Eira Council commit to establishing a formal deliberative community panel to provide feedback on residents' priorities PRIOR to the drafting of annual budgets and SRPs? This panel would enable direct and open discussion between residents, Councillors and Council officers, unfiltered by outside contract agencies.***

Each year, Council engages in a detailed deliberation of the Budget, Community Plan and Strategic Resource Plan. This is informed through previous thorough consultation with the community as part of establishing the Community Plan. In addition, Council is now developing a vision for the community which will provide guidance for creating a future Glen Eira. Council is seeking to develop a vision with the community and for the community to provide a clear direction for strategically creating a future Glen Eira.

Using a comprehensive engagement process, Council wants to understand the aspirations and priorities that create and achieve our Community Vision. This will be based on evidence of current and future community needs and will be used to guide the strategic actions into the future.

The 2020-21 Budget, Community Plan and Strategic Resource Plan have been released to the Community for consideration. The Community can provide feedback on these documents until Wednesday, 10 June 2020. Submissions received to the proposed Budget and Council and Community Plan commitments will be considered by Council at an Ordinary Council Meeting on Tuesday 16 June.

Unfortunately, council's response to this question makes it clear that there is no intention of interacting in a genuine consultative fashion with the community. 'Feedback' according to both the Victorian Auditor General, and the International Association of Public Participation, deem that 'feedback' represents the lowest rung of any 'consultation'. It is simply 'informative' rather than genuinely seeking community views. Here is what the 2017 report by the Auditor General concluded:

We found...councils have already made their decisions before conducting public participation activities, and they simply wanted to communicate that decision to the public or seek opinions on the decision.

The reality is that Glen Eira Council has failed to adopt any of the recommendations or viewpoints that residents offer on the budget. A public question asked on the 15th June 2015 was:

“Could Council please provide full details of any variations Council has made to its annual draft budget in each of the last five years in direct response to submissions from members of the public. In other words, please itemise any changes that council has endorsed because of submissions in the past five years.”

We know the answer.

1. ***Will Glen Eira Council establish online forums for residents, thus facilitating open discussion which would be freely available to all, on major project expenditure prior to any council resolution to proceed with the project?***
2. ***Will Glen Eira Council commit to publishing all feasibility studies, business plans, etc. prior to its formal decision making on all projects exceeding \$2M and invite community feedback on these documents?***

Council uses a **thorough engagement process with the community** prior to commencing any large capital projects. A recent example of this was the consultation on the Carnegie Swim Centre. From 17 October 2019 to the end of January 2020, Council undertook consultation on the redevelopment options for the Carnegie Swim Centre, which included the costs, concept designs, concept images and scope of the project. Council had Facebook posts, flyers, digital screens, FAQ's, pull up banners, and directed the community to “Have Your Say” on Council’s website.

Glen Eira does not allow the publishing of fulsome, and meaningful minutes of **all** Community Reference Group meetings. Resident participants have been clearly told, inside these meetings, **not to discuss** the content of the meeting or opinions outside the meetings - and have been advised **not to seek outside community opinion** on the meeting subject matter.

There is no transparency whatsoever.

There is no meaningful objective dialogue and no commitment from council or council officers to alter the offered and presented trajectory of the subject matter. As noted earlier, the trajectory of these meetings is preordained. This is evidenced by the drop off in resident member attendance over the course of the Community Reference Group meetings.

Residents have reported that they feel **inconsequential** in the Community Reference Groups.

Further evidence of resident dissatisfaction is the large number of resident groups that have formed to tackle the matters of Council which are of deep concern to residents.

We request further information and explanation in the answers to our questions, so that we can be aware of what is happening, and the reasons for Council's decisions.

Yours sincerely,

Bernadette Pierce

President, Save Glen Eira

David Margetts

From: [REDACTED]
Sent: Wednesday, 10 June 2020 4:34 PM
To: John Vastianos <JVastianos@gleneira.vic.gov.au>
Subject: Budget 2020-21

Further to my questions raised at last week's Q & A session I would like to speak directly to Council on my concerns about the proposed budget at the Council meeting.

Regards
David Margetts

From: Jane Carroll [REDACTED]
Sent: Wednesday, 10 June 2020 8:02 PM
To: John Vastianos <JVastianos@gleneira.vic.gov.au>; Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Submission to 2019/20 Budget

Dear Councilor,

Here is our official submission to the draft 2020/2021 budget.

1. We are not supportive of a loan of \$60 million dollars.
2. We want at least 50% of the Open Space Reserve to be spent on the purchase of NEW open space.
3. We want Council to increase its budget allocation for strategic planning so that height limits across ALL activity centres may be introduced asap.
4. We do not want \$50million to be spent on the Carnegie pool.
5. We want protection of our Neighbourhood Centres.
6. We want increased transparency around how the council is spending developer infrastructure charges.

Glen Eira Council should be required to provide transparency concerning individual developments of a size greater than low density.

The Council will provide an open and uniform methodology for calculation of the infrastructure charges developers are required to contribute based on size and number of residences.

It is essential that council provides the community an accounting of the calculation of developer infrastructure charges, and recommended plans for how these particular funds are to be spent. This is to ensure developments provide contribution to open space or community facilities to an acceptable format and standard, and in the immediate location of the development. This will encourage amenities to be made available to residents in high density development and to meet the needs of the community. Information such as infrastructure charges notices and documents used in the review must be available for auditing to ensure consistency.

Council must be made accountable for calculation and expenditure of this money. It is critical that the council be transparent with its constituents and that the finance from developer infrastructure charges be used to deflect the degradation of living standards in the City of Glen Eira for all.

Yours sincerely,

Jane

[REDACTED]

David Brown

From: [REDACTED]
Sent: Wednesday, 10 June 2020 5:55 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: 2020-21 draft budget

To the Chief Financial Officer

Have taken a look at the draft budget on line. Cannot help but think I must have missed a few things. The only reference to the Environment was about Council services re: lawns/garbage collection, etc. Nothing I could see there about Climate Change or the climate emergency Glen Eira recently agreed we were in. Maybe it was under other headings like Sustainability, though that was inter alia about lowering emissions from Council buildings, etc.; but nothing explicit I could see about Climate change. I couldn't help but think that the Climate Emergency was a matter which deserved its own category: which will grow over time. And I would have thought Council from this Budget should be setting aside some money to begin to investigate what the implications are for Glen Eira residents and businesses and what implications there will be in re-developing Council policy. Did I miss something?

The other thing I couldn't see (maybe it was buried in detail) was the Council's budget for community engagement/consultation. I know you're doing it because I'm a member of the (presently adjourned) 2040 Consultative Panel. So I'm wondering what heading that comes under and what monies are being set aside for future consultative enterprises.

Thanks David Brown

From: [REDACTED]
Sent: Wednesday, 10 June 2020 9:32 PM
To: Glen Eira City Council <Mail@gleneira.vic.gov.au>
Subject: Budget Ideas

1. The school zones speeds have been reduced making things a lot safer, now we have to police the illegal parking of parents dropping off their children every morning, it's disastrous. Cannot schools introduce a drop off zone & have another lollipop person supervising it?
2. A lot of our roads are getting increasingly littered, is there any way you can address this issue? Promote more pick up litter days in the community.
3. Recycling is to be further pushed & encouraged. Hopefully I am not contributing to landfill.
4. Our shopping strips are being killed off by stupid parking limits. You should be removing limits & encouraging shopping, especially after the COVID19 crisis. Alternately, land for more free parking spaces near shops would be great, I hate being rushed when frequenting shops/cafe's etc. Council's should be supporting local business's with better parking.
5. Remove all the speed humps & put cameras in instead.
6. Allow parking only on one side of narrow streets or only permit buildings with at least 2 off street parking spaces to be built. Our suburbs are being way too overcrowded & overdeveloped.

8.2 SUBMISSIONS RECEIVED ON THE COUNCIL AND COMMUNITY PLAN COMMITMENTS 2020-2021 AND DRAFT STRATEGIC RESOURCE PLAN 2020-2021 TO 2029-2030

Author: Jacqueline Moro, Corporate Performance & Reporting Coordinator

Trim No: 20/177214

Attachments: 1. *The Age Public Notice - Annual Budget_Community Plan Commitments_SRP* [↓](#)
2. *Submissions received from Paul Caine, Gail Greatorex and Catherine Mc Naughton* [↓](#)

PURPOSE AND SUMMARY

To receive submissions on the *Draft Community Plan Commitments 2020-2021* and the *Draft Strategic Resource Plan 2020-2021 to 2029-2030* in accordance with the *Local Government Act 1989*.

RECOMMENDATION

That Council note the submissions for the *Draft Community Plan Commitments 2020-2021* and the *Draft Strategic Resource Plan 2020-2021 to 2029-2030*.

BACKGROUND

On 5 May 2020 Council resolved to give Public Notice of the *Draft Community Plan Commitments 2020-2021* and the *Draft Strategic Resource Plan 2020-2021 to 2029-2030*. A statutory notice was placed in *The Age* of 13 May 2020 (*attached*). Submissions closed at 5pm Wednesday 10 June 2020.

The purpose of this item is to enable residents that submit a response to address Council in support of their submissions.

The *Draft Community Plan Commitments 2020-2021* and the *Draft Strategic Resource Plan 2020-2021 to 2029-2030* are scheduled to be submitted for adoption at a Council Meeting to be held on 30 June 2020.

ISSUES AND DISCUSSION

In 2016 a comprehensive community consultation process was undertaken to determine the issues and themes to be addressed in the Council and Community Plan. In addition to this targeted consultation, other community consultations throughout 2016, demographic data and key government and social policies informed the development of the *Council and Community Plan 2017-2021*. The *Council and Community Plan 2017-2021* was endorsed at the Special Council Meeting 27 June 2017.

Each year Council reviews the advancement of the *Council and Community Plan 2017-2021* and updates the commitments to further progress its delivery.

Public consultation of the *Draft Community Plan Commitments 2020-2021* and the *Draft Strategic Resource Plan 2020-2021 to 2029-2030* was advertised in *The Age*, Facebook, on Council's website and on the 'Have Your Say' portal.

Have Your Say analytics for the consultation period reports 155 visits (includes Annual Budget) with 20 downloads of the Community Plan Commitments and 10 downloads of the Strategic Resource Plan.

Three submissions were received for the *Draft Strategic Resource Plan 2020-2021 to 2029-2030* (attached). No submissions were received for the *Draft Community Plan Commitments 2020-2021*.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

The *Draft Community Plan Commitments 2020-2021* is the key strategic document that outlines how Council intends to continue to deliver the outcomes of the Council and Community Plan across the next twelve months.

The *Draft Strategic Resource Plan 2020-2021 to 2029-2030* enables this delivery and provides high level financial direction for the next ten years.

POLICY AND LEGISLATIVE IMPLICATIONS

Public Notice of the Council and Community Plan (which constitutes “the Council Plan” pursuant to s125 of the *Local Government Act 1989*) is required by Sections 125 (3) and 223 of the *Local Government Act 1989*.

COMMUNICATION AND ENGAGEMENT

The consultation was advertised on in The Age, Council’s website, Facebook and on the ‘Have Your Say’ consultation portal.

LINK TO COUNCIL AND COMMUNITY PLAN

Theme Five: Informed and Engaged

A well governed Council that is committed to transparency and engages residents in decision-making.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

CONCLUSION

This report recommends that the *Draft Strategic Resource Plan 2020-2021 to 2029-2030* public submissions be received and noted. The *Draft Community Plan Commitments 2020-2021* received no public submissions for Council’s consideration.



PUBLIC NOTICE

2020-21 Annual Budget, Council and Community Plan and Strategic Resource Plan

Notice is hereby given under Section 129 and Section 125 of the *Local Government Act 1989 (Act)* that Glen Eira City Council (Council) has prepared a proposed *Budget* for the financial year 1 July 2020 to 30 June 2021 and a draft *Council and Community Plan* (which includes the *Strategic Resource Plan*).

Copies of Budget and Council and Community Plan

Copies of the proposed *Budget* and *Council and Community Plan* will be available on Council's website: www.gleneira.vic.gov.au from 13 May 2020 up to and including 10 June 2020.

Budget and Council and Community Plan submissions

Any person has a right to make a submission on any proposal contained in the proposed *Budget* or *Council and Community Plan*. Any person wishing to make a written submission on the proposed *Budget* or *Council and Community Plan* must lodge the submission before 5pm on 10 June 2020.

A person making a submission is entitled to request in the submission that the person wishes to appear in person, or to be represented by a person specified in the submission, at a meeting to be heard in support of the submission.

Mailed submissions should be sent to Glen Eira City Council, PO Box 42 Caulfield South 3162 and addressed to the Chief Financial Officer. Submissions must be received by Council by 5pm on 10 June 2020.

Online submissions can be made through Council's Have Your Say website <https://www.haveyoursaygleneira.com.au>

All submissions will be considered in accordance with Section 223 of the Act. Submissions made under section 223 of the Act are not confidential and:

- will be incorporated in full (including all personal information) into the agenda for, and minutes of, the Council Meeting at which they are considered;
- will be available on Council's website as part of the relevant agenda and minutes; and
- must be made available for public inspection in accordance with the Act.

Council will consider all submissions received to the above proposals at the Ordinary Council Meeting to be held on Tuesday 16 June 2020 via live streaming. Any person who has made a written submission to Council and requested that he or she be heard in support of their written submission is entitled to be heard in person or by the representative specified in the submission on their behalf at this Council Meeting. Submitters will be invited to be heard via electronic means of communication.

Any person requiring further information concerning the *Budget* or *Council and Community Plan*, or the making of a written submission should contact Council's Chief Financial Officer, John Vastianos on 9524 3333.

Meeting to adopt Budget and Council Plan

Subject to any amendments resulting from the submissions, the 2020-21 *Budget* and the *Council and Community Plan* will be considered for adoption at the Ordinary Council Meeting on Tuesday 30 June 2020.

6 June 2020

From: Paul Caine

Via Have Your Say Website

[REDACTED]

The recent declaration of a climate emergency by council will need resources to meet the targets that will be set by the coming action plan. Could a resource allocation worthy of this task be placed into the draft plan. The 2025 target are just a few away and the community target will follow within this plans life.

9 June 2020

From: Gail Greateorex

Via Have Your Say Website

[REDACTED]

Please make sure that adequate funds are available to bring GEC into line with its own climate action commitments, and those of its neighbouring councils. GEC has some catching up to do. Thank you.

9 June 2020

From: Catherine Mc Naughton

Via Have Your Say Website

[REDACTED]

Please add funding to achieve the Climate Action Plan transition to zero net emissions by 2030 or sooner (rather than the Council 's previous target of 2050) AND include accelerating investment in safe bike routes to achieve zero net transport emissions and a more livable Glen Eira.

9. URGENT BUSINESS

10. ORDINARY BUSINESS

10.1 Requests for reports from a member of Council staff

10.2 Right of reply

10.3 Councillor questions

10.4 Written public questions to Council

11. CONFIDENTIAL ITEMS

Nil

12. CLOSURE OF MEETING