

MINUTES

ORDINARY MEETING OF COUNCIL

Tuesday, 27 August 2013

Held at the
Council Conference and Reception Centre
City Hall, Little Malop Street, Geelong
commencing at 7.00p.m.

COUNCIL:

Cr. T. Ansett (*Windermere*)
Cr. L. Ellis (*Coryule*)
Cr. J. Farrell (*Beangala*)
Cr. K. Fisher (*Corio*)
Cr. B. Harwood (*Kardinia*)
Cr. M. Heagney (*Brownbill*)
Cr. J. Irvine (*Austin*)
Cr. E. Kontelj (*Cowie*)
Cr. Dr. S. Kontelj (*Kildare*)
Cr. R. Macdonald (*Cheetham*)
Cr. R. Nelson (*Deakin*)
Cr. A. Richards (*Buckley*)

(G21 Geelong Regional Alliance, Governance Regional Cities,
Women in Community Life)

(Heritage, Rural Communities)
(Coastal Communities, Infrastructure, Parks and Gardens)
(Community Safety, Education and Youth)
(Community Development)
(Enterprise Geelong)
(Arts and Culture, Central Geelong)
(Sport and Recreation)
(Aboriginal Affairs, Multicultural Affairs)
(Finance)
(Major Projects, Planning, Knowledge Economy)
(Major Events, Tourism)
(Environment & Sustainability, Transport, Primary Industries)

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**MINUTES OF THE ORDINARY MEETING
OF THE GREATER GEELONG CITY COUNCIL
HELD AT THE COUNCIL CONFERENCE AND RECEPTION CENTRE
CITY HALL, LITTLE MALOP STREET, GEELONG
TUESDAY, 27 AUGUST 2013
COMMENCING AT 7.00 P.M.**

PRESENT: Cr B Harwood (Acting Mayor), Crs T Ansett, L Ellis, J Farrell, K Fisher, M Heagney, J Irvine, E Kontelj, S Kontelj* (7.16pm), R Macdonald, R Nelson, A Richards

Also present: S Griffin (Chief Executive Officer), J Wall (General Manager Corporate Services), P Bettess (General Manager Economic Development, Planning and Tourism), G Van Driel (General Manager City Services), J McMahon (General Manager Community Services), D Frost (General Manager Projects, Recreation and Central Geelong), J Brown (Manager Administration and Governance), K Pritchard (Manager Aged & Disability Services), M Kelly (Manager Financial Services), R Bourke (Co-ordinator Governance), J Merlo (Senior Media Officer)

OPENING: The Acting Mayor declared the meeting open at 7.00pm

The following recognition of former Mayor, Cr Keith Fagg, was presented to Council by Acting Mayor, Cr Bruce Harwood:

Councillors would like to acknowledge the resignation of Keith Fagg from the office of Mayor due to ill health, and conveys its sincere thanks for his commitment, passion and enthusiasm in leading the City of Greater Geelong as its first directly elected Mayor for the past 10 months.

Keith brought to the Office of Mayor a firm focus on responsibility, innovation, integrity and respect. His desire was to lead a values based Council - in this he always led by example. He was committed to community service and well respected throughout the City.

In only a short time, Keith showed vision to lead the formation of Enterprise Geelong and the CBD Taskforce, and we look forward to these initiatives delivering great outcomes for our community. Keith also led the delegation which successfully lobbied for DisabilityCare national headquarters to be located in Geelong.

We are saddened by Keith's departure but wish him well and his family well, and trust he has a speedy recovery to full health.

ACKNOWLEDGEMENTS:

The Acting Mayor acknowledged that we are here today on the land of the Wathaurong People and we pay our respects to Aboriginal elders past and present.

APOLOGIES: Nil.

CONFIRMATION OF MINUTES:

Cr Macdonald moved, Cr Farrell seconded -

That the Minutes of the Ordinary Meeting held on 13 August 2013 be confirmed and signed.

Carried.

DECLARATIONS OF CONFLICTS OF INTEREST:

Cr Eddy Kontelj declared an Indirect Interest in Amendment C267 – Armstrong Creek Town Centre – Consideration of Submissions in that he owns greater than \$10,000 worth of shares in Woolworths and also because his wife is employed by Woolworths.

QUESTION TIME:

Question Time is an opportunity for questions to be addressed to Council and while the minutes record the general content, they do not purport to be a transcript of what was said by individuals. Likewise Councillor or Officer verbal responses are in summary form only. Views expressed may not be the views of Council.

Council's practice is to provide a separate document on its website setting out questions and responses including any more detailed written responses which may be provided subsequent to the meeting.

Graeme Tribe addressed Council as follows regarding the Ocean Grove Covenant:

- 1) Are Councillors aware of the errors in reporting questions raised by ratepayers? Do you realize that my queries of our last meeting on the 3000 people titleholders of the Ocean Grove covenant were not recorded?
- 2) Again, I ask, do you yourselves realize how disturbing it is to those who own property in this municipality to find what scant regard this Council holds for legal agreements, even those more than 100 years old, entered into by landholders, that under The Planning and Environment Act this Council is obliged to respect?

These questions were not responded to on the night.

Peter Linaker accompanied Mr Tribe but did not submit questions.

Geoffrey Kenyon asked questions in relation to Agenda Item 2 – Armstrong Creek Town Centre Precinct Structure Plan, in particular Page 8, Background – paragraph 3:

In my submission at the time I questioned the 70% owner control by developers and was told by the Shire that the developers had it, it was supposed to be in title ownership. I had no doubt they had 70%, but at that time it was in options not title, as told by the Shire, and at that stage they could have taken what they wanted of the land and walked away from the rest of it without any risk to them – but maybe it could have been to the Shire itself, this agenda has now told me differently.

On Page 20, paragraph 5 there is a mention about Armstrong West Precinct which could possibly concern us, yet we have not been notified about it at all yet?

Peter Bettess responded the question would be taken on notice.

Colin Wallace asked the following questions:

- 1) Would Councillors and readers of the Minutes of tonight's Council Meeting note in connection with the last Council Meeting of 13th August, 2013, chaired by the Acting Mayor in the Mayor's absence:
 - a) that the Acting Mayor did not direct any of the three questions my wife Mary Wallace asked during Public Question Time to anyone else and nobody representing Council offered anything by way of response so the only response to her questions was the Acting Mayor saying after each question that her question would be taken on notice and adding thank you?
 - b) that since the still current Council Meeting Procedures Local Law, 4.12(1) requires that a question is only taken on notice if it cannot be answered at the meeting, the Acting Mayor three times in a row failing to seek an answer to my wife's question before taking the question on notice constitutes an evident failure to act in accordance with the Local Law established under the Local Government Act?
 - c) that sitting on the right of the Chairperson, Acting Mayor Harwood was Acting CEO, and on his left and sitting in for the Governance Co-ordinator was Manager of Administration and Governance, and that both officers failed in their duty to advise the Chairperson that he was not acting in accordance with the Local Law, as detailed above?
- 2) My wife and I handed in our submission concerning changes to the Public Question Time section of the Council Meeting Procedures Local Law – in which we requested to speak at the Hearing and said we intended tabling further documents at that Hearing – on the last day for submissions, 16th August 2013, which happened to be the day of directly-elected Mayor Keith Fagg's resignation and I am asking, would Councillors, who are responsible for the eventual contents of the Council Meeting Procedures Local Law, note that we are unavailable to appear at the Hearing to consider submissions until after the installation of the next directly-elected Mayor?

The Acting Mayor noted the comments.

Mary Wallace asked:

- 1) Would Councillors note that my Question 2 at the last Council Meeting, 13th August 2013, was clear but Council, without asking me and without my permission, altered my question in the Minutes to make part of it ambiguous?
- 2) Would Councillors note that, in my question 2 at the last Council Meeting, 13th August 2013, I referred to two officers only and I named them, both of whom were and, to my knowledge, remain within the Asset and Traffic Management Unit with one of these two officers being the co-ordinator of this unit and would Councillors further note that I drew the names of both officers from information on the invoice from Surbo Holdings for removing trees and making a new footpath with fence in First Street received through Freedom of Information in connection with Section 7f of the Ropeworks Planning Permit so the reference to these two officers is available to any member of the public?
- 3) Would Councillors also note that on the Surbo Holdings invoice for removing trees and making a new footpath with fence in First Street the signature accompanying 'OK to pay' is that of the Co-ordinator of Asset and Traffic Management and that this signature, was then and to my knowledge remains Co-ordinator of Asset and Traffic Management?

- 4) Would Councillors, who are ultimately responsible, note that I object to my question being altered without my permission and that I believe Council has no right to do it?

The Acting Mayor noted the comments.

Kim McGough asked the following question in relation to Agenda Items 3 & 4:

- 1) Does CoGG Council have the moral and legal right to rezone and sell this part of the Ocean Grove Memorial Reserve land?
- 2) How did the subject land initially come into public ownership and be vested in CoGG Council, and are there any association restrictions or conditions on the land titles?
- 3) The subject land may be surplus to Council's requirements for active recreation/sporting/netball facilities, but has Council met its obligations prior to deciding to rezone and sell the land to consider any other alternative community/public need for this land? Furthermore, has Council consulted with the local community and/or any external agencies, including not-for-profit organisations, to determine any alternative appropriate future community use/s of this land?

**Cr S Kontelj entered the meeting room at 7.16pm*

The Acting Mayor responded that the questions would be addressed during debate of the item.

Cr Farrell added the report before Council tonight is seeking approval to prepare and exhibit the planning scheme amendment, allowing for significant community consultation.

Council has today received correspondence from Karingal asking Council to consider the establishment of supported living.

The process this evening is about getting information from residents. Cr Farrell could not advise if there are any restrictions/conditions on the land or how the land came into Council ownership.

PETITIONS:

Cr E Kontelj presented a petition containing approximately 356 signatures from concerned residents, schools and community groups in relation to a Building Permit to erect a telephone tower in Hamlyn Park.

1. AMENDMENT C288 ADVENTURE PARK BELLARINE HIGHWAY WALLINGTON

Portfolio:	Planning - Cr Macdonald
Source	Economic Development, Planning and Tourism – Strategic Implementation
General Manager:	Peter Bettess
Index Reference	Subject: Council Reports 2013, Application 288

Purpose

The purpose of this report is to seek Council approval to prepare and exhibit a Planning Scheme amendment applying to the Adventure Park land at Wallington.

Summary

- An application has been made by Collie P/L on behalf of Adventure Park P/L (owned by the Salmon family) to rezone their 72.4 ha site fronting Bellarine Highway and Swan Bay Road, Wallington from Farming zone to Comprehensive Development Zone (CDZ), insert a new Schedule to the CDZ and incorporate the Adventure Park Comprehensive Development Plan into the Planning Scheme.
- The subject land is occupied by a major water-based park along the Bellarine Highway/Swan Bay Road frontages whilst the balance of the site is generally cleared ex-farmland.
- Rezoning of the land is being sought to recognise the substantial recreation and tourist facility on the land and rationalise the planning approval process for the on-going future development of the site.
- The proposed amendment is considered to be consistent with State and Council planning policies which support tourism, economic development & employment on the Bellarine Peninsula.
- The preparation and exhibition of the amendment as requested is supported.

Cr Macdonald moved, Cr Irvine seconded -

That Council:

- 1) **resolves to support the preparation and exhibition of Amendment C288 to the Greater Geelong Planning Scheme to:**
 - **Rezone land situated at 1197 – 1249 Bellarine Highway, 31 – 59 Swan Bay Road and 261 – 279 Curlewis Road Wallington from Farming Zone to Comprehensive Development zone;**
 - **Apply a new Schedule 3 to Comprehensive Development zone to the land being rezoned; and**
 - **List the Adventure Park Comprehensive Development Plan as an Incorporated Document in Clause 81.01 of the Planning Scheme.**
- 2) **requests the Minister for Planning to authorise the preparation of Amendment C288.**

Carried.

1. AMENDMENT C288 ADVENTURE PARK BELLARINE HIGHWAY WALLINGTON (CONT'D)

Background

An application has been made by Collie Planning P/L on behalf of Adventure Park P/L (owned by the Salmon family) to rezone their 72.4 ha site from Farming Zone to Comprehensive Development (CDZ) zone, insert a new Schedule 3 to the CDZ and incorporate the Adventure Park Comprehensive Development Plan into Clause 80.01 of the Planning Scheme.

The subject land is occupied by a major water-based theme park along the Bellarine Highway/Swan Bay Road frontages whilst the balance of the site is generally cleared ex-farming land. Adventure Park is already a major tourist resort attraction on the Bellarine Peninsula and is Victoria's biggest theme park. It currently operates between October and April each year, with the busiest times being on warm summer days at weekends and in holiday periods.

The numbers of patrons attending the site is as follows:

- Average attendance 1079 persons per day
- 95th percentile attendance 4386 persons per day
- Peak attendance 8113 persons per day

Adventure Park is in an area generally surrounded by farmland within a Farming zone. On the south side of both Swan Bay Road and the Bellarine Highway the land is zoned Rural Living and occupied by dwellings on 2 – 4 ha lots. Immediately opposite the site at the Bellarine Highway Swan Bay intersection there is a dwelling and small vineyard.

Appendix 1-1 shows the current zoning of the land and surrounding area. Appendix 2 is an aerial photo of the same area.

Discussion

The rezoning of this land is being sought to recognise the substantial recreation and tourist facility on the land and to rationalise the planning approval process for the on-going future development of the land.

While a planning permit may be granted for the further expansion of Adventure Park under the Farming zone provisions (as has been occurring in the past), the purpose of the Farming Zone primarily relates to the use, retention and protection of agricultural land.

Rezoning the land to a Comprehensive Development zone will:

- Recognise the existence of Adventure Park and its ability to be further developed in the future to be documented in the planning scheme.
- Rationalise the requirements for planning permits for uses which are consistent with the Comprehensive Development Plan.

A copy of the Comprehensive Development Plan is Appendix 3. It divides the site into 7 separate precincts, each of which have been designated for different uses as shown on the indicative accompanying land use summary chart. The core of the existing Adventure Park operations fall within Precinct 1 and for the most part no permits will be required for new attractions within that precinct. In all other precincts, the new Schedule will require a permit for all new buildings and works. Any permit issued must be consistent with an approved masterplan to be prepared for that precinct.

1. AMENDMENT C288 ADVENTURE PARK BELLARINE HIGHWAY WALLINGTON (CONT'D)

Traffic Conditions

The major issue which will arise as the Adventure Park complex develops additional attractions and increased visitation is the ability of the surrounding road network and intersections to cope with the extra traffic generated. The applicants have engaged GTA traffic consultants to undertake a Future Vehicle Access Strategy which will form the basis of future design of access works to and from the site and improvements to the Bellarine Highway/Swan Bay Road intersection. VicRoads has provided in-principle support to this Strategy being undertaken.

The new Schedule to the Comprehensive Development Zone requires the preparation of an approved Traffic Management Plan prior to the issue of any permits which details internal roads and car parking arrangements, conceptual designs of all accesses to the site, designs and costs of upgrades to the surrounding roads and intersections and details and timing of a Section 173 Agreement to provide for developer contributions towards the funding of these works.

The large size of the site ensures all parking generated by the operation of Adventure Park can be accommodated on the subject land.

Planning Considerations

Thousands of visitors come to the site on a busy day and it is expected these numbers will increase as additional attractions and uses are added in the future.

The original site of Adventure Park was substantially the area shown as Precinct 1 on the Comprehensive Development Zone Plan. Over the years, the owners have acquired the adjoining farmland and the total area of 72.4 ha means that there are very extensive buffers between adjoining property owners and the bulk of the Adventure Park operations. Whilst new uses can be expected to be developed on these vacant ex-farmland areas in the future, the extensive size of the property means that adequate buffers with neighbouring properties will be able to be provided.

These arrangements can be further documented in the preparation of masterplans for each precinct.

Environmental Implications

The subject land comprises the existing intensively developed Adventure Park surrounded by cleared land historically used for farming. As such, further development of the site will have no foreseeable adverse environmental impacts.

An existing watercourse along the western boundary of the site is being heavily re-vegetated which is a positive environmental outcome.

Financial Implications

The proposed planning scheme amendment will have no financial implications.

Policy/Legal/Statutory Implications

The proposed Amendment is generally consistent with State and Council planning policies which are supportive of tourist development and protection of high quality natural landscapes. The Adventure Park site is well clear of any future planned urban settlements in the Bellarine Peninsula and as such the proposed Amendment is consistent with planning strategies contained in Clause 21.14 Bellarine Peninsula.

1. AMENDMENT C288 ADVENTURE PARK BELLARINE HIGHWAY WALLINGTON (CONT'D)

Alignment to City Plan

The Amendment supports the Growing our Economy strategic direction of City Plan, in particular the priorities of supporting the growth of existing businesses and promotion of tourism to attract visitors to the region.

Officer Direct or Indirect Interest

No Council Officers have any direct or indirect interest, in accordance with Section 80 (c) of the Local Government Act, to which this Amendment relates.

Risk Assessment

No risks have been identified in preparing and exhibiting a planning scheme amendment as recommended in this report

Social Considerations

Adventure Park is an already popular recreation and tourism facility. Its expansion will further increase the recreational opportunities for Geelong residents and visitors, create further short and long term employment opportunities and generate benefits to the wider Geelong economy.

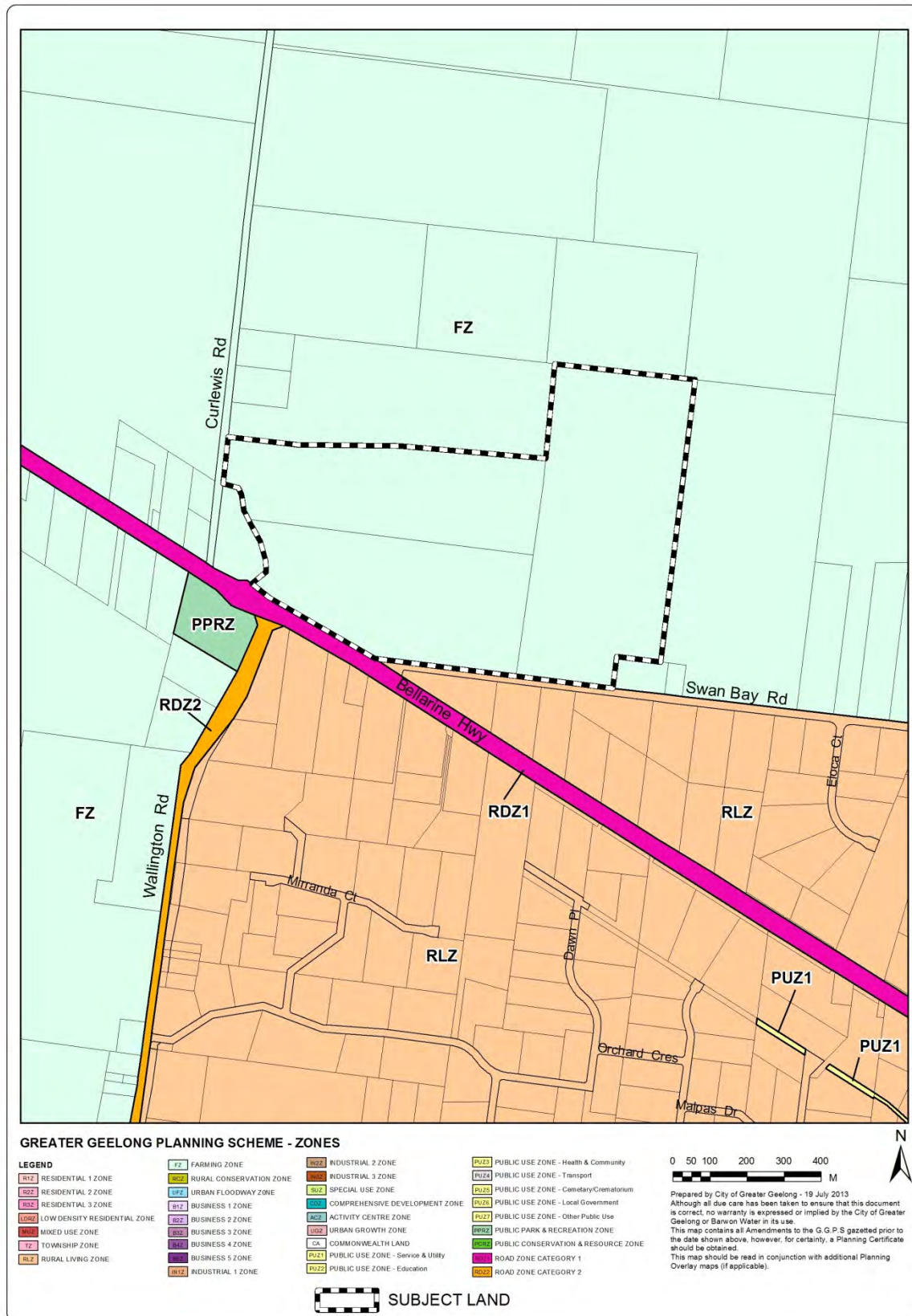
Human Rights Charter

The Amendment will not impact on any basic rights, freedoms and responsibilities as set out in the Charter. Planning legislation ensures an open community consultation process occurs enabling people to freely express their views and if necessary obtain a fair hearing before an Independent Panel.

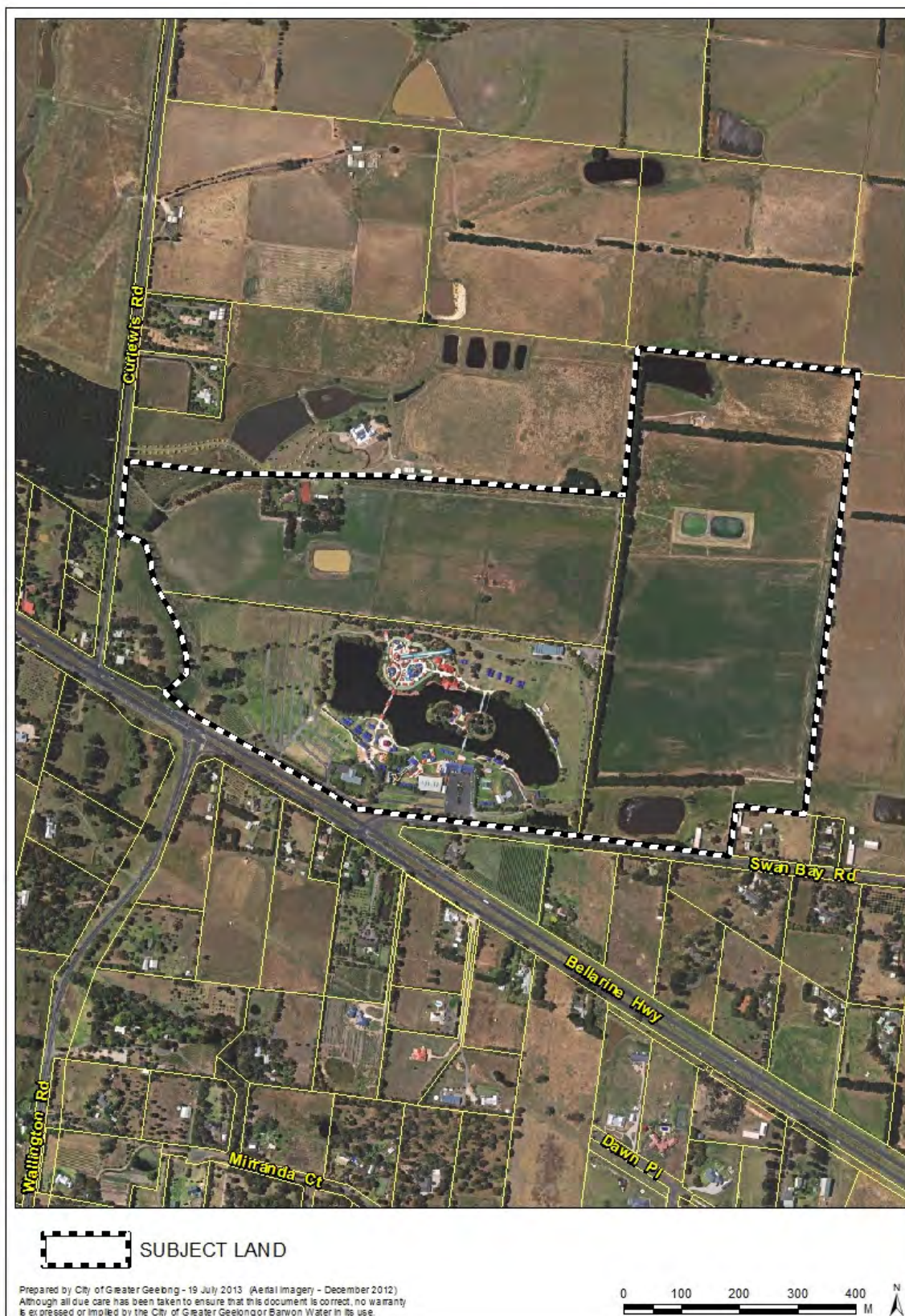
Consultation and Communication

It is proposed that full public notification of the Amendment be given in accordance with the provisions of the Planning and Environment Act. All adjoining and nearby residents will receive direct notification of the exhibition of the Amendment.

Appendix 1-1: Current Zoning



Appendix 1-2: Aerial Photograph



Cr Eddy Kontelj declared an Indirect Interest in Amendment C267 – Armstrong Creek Town Centre – Consideration of Submissions in that he owns greater than \$10,000 worth of shares in Woolworths and also because his wife is employed by Woolworths and left the meeting room at 7.28pm prior to discussion.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS

Portfolio:	Planning – Cr Macdonald
	Infrastructure – Cr Ellis
Source	Economic Development, Planning & Tourism
General Manager:	Peter Bettess
Index Reference	Armstrong Creek

Purpose

The purpose of this report is to consider submissions to the exhibition of Planning Scheme Amendment C267 and recommends Council approval to refer the submissions to an Independent Panel.

Summary

- The amendment applies to land referred to as the Armstrong Creek Town Centre Precinct. The land is approximately 92 hectares and bounded by Boundary Road, Surf Coast Highway, Barwarre Road and Burvilles Road.
- The amendment proposes changes to the Greater Geelong Planning Scheme to facilitate development of the Armstrong Creek Town Centre. These changes include a revised schedule to the Urban Growth Zone and incorporation of a Precinct Structure Plan which provides explicit planning direction, urban design and sustainability guidelines along with a Development Contributions Plan to guide future development.
- Public exhibition of Amendment C267 commenced on 6th June and concluded on the 8th July.
- A total of 23 submissions have been received to the exhibited amendment. These submissions were from landowners within the precinct and parties with an interest in the precinct, landowners from adjacent precincts, other individuals and government agencies.
- The issues raised in submissions included infrastructure planning, specific requests for further discretion in the planning controls and the Sustainability and Design Guidelines, changes to the Development Contributions Plan, modification to the planned local traffic network, drainage / stormwater management both internal and external to the precinct, and other requests for modification to the exhibited amendment package.
- Having considered all submissions it is recommended that the amendment be altered in part to address matters raised in submissions in particular providing for principle retail uses as Section 1 uses (as of right uses) within the retail core of the precinct.
- There is however a number of matters raised in submissions which have not been accepted or resulted in any recommended changes to the amendment package.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

Cr Macdonald moved, Cr Richards seconded -

That Council having considered all submissions to Amendment C267 to the Greater Geelong Planning Scheme, resolves to:

- 1) Request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act 1987;**
- 2) Refer all submissions that have not been resolved to the Panel; and**
- 3) Submit to the Panel its response to the submission generally as outlined in this report.**

Carried.

Background

The Armstrong Creek Urban Growth Plan provides the future direction of land bounded by Boundary Road, Surf Coast Highway, Burvilles Road and Barwarre Road to be provided for the Armstrong Creek Major Activity Centre (now known as the Armstrong Creek Town Centre).

The Council adopted Armstrong Creek Integrated Infrastructure Delivery Plan (IIDP) was informed by detailed infrastructure planning for both civil and community infrastructure and gives clear direction in relation to the infrastructure requirements to serve the future communities across Armstrong Creek. The IIDP informs the preparation of each Precinct Structure Plan (PSP) for the Armstrong Creek Growth Area.

This precinct has progressed through the Precinct Structure Plan development phase with a different methodology to that which has been applied to other precincts across the Armstrong Creek Urban Growth Area. In the case of the Armstrong Creek Town Centre (ACTC) the land ownership arrangement did not lend itself to meet the 70% control requirement which has been applied to other precincts and as such this structure plan development has been led by the Armstrong Creek Growth Team via the Armstrong Creek Town Centre Steering Committee involving all landowners. The work has been funded by three of the landowners who will receive credit under the future Development Contributions Plan for costs expended on the development of the Precinct Structure Plan, with other landowners to make contributions under the Development Contributions Plan to cover the costs incurred in developing the Precinct Structure Plan at the point in time when they physically undertake development.

In late 2010 the Armstrong Creek Town Centre (ACTC) Steering Committee was formed to guide and inform the planning process for the development of the C267 amendment documentation. Membership of the steering committee comprised two representatives from all titles within the Armstrong Creek Town Centre, the Armstrong Creek Project Team and representatives from the Department of Transport, Planning and Local Infrastructure (formerly known as Department of Planning and Community Development). A copy of the exhibited structure plan and exhibited planning scheme provisions for the Armstrong Creek Town Centre are attached as Appendix 1 to this report (refer to Appendix 2).

The Armstrong Creek Project Team has in close consultation with the ACTC Steering Committee, prepared a Precinct Structure Plan (PSP) and Native Vegetation Precinct Plan (NVPP) for the Armstrong Creek Town Centre.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

The Development Contributions Plan (DCP) for the Armstrong Creek Town Centre was prepared by Urban Enterprises Pty Ltd on behalf of Council.

While there has been a broad agreement in relation to the Precinct Structure Plan via the Steering Committee, some landowners made submissions to the exhibited amendment requesting Council considers modifications to the exhibited planning scheme amendment. Further, there have been a number of parties (adjacent landowners and others) along with government agencies who have made submissions to the amendment, which Council is obliged to consider in determining the next course of action in progressing this planning scheme amendment. The specific nature of these submissions and an Officer position is detailed in Appendix 2 to this report.

Discussion

The Vision for the Town Centre

The Armstrong Creek Town Centre (ACTC) is the centrepiece of the Armstrong Creek Growth Area and will provide a variety of civic, commercial and retail facilities to service the growth area and beyond.

The master planning for the ACTC commenced during 2009 with the preparation of the Armstrong Creek Town Centre Enquiry By Design Report. The report was the output of four days of detailed workshops, design and testing, and utilised the input of a large array of stakeholders, landowners and leading professionals in the fields of urban design, retail planning and town centre planning.

The Enquiry by Design continued the implementation of the Armstrong Creek Urban Growth Plan (Volume 1, May 2008, amended May 2010 & September 2012) in the planning for a true main street based 'town centre' and not simply another shopping centre. The Armstrong Creek Urban Growth Plan also envisaged the development of a town centre that delivered an innovative and unique urban design, supported by an array of sustainability initiatives that set the town centre apart from centres across the State.

In delivering the ACTC Precinct Structure Plan, Council has also been fortunate to have strong investment by the two major supermarket players in Coles and Woolworths, who control an even split of the retail heart of the Town Centre. One of the challenges in developing the plan has been to ensure the vision for the growth area (and more specifically the Town Centre) is not diluted via the design of more traditional retail layouts and models.

The ACTC Precinct Structure Plan (PSP) has also been prepared in a unique and innovative way, in that it combines both the content of a traditional Precinct Structure Plan as well as an Urban Design Framework. An Urban Design Framework (UDF) is a document usually prepared post the approval of a PSP and sets out the more detailed elements and urban design requirements for the town centre (including, but not limited to built form and public realm).

A UDF can often take 18 – 24 months to prepare and approve, and it is at this time that will be saved via the implementation of the current PSP based on a more detail and integrated PSP document.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

New Zones

On 1 July 2013 the Victorian State Government introduced a suite of new planning zones that would supersede and / or replace current zones within the planning scheme.

The new Commercial Zones (CZ1 and CZ2) were not operable at the time of preparing this amendment and were therefore not able to be included as part of the exhibited amendment package. With the introduction of this suite of commercial zones the amendment will need to be altered to give effect to these new zones. A revised Urban Growth Zone (UGZ) – Schedule 5 will be prepared and provided to all submitters along with Planning Panels Victoria at the Directions Hearing. This will consider the new zones as a basis for discussion at the panel hearing.

It should be noted that although the new zones were not formally in place at the time of exhibition, Council officers have prepared the amendment package having full regard to the Government proposed zone reforms and as such the translation will be a relatively easy exercise to undertake.

Retail Caps

The inclusion of retail floor space caps within any new 'greenfield' activity centre is an important component in the protection and / or establishment of an appropriate retail hierarchy across the City of Greater Geelong.

As such an activity centre can not simply be planned in isolation, but instead they must have regard to their scale and potential impact on other centres.

To maintain this strong retail hierarchy across the City, an internal review of the ACTC amendment documentation has raised concern with the nomination of the ACTC as a 40,000m² retail (shop) sub-regional centre, when the current Municipal Strategic Statement, retail strategy and Armstrong Creek Urban Growth Plan reflects a cap for all sub-regional centres of 35,000m².

It is on this basis that in order to maintain a greater degree of consistency between the other sub-regional centres it is recommended that the figure for retail floors space (Shop) within the ACTC be reduced back from 40,000m² to 35,000m².

Although it is also acknowledged that there is strong justification for a unique 40,000m² centre at Armstrong Creek due to its significant future population (60,000- 65,000) and a growing Surf Coast population, the need for this additional floor space can be reviewed during the regular review of the ACTCPSP and any future review of the City's Retail Strategy and supporting policy.

Summary of Submissions

The ACTC Precinct Structure Plan, Native Vegetation Precinct Plan and Development Contributions Plan were exhibited between 6th June 2013 and 8th July 2013 seeking public submissions to the Amendment.

As a result of exhibition, a total of 23 submissions were received. Appendix 2 contains a comprehensive summary of the submissions received and a Planning Officer response.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

Submissions included:

- 6 from landowners within the ACTC (include submissions from the primary retail landowners of Coles and Woolworths).
- 8 from landowners within the Armstrong Creek Growth Area
- 1 from landowner outside the Armstrong Creek Growth Area boundary
- 1 from an industry network group
- 7 from State Government Agencies (Minister for Public Transport and Roads, Barwon Region Water Corporation, Department of Transport, Planning and Local Infrastructure together with VicRoads and Public Transport Victoria, Country Fire Authority, Department of Environment & Primary Industries, EPA, Corangamite Catchment Management Authority).

Council Officers have met with several submitters to discuss their submissions and attempted, where appropriate, to resolve matters of concern. In saying that, officers will continue to meet with relevant submitters in an attempt to resolve further matters prior to a proposed panel hearing.

Submissions are briefly summarised in the following table with a more comprehensive summary of each submission contained in Appendix 2:

Submitter	Issue Raised	Officer Response
Barwon Water	• Requested changes to the plans and specifics of the amendment relating to water and sewerage infrastructure provision within the precinct	Generally agree to have Precinct Structure Plan and exhibited documents amended to address Barwon Water's concerns.
Taylor's Consulting on behalf of Baptcare	• Concerns raised in relation to the restrictions of the Mixed Use Zone, request for further discretion specifically in relation to floor space requirements of individual uses. Questioned the mandatory nature of recycled water in a retirement village or health care facility suggesting that this potentially poses health risks to residents.	Agreed in part to changes to Mixed Use Zone to provide for more discretionary uses, and further agree to modify the amendment to refer to floor space requirements for individual uses as indicative. Do not agree with the relaxation of mandatory reticulation of recycled water having received written advice from Barwon Water that the Department of Health endorses Barwon Water's <i>Recycled Water Quality Management Plan</i> for the Armstrong Creek Class A recycled water scheme. This scheme received EPA approval in June 2013.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

Mr Bruce Wilson	Issues raised in relation to interface issues of the town centre development with adjacent farmland	Do not agree to any changes given that these matters were addressed with previous planning scheme amendments, which approved the overall framework plan for the growth area.
Minister for Public Transport and Roads	Advice that VicRoads will provide a submission to this amendment.	Noted
Mr William Collins	Concerns in relation to the amendment not providing for adequate aircraft landing facilities including for emergency response aircraft, not providing adequate access to Alan David Lodge and for the provision of aged care generally. Further concern the amendment does not provide adequately for ongoing habitat for native fauna. Concerns in relation to the lack of provision for arts and culture, the public car park at future station inadequate in size, and questioned the extent of sustainability initiatives within the amendment.	No recommended changes to the planning scheme amendment, as it is considered that these matters are adequately addressed in the exhibited amendment, and/or have been addressed by earlier work across the Armstrong Creek growth area.
Ms Ingrid Flood	Raises concerns in relation to amendment documents being made available to the public, advice to landowners, road names on maps and a request to extend the public submission period.	No recommended changes to the planning scheme amendment. Extension was provided to parties who specifically requested an extension of time to make a submission to this amendment.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

Country Fire Authority	Submission in support of the inclusion of an emergency services precinct within the town centre precinct structure plan as detailed within exhibited documents.	No change required to exhibited documents.
Mark & Lisa Graham	Expressed support in relation to the emergency services precinct being included in the amendment, requested a sunset clause on this emergency services precinct such that the land would revert to a commercial zone in the event that emergency services authorities do not take up the land in a specified timeframe.	Council Officers are not supportive of a sunset clause given the expressed position of the CFA in relation to acting on this land acquisition and provision of emergency services in a timely manner.
ERM Australia Pty Ltd for Coles Group Property	- Request modification to exhibited document to provide for retail use 'as of right' in the retail core. - Apposing floor caps on retail use where exceeding these is prohibited. - Request that the 40,000m2 retail cap be split over the Woolworths and Coles titles. - Suggest that design guidelines should be a reference document only and redrafted to provide greater flexibility. - Raise concerns with sustainability guidelines. - Request changes to road network to provide further access off Surfcoast Highway. - Request flexibility to drainage and open space requirements to provide increased flexibility. - Request changes to Development Contributions Plan to not fund transit corridor and fund connector roads.	Agree in part with modification to the exhibited document to provide for retail 'as of right' in retail core. Other requested amendments are not supported.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

B & J Robertson	• Objection to the amendment as it will increase the volume of water flowing through their property.	Acknowledge that this Landowner will receive water from this precinct at predevelopment rates (as a result of the detention within the Precinct). Do not agree to changes to the amendment package. However, we will continue to work with this landowner and adjacent landowners to have the subject property (Robertson property) brought into public ownership in accordance with the overall Drainage Strategy for Armstrong Creek.
Woolworths Limited	• Commercial Zones Need to Be Reflected in Amendment. • Do not agree with Floor space cap as believe it is too restrictive • Retail Activity to be as of right. • Restricted Retail Activity needs to have further discretion provided within the amendment. • Advertising Category needs to be a Category 1 to provide further flexibility and advertising opportunity within the core retail area. • Disagree with requirements for Housing within central retail area and shop top housing in particular. • Disagree with requirement for provision of Main Street retail activity in advance of internalised mall. • Disagree with requirement to Construct Bus Interchange. • Disagree with DCP Requirements for the Woolworths Property. • Disagree with Design and Sustainability Guidelines. • Disagree with DCP Requirements on all Landowners to fund the purchase of the Transit Corridor Land.	Agree new commercial zones need to be addressed. Further agree to "As of Right" Provision for Retail Activity in Retail Core. Other matters are not agreed as it is considered that the fundamentals of the Precinct Structure Plan would be undermined by the changes requested by Woolworths Limited.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

TGM Group on behalf of Mr & Mrs Lyons	- Request Land for Civic/Cultural and Recreational Facilities which is nominated on the Lyons property to be included in the Development Contributions Plan to provide for the purchase of this property. - Requested modification to the Density Targets for their Land. - Request modifications to the Car Parking Requirements within the Precinct.	Do not agree with the requested changes. It is considered that the acquisition of this future civic land beyond the Development Contributions Plan is the appropriate course of action given the regional significance of the facilities proposed for the land. Disagree with the changes proposed to the density targets and car parking requirements. It is considered that these modifications would undermine the integrity of the Precinct Structure Plan.
Corangamite Catchment Management Authority	Supportive of the amendment.	No changes required.
Dennis Family Corporation	- Objection to the Greenways proposed on Boundary Road, Barwarre Road and Burvilles Road. - Objection to the transport infrastructure required by the PSP and DCP. - Changes required to address a number of issues related to the ACTCDP. - Reserves right to make further submission.	Cannot agree on the issues raised as no detail is provided to inform an accurate and detailed response.
Horseshoe Bend Landowners Group	- Objection to the Greenways proposed on Boundary Road, Barwarre Road and Burvilles Road. - Objection to the transport infrastructure required by the PSP and DCP. - Changes required to address a number of issues related to the ACTCDP. - Reserves right to make further submission.	Cannot agree on the issues raised as no detail is provided to inform an accurate and detailed response.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

Department of Environment and Primary Industries	- Request a Strategy to review and amend the application of appropriate environmental overlays on the Armstrong Creek corridor and significant areas of native vegetation that is to be retained throughout the Armstrong Creek growth area. - Raises the issue of water quality and volume being discharged into Armstrong Creek and reaching the Hospital Swamp component of the Lake Connewarre State Game Reserve.	It is not agreed that additional environmental overlays are required on the Armstrong Creek corridor. This is a matter that has been the subject of a review during the previous amendments for earlier precincts. The City continues to work with Department of Environment and Primary Industries, Field and Game Association, Parks Victoria and Developers across the Armstrong Creek precincts to implement the overall long term drainage strategy that will address the concerns raised in this submission.
Barwon Region Integrated Water Cycle Management Network	Issues raised in relation to the long term provision for the reissue of stormwater and quality of stormwater discharge.	This submission was withdrawn after discussions with the group with recognition that these matters have been appropriately addressed in the Planning Scheme Amendment.
Graham Perkins	Object to any further amendments or planning permits being issued until drainage issues are resolved.	Acknowledge that this Landowner will receive water from this precinct at predevelopment rates Do not agree to changes to the amendment package. However, we will continue to work with this landowner and adjacent landowners to have the subject property (Perkins property) brought into public ownership in accordance with the overall Drainage Strategy for Armstrong Creek.

2. **ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)**

Mesh Consulting on behalf of Villawood Properties	- Concern that the amendment is inconsistent with the West Precinct Structure Plan - In relation to acceptance of open space, greenways, intersections and D.C.P. treatment. - Fine grain uses not appropriately provided for under proposed zoning in PSP. - Concerns raised in relation to delivery of Burvilles Road and Surfcoast Highway intersection. - Issues raised in respect to design of parking street and Surfcoast Highway. - Questions raised in relation to provision of Hospital and other land uses across the precinct.	The inconsistencies raised are explainable given the individual circumstances of each precinct. Further it is considered that the land uses are appropriately provided for across the town centre. No change to amendment recommended in relation to issues around design and the delivery of Burvilles Road and Surfcoast Highway intersection. This is appropriately provided for in the amendment.
EPA Victoria	Supportive of the amendment.	No changes required.
TGM Group on behalf of Geelong Lutheran College	Concerns raised in relation to potential impact on the school site as a result of the amendment and ensuing development of the Armstrong Creek Town Centre	Majority of matters raised Officers believe will be appropriately addressed at the detailed design and implementation stage for the Armstrong Creek Town Centre development.
Department of Transport, Planning and Local Infrastructure, VicRoads and Public Transport Victoria	- Number of matters raised in relation to the detailed design of the precinct across public transport and specific road infrastructure. - Other matters raised in relation to the ongoing nomination of the Transit Corridor to provide heavy rail. - Request to modify cross-sections of principal roads.	A number of the matters raised are considered appropriate and the planning scheme amendment documents will be amended to give effect to these concerns Explicit staging for the network delivery is not agreed as it is considered that this will not facilitate the timely delivery of development across this precinct.
Kings Lawyers on behalf of R & C Johnson	Issues raised regarding the Development Contributions Plan requirement for the intersection treatment at Boundary Road with the North-South collector Road within the precinct.	Do not agree with these requested changes as the treatment of this intersection is in accord with the DCP approach adopted across the entire Armstrong Creek growth area.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

Environmental Implications

This amendment gives effect to the Armstrong Creek Urban Growth Plan and the Armstrong Creek Town Centre Precinct Structure Plan. The planning for the growth area and precinct has addressed potential environmental implications of the development. The preparation of the PSP has been supported via the development of detailed technical reports in respect to stormwater management, native vegetation and sustainability management.

The environmental implications in respect to the Armstrong Creek Town Centre Native Vegetation Precinct Plan (NVPP) relate to the protection of significant vegetation scattered across the precinct. The NVPP has been endorsed by the Department of Environment and Primary Industries.

Financial Implications

The amendment will require the engagement of legal counsel, various expert witnesses and other supporting consultants to adequately represent Council's interests during the Panel Hearing process.

Funds have been allocated in the 2013-14 budget to fund the external consultants and support Council staff during the Panel Hearing and amendment implementation phase.

The ACTC Precinct Infrastructure Plan (PIP) identifies all the capital financial requirements for the provision of infrastructure across the ACTC. The Development Contributions Plan (DCP) details the specifics of the developer contribution to relevant infrastructure.

There are significant costs to the City of Greater Geelong Council in relation to the final realisation of the Armstrong Creek Town Centre. These costs relate to contributions to land acquisition for community facilities, and a partial contribution to a replacement road reserve for Burvilles Road. In addition there are major contributions to the provision of a library, community facilities, and in the longer term an Indoor Stadium and an Indoor Aquatic Centre.

The cost of these facilities is beyond those specified that can be funded by a DCP. Council will be responsible for assembling the finances via its own revenue streams, together with potential state and federal grants to deliver this infrastructure.

All these major infrastructure items will be funded over time as the community develops to require these facilities and as Council is in a position to fund these major infrastructure items.

The expenditure in the provision of these infrastructure items have been identified in Council's long-term financial plan, and will need to be further particularised as part of ongoing reviews of the long-term financial plan.

With Council responsibility for the management of the DCP there will be decisions required across this precinct and other Armstrong Creek precincts, managing the income stream from contributions under the DCP, and the provision of required infrastructure. These will be matters which will be assessed via a multi-division committee, with ultimate recommendations coming to Council as part of the annual budget consideration.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

With the development of the ACTC precinct infrastructure there will be recurrent costs including staffing, utilities and alike which will be factored into the whole of life decisions which Council will be asked to consider on an annual basis for this precinct and other precincts across Armstrong Creek.

Policy/Legal/Statutory Implications

The planning scheme amendment to incorporate the Precinct Structure Plan for the Armstrong Creek Town Centre into the Greater Geelong Planning Scheme is in accord with the broader structure for this growth area as established under Greater Geelong Planning Scheme Amendment C138. C138 implemented the rezoning of the entire Armstrong Creek Growth Area from farming zone to an urban growth zone.

The Armstrong Creek Town Centre Precinct Structure Plan and Development Contributions Plan is in line with the Council's adopted position on the Armstrong Creek Integrated Infrastructure Delivery Plan (IIDP).

As acknowledged previously in this report there will be a requirement to convert the planning scheme amendment to reflect the new suite of zones which have recently been adopted by the State Government. These zones were not public at the time that the exhibition of the amendment commenced.

In all other respects the amendment is considered to meet the relevant requirements of the State and Council.

The approval of this amendment is in line with the established hierarchy of activity centres across the Geelong region and City of Greater Geelong with the Armstrong Creek Town Centre identified as a subregional centre in the 2006 Retail Strategy for Geelong.

The approval of this amendment will further add to the approved commercial activity/retail opportunities at Waurin Ponds which is under development, Wandana Heights which was recently approved by Council, and Leopold which again has been approved for exhibition by Council in recent times.

This significant additional retail offer is in accord with this adopted strategy and it is not considered will act to undermine the ultimate revitalisation of the city centre of Geelong in the long term. The provision of the retail services as contemplated under this amendment within the Armstrong Creek Town Centre are necessary to provide for the convenience and some of the higher order requirements of an ultimate population of 55,000 to 65,000. What is intended to drive the continued revitalisation of Geelong City Centre is a further higher order retail offer, the higher order services offered across the health professional services sector, and tertiary education offer and related higher density residential development. The facilitation of the Armstrong Creek growth corridor with its inevitable retail offer will provide for the additional population which will help to drive this higher-order offer which will effectively deliver the revitalisation of Geelong city centre.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

Alignment to City Plan

The Armstrong Creek growth corridor has a positive alignment with City Plan as one of Council's priority projects.

The realisation of the Town Centre is key to the overall delivery of the Armstrong Creek development. The Town Centre will facilitate the delivery of major commercial and retail facilities for the whole growth area with the provision of major community and cultural facilities which will service the now establishing and projected significant population of Armstrong Creek.

Officer Direct or Indirect Interest

In accordance with Sec 80C of the Local Government Act Peter Bettess, General Manager Economic Development, Planning & Tourism declares an indirect financial interest in that he owns Woolworths and Wesfarmers shares.

No other Council Officers involved in this report have any direct or indirect interest, in accordance with Section 80C of the Local Government Act.

Risk Assessment

The PSP and DCP are in line with the broader strategy for the Armstrong Creek growth area. Both the PSP and DCP have been subject to extensive negotiations with the land owners who control the land within the identified Town Centre. Issues raised through submissions which have been the subject of this report are not considered to represent major risk to the planning scheme amendment proceeding. It is considered that there are no major risks to Council in referring this planning scheme amendment to an Independent Panel for further review.

Social Considerations

The Armstrong Creek Town Centre will provide for the principal retail and commercial focus for the entire Armstrong Creek Growth Area. In the medium to longer term the Town Centre will provide for regional facilities, and major community, cultural and sporting facilities. This precinct will ultimately provide for the social heart of the growth area.

Significant development that is already on the ground at the Armstrong Creek East Precinct (Warralily) where some 800 people are now residing, and the continued growth of this precinct, along with the now quickly progressing Armstrong Creek West precinct (Armstrong Mt Duneed) immediately adjacent to the Town Centre the necessity for this precinct to be delivered is very clear. It is an important policy initiative to have this Town Centre approved to facilitate private sector investment into the precinct and ultimately public sector investment to provide the level of service which will be necessary for the future population of the Armstrong Creek growth area.

Human Rights Charter

Officers have taken into consideration the human rights relative to the subject matter of this report, such as "ratepayer's property rights and a right to a fair hearing.

2. ARMSTRONG CREEK TOWN CENTRE PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN C267 CONSIDERATION OF SUBMISSIONS (CONT'D)

Consultation and Communication

All Armstrong Creek Town Centre Steering Committee members and Landowners have been consulted on the Draft PSP masterplan with earlier submissions and feedback received used to refine the final exhibition documents.

Formal exhibition of Amendment C267 occurred from 6 June 2013 to 8 July 2013 via the following means:

- Full set of amendment documentation and background technical reports sent to all Armstrong Creek Town Centre Steering Committee members.
- Notices including explanatory report sent to adjacent landowners and occupiers
- Notices sent to all landowners and occupiers within the Armstrong Creek Growth Area
- Notices published in the Geelong Advertiser and Geelong Independent each week during the exhibition phase.
- Notice published in the Victorian Government Gazette.
- Notices sent to Government Departments and Statutory Authorities.
- Notices sent to relevant State Government Ministers in accordance with the requirements of the Planning and Environment Act 1987.
- A complete set of Amendment documentation available to be viewed on Geelong Australia website via the Department of Planning and Community Development website.
- A complete set of Amendment documentation available to be viewed at Council's Brougham Street, Waurin Ponds and Belmont Customer Service Centres.

The resolution of Council in this instance to refer this matter to an Independent Panel will be subject to a press release with all Submitters also advised in writing of Council's resolution to enable them to continue to be involved in the process via the Independent Panel review of the submissions and ultimate report back to Council.

Appendix 1

ARMSTRONG CREEK TOWN CENTRE - FUTURE URBAN STRUCTURE PLAN



1:8000

Legend

- | | | |
|--|--|-----------------------------------|
| --- ACTCPSP BOUNDARY | EMERGENCY SERVICES | TRANSIT CORRIDOR |
| — PRIMARY ROAD NETWORK | COMMUNITY FACILITIES | PRIORITY PEDESTRIAN NETWORK |
| — ACCESS STREET (indicative only) | OPEN SPACE | — ULTIMATE INTEGRATED TRANSIT HUB |
| RETAIL (Allowing upper level use) | ENCUMBERED OPEN SPACE (Storm water quality and management) | /// INTERIM BUS INTERCHANGE |
| RESTRICTED RETAIL (Allowing upper level use) | ENCUMBERED OPEN SPACE (Biodiversity values) | |
| MIXED USE (Retail, commercial on ground floor) | | |
| MIXED USE (Primary residential) | | |

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
1	Barwon Water		Mr	Peter Morgan	PO Box 659	GEELONG	Support subject to changes		Part 1 - Precinct Structure Plan	
								1.1	<i>4.3.2 Sustainable Water</i> - Barwon Water recommends modifying text to read 'encourage the efficient use of all water' as a result of the difficulties of predicting per capita water consumption targets.	Agreed - text to be modified accordingly.
								1.2	<i>4.3.2 Sustainable Water</i> - Barwon Water supports open spaces being irrigated by water other than drinking water	Agreed - no modification to text required.
								1.3	<i>4.3.2 Sustainable Water</i> - Barwon Water state that all properties within the ACTC will be mandated to connect to the dual pipe recycled water system.	Agreed - text to be modified to reflect the mandatory requirement for all properties to be connected to the recycled water system.
								1.4	<i>Plan 15 - Services - Sewer</i> - Barwon Water state that the plan does not reflect the current servicing solution for the ACTC, including: - Reticulation Mains are generally required in all streets within the precinct and not just limited to those shown in Plan 15. - Reticulation sewer mains (<=DN225) need not be shown.	Agreed - Plan 15 - Services - Sewer will be modified to reflect the current Barwon Water servicing strategy and as per Attachment One appended to the Barwon Water submission.
								1.5	<i>Plan 16 - Services - Water</i> - Barwon Water state that the plan does not reflect the current servicing solution for the ACTC, including: - Reticulation Mains are generally required in all streets within the precinct and not just limited to those shown in Plan 16. - Reticulation water main sizes shown are incorrect.	Agreed - Plan 16 - Services - Water will be modified to reflect the current Barwon Water servicing strategy and as per Attachments Two and Three, appended to the Barwon Water submission.
								1.6	A comment should be included in the PSP about the requirement for both a drinking and recycled water PRV as is shown on Plan 16. There is a degree of flexibility regarding the final location of the PRV's. The developer and Responsible Authority should negotiate to obtain a suitable site for acquisition.	Agreed - Text to be included about PRV's and the need to negotiate locations for both a recycled and drinking water PRV in the vicinity of the area shown on the plan.
								1.7	4.10.2 - an objective is to be added to the Public Open Space section relating to the reuse of water to re-enforce the objective to source 100% of water for landscape irrigation from onsite rainwater collection or recycled water.	Agreed - Text to be added to Public Open Space section to reflect recycled/rainwater irrigation of public open space.

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								1.8	4.12 - Table 10 to be amended to reflect <i>Developer Funding for reticulation assets</i> and <i>Barwon Water for Trunk/Distribution Mains</i> .	Agreed - Table 10 text to be amended in accordance with Barwon Water request.
									Part 2 - Design Guidelines	
								1.9	S1-05 - The sustainability guidelines related to drinking water are satisfactory to Barwon Water.	Acknowledged - no modification to text required.
								1.1	Appendix 8 - The public open space guidelines should include an objective relating to the connection to the dual pipe recycled water network.	Agreed - Text to be added to Appendix 8 regarding connection to the dual pipe recycled water network as an alternative to the use of drinking water.
									Armstrong Creek Town Centre - DCP	
								1.11	Figure 4 - Road and Trail Network - This figure shows Barwarre Road as a proposed greenway. Barwon Water has plans to include water and recycled water assets and PRV's at both the north and south end of Barwarre Road. These mains are not proposed for several years but a negotiated outcome with CoGG is required.	Agreed - Figure to be modified accordingly.
									Armstrong Creek Town Centre - Services Infrastructure Report (Cardno)	
								1.12	Barwon Water confirm that the comments listed in the Services Infrastructure Report - Water and Sewer Infrastructure are generally reflective of Barwon Water's requirements for the servicing of the ACTC.	Noted - no modification to the report required.
								1.13	The Cardno maps shown in the report are not accurate (in accordance with previous comments in the Barwon Water submission). Barwon Water will continue to work with consultants to ensure the alignments fit with the overall structure plan for the area.	Agreed - Plans to be modified in accordance with previous comments on the Sewer, Water and Recycled Water plans (and Attachment 1, 2 & 3 appended to the Barwon Water submission).
									4.2.2 - Sewer Distribution	
								1.14	This section describes the proposed sewerage catchments differently from Barwon Water's understanding of how the ACTC would be serviced. That being said, Barwon Water consider the proposal feasible and a connection could be made into the proposed sewers servicing the Armstrong Creek West precinct.	Noted
									4.2.3 - Drinking Water Supply	

[illegible]

[illegible]

[illegible]

[illegible]

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								5.3	Acoustic fencing should be placed around the Alan David Lodge at developer expense.	Disagree - consideration of the residents at Alan David Lodge will be a component of any planning for land abutting the facility. Furthermore, this matter is beyond the area of the ACTC as the Alan David Lodge is located within the Horseshoe Bend Precinct Structure Plan area.
								5.4	Large areas of land must be allocated for native wildlife, particularly kangaroos	Disagree - The amendment has been the subject of significant liaison with DEPI, as has the whole of the Armstrong Creek Growth corridor. There has never been any advice or suggestion that areas for Kangaroos specifically are required. The overall architecture of the growth corridor does provide for extensive creek corridor and significant offset areas to retain native vegetation, thereby ensuring significant habitat in the growth corridor.
								5.5	The Armstrong Creek Town Centre plan must include art theatres and music halls	Noted - the ACTC accomodates these uses via the provision of a multi purpose / entertainment stadium and meeting spaces to provide for a variety of events catering for arts and culture, meetings, markets and various entertainment activities.
								5.6	Storm Water flooding - ACTC will increase stormwater discharge causing flooding in lower farm land areas and housing growth areas	Disagree - Development will be required to maintain pre-development flows (in accordance with the Greater Geelong Planning Scheme) and an integrated water management strategy for stormwater has been a component of the ACTC design. Several retarding basins have been allowed for in the ACTC design which are integral in retarding, treating and dispersing stormwater. The drainage regime within the ACTC is in line with the overall drainage and flood mitigation approach developed and previously supported through earlier panel decisions. The stormwater water discharge is through other precincts named the East precinct and Horseshoe Bend precinct. In the case of the East precinct, the overall drainage solution is under construction while the Horseshoe Bend solution has been agreed in the draft PSP.
								5.7	Provision of public transport - State Government has no budget allocation for P/T - therefore the car parks must be bigger.	Disagree - Car Parking provision for the precinct is considered sufficient.
								5.8	No provision has been made for a wind farm or large scale solar power generation for the ACTC	Disagree - There has been no explicit requirement for the generation of alternate power within the ACTC PSP itself. However, the PSP provides very clear sustainability directives to ensure the ACTC will be delivered in a sustainable manner.

[illegible]

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
8	Graham	Mark & Lisa			346-348 Boundary Rd	ARMSTRONG CREEK	Support subject to changes	8.1	Support of the proposal to locate the Emergency Services Precinct on the submitters property assuming no financial disadvantage	Noted - acquisition of land for the Emergency Services Precinct will be the subject of negotiations between the landholder and relevant State Government Agencies.
								8.2	A 'sunset clause' has been requested should the Emergency Services Precinct fail to eventuate. This clause should ensure that the property will revert to a commercial site if it is not acquired within 3 - 5 years.	Disagree - submission from the CFA strongly support the purchase of this site in the short to medium term. Council is committed to this project, as is the CFA, and the certainty provided by the PSP is considered appropriate.
9	ERM Australia Pty Ltd on behalf of Coles Property Group (Coles)		Ms	Debra Butcher	Level 3, Tower 3 WTC 18-38 Siddeley Street	DOCKLANDS	Support subject to changes	9.1	Coles do not believe it is appropriate to include planning permit requirements for retail land uses that under the existing Business 1 Zone (B1Z) and Commercial 1 Zone (C1Z) provisions would not require use permits (eg: Shop, Supermarket, Department Store adn Restricted Retail).	Agree (in part) - Supermaket and Department Store will be changed to be 'as of right' with the condition that they be in accordance with the relevant PSP and floor space caps (if they exceeed these caps they would be prohibited). Restricted Retail will remain prohibited.
								9.2	Coles do not agree with the implementation of floor space 'caps' which result in uses exceeding those caps becoming prohibited.	Disagree - The major retail components of the Town Centre is controlled by two major players (Coles and Woolworths) and in order to achieve a Town Centre their needs to be a high degree of intervention to deliver this outcome. Limiting specific uses through the introduction of floor space caps is intended, with the assistance of tight design requirements, to encourage a more 'intimate', walkable (and therefore pedestrian friendly) main street development. Floor space caps are also a way of ensuring that a number of retail offerings can be made at a variety of scales thereby creating a more vibrant retail core and a larger range of built form design outcomes. In addition, the 5,500 square metre 'cap' was determined as a result of understanding the current floor space requirements of both Coles and Woolworths (as the major players in Australian supermarket provision) whilst retaining a reasonable floor space in the context of the issues highlighted above.
									Retail 'Cap' for Precinct 1	
								9.3	Coles are of the view that the 40,000 square metres of 'shop' floor space allocated to Precinct 1 should be 'split' between the two landholders/developers involved in Precinct 1	Disagree - The proposed provisions are considered sufficient.
									Incorporation of the Design Guidelines	

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								9.4	The prescriptive nature of the standards included in the Design Guidelines (which also include the Sustainability Guidelines) are of significant concern to Coles and believe they should provide greater flexibility and prefer they be a reference document only.	Disagree - The Design Guidelines are an integral and integrated part of the Precinct Structure Plan, and incorporate a degree of flexibility and discretion that will assist in ensuring that there are opportunities for alternate designs. That being said, the Design Guidelines also ensure a high quality built form and public realm outcome can be achieved.
								9.5	Coles want right turn access into the 'Parking Street'	Disagree - additional conflict points on the Surf Coast Highway are not supported as they will result in further conflict and significantly impact on the safety and efficiency of Surf Coast Blvd. VicRoads support this position.
								9.6	Coles want left-in/left-out slip lane access points along the Surf Coast Highway service road to service the bulky goods/restricted retail land uses of Precincts 2 and 3.	Disagree - additional conflict points on the Surf Coast Highway are not supported as they will result in further conflict and significantly impact on the safety and efficiency of Surf Coast Blvd. VicRoads support this position.
								9.7	Coles request that all references to drainage and open space in relation to the south-west wetland site in the PSP and associated documents enables appropriate flexibility for the area to revert to a commercial use - if an alternative solution is established.	Disagree - The current wording effectively addresses this unique site and any potential alternative drainage solution.
								9.8	Coles request that the figure '100' is moved from Colum 3, row 7 of Table 18 to column 3, row 9 (from Property 6 to Property 8)	Agree - error in table will be corrected.
								9.9	Coles want connectors roads funded by the DCP.	Disagree - connector roads are deemed developer provider infrastructure and is a consistent model through both Geelong and metro. Melbourne PSP/DCP suites. This position is also supported by the consultant report appended to the Coles submission which clearly states that connector roads are developer funded. That being said, Council will work with Coles and Woolworths to ensure that infrastructure delivery is both timely and orderly.
								9.10	Coles believe it is inequitable for landowners to fund the land acquisition for the transit corridor.	Disagree - no change will be made to the DCP as this is a consistent approach taken with the Transit Corridor land within other precincts. Council would be supportive of a PAO for state government funding of this land, however, lack of commitment from DOT/PTV has resulted in its inclusion in the DCP.

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
10	Robertson	Bill & Jo			7 Rosewood Crt	GROVEDALE	Object	10	Object to the ACTC amendment as it will increase the volume of water flowing through their property.	Disagree - It is acknowledged that the property receives water from the Armstrong Creek development and these will continued to be maintained at pre-development flow rates.
11	Woolworths Limited		Mr	James Weight	522 Wellington Rd	MULGRAVE	Object subject to changes	11.1	Documents should be updated to reflect the change from B1Z and B2Z to C1Z.	Noted - updated documents will be completed prior to the Amendment C267 Panel.
								11.2	Consideration should be given to whether caps are required in either the C1Z or the MUZ and believe that caps should be removed from the schedules to the zones. Woolworths believe the caps could be retained in the short-medium term and be removed in the longer term.	Disagree - The major retail component of the Town Centre is controlled by two major players (Coles and Woolworths) and in order to achieve a Town Centre their needs to be a high degree of intervention to deliver this outcome. Limiting specific uses through the introduction of floor space caps is intended, with the assistance of tight design requirements, to encourage a more 'intimate', walkable (and therefore pedestrian friendly) main street development. Floor space caps are also a way of ensuring that a number of retail offerings can be made at a variety of scales thereby creating a more vibrant retail core and a larger range of built form design outcomes. In addition, the 5,500 m2 supermarket and 7,000 m2 department store 'caps' were determined as a result of understanding the current floor space requirements of both Coles and Woolworths (as the major players in Australian supermarket provision) whilst retaining a reasonable floor space in the context of the issues highlighted above.
								11.3	Woolworths object to the requirement for a planning permit for a supermarket and department store and prohibition of restricted retail in Precinct 1	Agree - Supermarket and Department Store will be amended to become Section 1 uses (as of right) as long as the use is in accordance with the PSP and floorspace conditions are met (if they exceed these caps they would be prohibited). Disagree with restricted retail becoming as-of-right.
								11.4	Woolworths want the UGZ Schedule 5 revised for Precinct 1 to allow restricted retail and trade supplies with a permit, which allows Council discretion over the outcome.	Disagree - no changes will be made to Schedule 5 to allow restricted retail and trade supplies.
								11.5	Woolworths want the UGZ Schedule 5 revised to allow a supermarket up to 5,500 square metres 'as of right'.	Agree - Supermarket will be amended to become a Section 1 use (as of right) as long as the use is in accordance with the PSP and the 5,500m2 floorspace condition is met (if they exceed these caps they would be prohibited).

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[illegible]

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No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								14.4	DFC reserve the right to make further comments.	Noted - as long as such comments are formulated and presented at appropriate times throughout the statutory process associated with amending the Greater Geelong Planning Scheme to incorporate the ACTC documents.
15	Dennis Family Corporation on behalf of the Horseshoe Bend Landowners Group		Mr	Greg Bursill	211 Waverley Rd	EAST MALVERN	Support subject to changes	15.1	DFC object to the Greenways proposed on Boundary Road, Barwarre Road and Burvilles Road.	As no further information is provided in the submission with regard to this component of the DFC objection it is impossible for Council officers to formulate an opinion on this issue. This issue has been raised unsuccessfully by DFC within both the Armstrong Creek East and Armstrong Creek West PSP exhibition and panel process.
								15.2	DFC object to the transport infrastructure required by the PSP and DCP (road and cycle) to the extent that it negatively impacts on the Horseshoe Bend PSP/DCP and related documents.	As no further information is provided in the submission with regard to this component of the DFC objection it is impossible for Council officers to formulate an opinion on this issue.
								15.3	DFC state that detailed changes are required to address a number of issues related to the Armstrong Creek Town Centre DCP.	As no further information is provided in the submission with regard to this component of the DFC objection it is impossible for Council officers to formulate an opinion on this issue.
								15.4	DFC reserve the right to make further comments.	Noted - as long as such comments are formulated and presented at appropriate times throughout the statutory process associated with amending the Greater Geelong Planning Scheme to incorporate the ACTC documents.
16	Department of Environment and Primary Industries		Mr	Geoff Brooks	PO Box 103	GEELONG	Support subject to changes	16.1	DEPI suggests that Part 3 of Clause 21.11 (Armstrong Creek) within the MSS also incorporate a strategy to review and amend the application of appropriate environmental overlays on the Armstrong Creek corridor and significant areas of native vegetation that is to be retained throughout the Armstrong Creek Growth Area.	Disagree - the NVPP's for each of the incorporated PSP's address the issue of native vegetation
								16.2	DEPI supports the deletion of the current VPO as identified in the amendment,	Noted.

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								16.3	DEPI raised the issue of stormwater quality and volume being discharged into Armstrong Creek and reaching the Hospital Swamps component of the Lake Connewarre State Game Reserve. DEPI seeks to have the changes in volumes that are likely to result from development in the precinct understood and managed in the context of potential impacts on the downstream environment.	Noted - Significant work has gone into the design of appropriate storm water management measures across the Armstrong Creek Growth Area. A key component of management of storm water is the maintenance of pre-development flows into the Armstrong Creek along with a treatment regime that addresses the issue of water quality. The City acknowledges the challenges of managing the construction phase around a major growth area and existing and re-established creek upstream from significant wetlands. The City has demonstrated a rigorous approach to deliver a well managed outcome dealing with the inevitable challenges as they arise. The approach to the ACTC will be similarly be undertaken in a rigorous manner
17	Barwon Region Integrating Water Cycle Management		Ms	Vicki Shelton			Support subject to changes	17.1	The PSP has not considered the broader catchment context, either upstream or downstream. The PSP should show a map of the broader area which highlights natural floodplain, waterway and drainage features 'before' and 'after' development	Submission Withdrawn
								17.2	Existing drainage lines appear to have been ignored or overlooked in favour of sub-surface drainage resulting in little evidence of incorporating water into the landscape as a liveability feature. Council could consider incorporating at least one significant water body through the development by 'day lighting' one large pipe drain. This should reduce the footprint of the main drainage basin, and improve overall liveability and IWCM aspects in the precinct.	Submission Withdrawn
								17.3	Greater explanation of how the Clause 56 targets for stormwater quality will be met is required.	Submission Withdrawn
								17.4	Blocks are too small and offer little room for private play spaces, tree establishment and growth which may compromise liveability and exacerbate the heat island affect in the precinct.	Submission Withdrawn
								17.5	No linkages through the precinct are related to natural features - all linkages are transport related.	Submission Withdrawn
								17.6	There is no recognition of WSUD's ability to achieve improved liveability outcomes.	Submission Withdrawn

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No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
								21.7	All infrastructure works within Burvilles Road immediately north of the school boundary as identified on the Functional Layout Plan appended to the submission are to be included in the ACTC PSP and funded by either the ACTC developer and/or Development Contributions.	All infrastructure within the Burvilles Road reserve are to be met by Council and or DCP by others.
								21.8	All infrastructure works within the school site are to be funded by the Geelong Lutheran College.	Agree
22	Department of Transport on behalf of DTPLI, VicRoads and PTV		Mr	Mark Hearsch	PO Box 775	GEELONG	Support subject to changes	22.1	The group consider it premature to designate the ultimate mode for the Transit Corridor and want references to rail, railway and train station replaced with public transport, transit corridor and Ultimate Integrated Transit Hub.	The rail destination is aspirational and Council maintains its support of this designation.
							PTV	22.2	PTV do not support the Main Street - Town Centre cross section because ACTC is a MAC (not a LAC/LTC), the road length exceeds 250 metres, 3 bus routes are planned to operate on this section of road, there is a high risk of 'doorings' from parked cars in this section of road and nominated 'on road cycle route' in Plan 11. An alternative cross section could include 3.5m travel lanes and Copenhagen style bicycle lanes (between footpath and parking lane).	Disagree - The cross section is consistent with other "Main St" cross section adopted within PSP and reflects the alternative proposed in their submission (i.e.: 2.3m parking lanes and a shared 4.2m traffic lanes (vehicles / cyclists)).
							PTV	22.3	Text on Page 11 needs to be amended to reflect the current status of the new Grovedale Station.	Agreed - text will be modified as requested.
							PTV	22.4	The Interim Bus Interchange alone won't support early delivery of public transport, without appropriated staged delivery of road network.	Agreed
							PTV	22.5	On Plan 12 references are to be updated from DOT to PTV.	Agreed - references will be updated as requested.
							PTV	22.6	Table 7 - Open Space requires updated text to 'allows for pedestrian and cyclist connections to a future transit hub, the Town Centre and to other areas of ACUGA'	Agreed
							PTV	22.7	There is no detail on how the road network should be staged to enable the Main Street core to be established and bus services in the Development Staging on page 64.	Disagree - Staging is always very difficult to determined based on the commercial decisions of each landowner within the precinct. The delivery of a bus loop off Surf Coast Boulevard is seen as a critical part of the road network and will be strongly facilitated by Council.

[illegible]

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
							VicRoads	22.14	The location of the four (4) Surf coast Highway signalised intersections shown on Plan 5 have been previously agreed to by VicRoads.	Noted
							VicRoads	22.15	Vicroads consider the service road abuttal along much of the Town Centre abuttal with Surf coast Highway an effective method of managing access to the highway from these abutting properties.	Noted
							VicRoads	22.16	Access from the land along Surf coast Highway that does not have service road abuttal will not be permitted access to the Surf coast Highway. The concept plan should be annotated to advice that direct access from this land to Surf coast Highway is not permitted by Vicroads.	Agreed - text to be modified to reflect Vicroads request.
							VicRoads	22.17	Further information is to be provided that shows how land that does not have abuttal to the service road will be developed and accessed.	Agreed - text to be modified to reflect Vicroads request.
							VicRoads	22.18	Direct access to the Surf coast Highway will not be permitted by Vicroads for the Emergency Services area or for service stations. Unless it can be demonstrated how access can be obtained from other roads these developments should not be located in the areas shown in the PSP.	Noted - the emergency services area has never been envisaged as having direct access to the Surf coast Highway.
							VicRoads	22.19	The two parking streets connect to the Surf coast Highway service roads. VicRoads flagged a potential concern regarding the volume of traffic using the service road onto Surf Coast Boulevard.	Disagree - The road network has been planned in details with the support of Cardno Transport consultants to ensure a safe and effective network. Council officers will work with VicRoads to address any concerns.
							VicRoads	22.20	Table 6 - the term Service Lane is utilised. This should state "Service Road".	Agreed
							VicRoads	22.21	Plan 14 - Concern about the discharge of stormwater into the Surf Coast Boulevard table drain (east side, south of the precinct).	Note - The DCP funds the provision of a underground stormwater pipe that conveys all flows up to the 1 in 100yr storm event down to the Armstrong Creek waterway (refer p12, ACTC Stormwater Management Plan, Cardno, Jan2013).
							VicRoads	22.22	DCP - Intersection layouts - requests intersection scope to include, double right turn lanes onto Surf Coast Boulevard, splitter islands, additional street lighting and asphalt works.	Disagree (in part) - Council officer will work with VicRoads representatives to address matters of concern. It should be noted that these intersections were design a few years ago as part of the Armstrong Creek West PSP / DCP and their scope and cost is fixed within these documents.

No	Last Name/ Company	First Name	Title	Attn:	Address	Suburb	Support/ Object	Subm. Sub #	Changes Requested	Response
							VicRoads	22.23	VicRoads reserves the right to give final agreement to these intersection design when functional layouts are complete.	Noted
							VicRoads	22.24	Any drainage works within Surf Coast Boulevard must be at not cost to Vicroads (and preferably included in the DCP).	Agree - The DCP includes appropriate drainage works for stormwater discharge to the creek, while local drainage works will be delivered by planning permit conditions as development occurs.
							VicRoads	22.25	Table 22 within the PSP - All intersections and abuttal to Surf Coast Boulevard must allocate the required land to facilitate the deliver of the ultimate cross sections for Surf Coast Boulevard.	Agreed
							VicRoads	22.26	Table 22 within the PSP - VicRoads request the removal of 'roads corporation' as being responsible for funding of the ultimate construction of Surf Coast Boulevard intersections (noting the Dip funds intersections that accommodate the full build out of the ACTC and abutting Precincts).	Disagree - Although these Surf Coast Boulevard intersection are funded by the DCP, when Surf Coast Boulevard is augmented from 4 lanes to 6 lanes (ultimate) these intersections will require augmentation to integrate with this cross section. These works will be VicRoads responsibility.
							VicRoads	22.27	PSP, Appendix 9 - public Art - VicRoads request input into any public art masterplan that includes installation on or near Surf Coast Boulevard.	Agreed - VicRoads are a standard referral authority for work in or near a Category 1 road (i.e.: Surf Coast Boulevard).
23	Kings Lawyers on behalf of Mr & Mrs Johnson			David King	101 West Fyans Street	GEELONG VIC 3220	Object	23.1	Request a change to the Development Contributions Plan in relation to intersections works at Boundary Road and Connector Road A.	Disagree - the treatment of this intersection is in accord with the DCP approach adopted across the entire Armstrong Creek growth area.
								23.2	It is noted that the draft Armstrong Creek Movement and Access Technical Report-Phase 2, Cardno 7 August 2012 at para 6.2 recommends 'To avoid the unnecessary and undesirable concentration of traffic it is strongly recommended that the North-South Connector be constructed between Boundary Road and Main Street during the initial development stages to provide alternate access for vehicle traffic from the east'. This comment has been deleted from the exhibited report without any justification.	Deletion of this was on the basis of it not being supported by a further detailed traffic assessment.

Cr E Kontelj re-entered the meeting room at 7.31pm

3. AMENDMENT C299 – 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE - CONSIDERATION TO EXHIBIT

Portfolio:	Planning – Cr Macdonald
Source	Economic Development, Planning & Tourism – Strategic Implementation
General Manager:	Peter Bettess
Index Reference	Application: 299

Purpose

The purpose of this report is to seek Council approval to prepare and exhibit a planning scheme amendment applying to Council owned land at 77 – 79 Draper Street and 128 – 130 Asbury Street East, Ocean Grove.

Summary

- The Council is seeking the rezoning of 4 properties situated at 77-79 Draper Street and 128 – 130 Asbury Street East, Ocean Grove from Public Park and Recreation zone to Residential 3 zone. It is also proposed to extend the Design and Development Overlay (DDO14) over the land to be rezoned.
- These properties have been utilised for netball courts and a small clubroom which are no longer required following the construction of a new facility at the Shell Road Recreation Reserve. Each lot has an area of approximately 807 sq metres.
- A separate report to Council has been prepared which recommends that Council sell the land subject of this rezoning request.
- Following the rezoning of the land the Council intends to offer the land for sale as it is no longer required for recreational purposes. There is ample other land currently available for open space usage in the immediate area.
- The surrounding area is occupied by residential development other than the 2.4ha Memorial Reserve to the south.
- Advice has been sought from DTPLI (the Department of Transport, Planning and Local Infrastructure) regarding the new suite of Residential zones which came into effect on 15 July 2013. As Council is required to use one of the new zones, the General Residential zone is recommended for this amendment.
- As the land is no longer required by Council for recreational purposes, its rezoning to enable future residential development is considered to be appropriate.

Cr Farrell moved, Cr Macdonald seconded -

That Council:

- 1) Resolves to support the preparation and exhibition of Amendment C299 to the Greater Geelong Planning Scheme to:**
 - a) Rezone land at 77 – 79 Draper Street & 128 – 130 Asbury Street East, Ocean Grove, from Public Park and Recreational zone to General Residential Zone;**
 - b) Apply Design and Development Overlay 14 to the land being rezoned; and**

2) AMENDMENT C299 – 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE - CONSIDERATION TO EXHIBIT (CONT'D)

2) Request the Minister for Planning to authorise the preparation and exhibition of Amendment C299 to the Greater Geelong Planning Scheme.

Carried.

Background

The Council is seeking the rezoning of 4 properties situated at 77 – 79 Draper Street & 128 – 130 Asbury Street, Ocean Grove from Public Park and Recreation zone to Residential 3 zone. It is also proposed to extend Design and Development Overlay 14 (the 7.5 metres permit height trigger) over the land to be rezoned.

For many years these properties have been used for recreational purposes and are occupied by netball courts and a small clubrooms. The courts have protective mesh fencing on three sides and six pole mounted lights. Each of the 4 separately Titled lots is approximately 807 sq metres (total area 3228 sq metres).

As a result of the construction of the new netball facility at the Shell Road Recreation facility the old courts are no longer required. Following the rezoning of this land it is recommended that it be sold.

A separate report to Council has been prepared which recommends that Council sell the land subject of this rezoning request.

Appendix 1 shows the land subject of the rezoning application and existing zonings.

Appendix 2 shows the subject land and the surrounding area which is predominantly used for residential purposes other than the substantial Memorial Reserve (2.4ha) located on the south side of Draper Street opposite the subject land.

Discussion

The Ocean Grove Sporting Infrastructure Plan dated May 2010 proactively plans for the formal outdoor sporting needs of current and future residents of Ocean Grove, with particular emphasis on the town's major active recreation reserves i.e. Shell Road, Collendina & Memorial Reserves.

As part of the background research, this report notes (page 17) that the Bellarine Peninsula Recreation and Leisure Needs Study 2005 refers to selling the old netball courts following their relocation to Shell Road to help offset the costs of the new facility developments. The Infrastructure Plan (page 34) also makes reference to the inadequate facilities and amenities at the existing site and the constraint on further development being wedged between residential properties.

An important factor in deciding whether to support the rezoning of land zoned for recreational purposes to residential is whether or not the immediate area will be adequately served with local open space. In this case, there is no shortage of open space in the immediate area with residents having easy access to:

- Memorial Park (2.4 ha) containing an oval and surrounding parkland, opposite the subject land.
- Arthur Powell Reserve (7000 sq m) containing tennis courts and surrounding parkland, approximately 100 metres to the east of the subject land.

As the subject land is no longer required for recreational purposes, its rezoning for future residential use is considered to be most appropriate and in conformity with the zoning and land use of the surrounding area. It is proposed to apply DDO14 (the 7.5 trigger) to also ensure consistency of planning controls with the surrounding area.

3. AMENDMENT C299 – 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE - CONSIDERATION TO EXHIBIT (CONT'D)

Advice has been sought from DPCD regarding the new suite of Residential zones which came into effect on 15 July 2013. As Council is required to use one of the new zones, the General Residential zone is recommended for this amendment.

The subject land falls well outside the Increased Housing Diversity Area around the Ocean Grove town centre.

Environmental Implications

The proposed rezoning has no environmental implications.

Financial Implications

The proposed rezoning provides a positive financial outcome for Council in that it will enable it to sell land no longer required for recreational purposes.

Expenditure: Development of the land for residential purposes will not require any Council expenditure.

Policy/Legal/Statutory Implications

Under the Local Government Best Practice Guideline for the Sale and Exchange of Land, the Council is required to ensure that “....prior to being offered for sale, property should be appropriately zoned. This will ensure that the ultimate use of the land is determined by that zone and the highest possible sale price is achieved.”

The proposed amendment is not inconsistent with any State or Council planning policies. To the extent which these policies advocate the benefits of urban consolidation, this amendment will enable infill development to occur in a location which excellent accessibility to all urban facilities and services.

Alignment to City Plan

This proposal is consistent with the Community Wellbeing strategies of City Plan which are directed at delivering a network of open space and sporting facilities to keep people active. It is consistent with the Municipal Strategic Statement and Bellarine Peninsula Strategic Plan which are listed strategies in delivering community wellbeing priorities.

Officer Direct or Indirect Interest

No Council Officers have any direct or indirect interest, in accordance with Section 80 (c) of the Local Government Act to which this Amendment relates.

Risk Assessment

No risks have been identified regarding the rezoning of this land.

Social Considerations

There is ample existing remaining recreational land in the immediate neighbourhood to meet the requirements of surrounding residents.

The site is well located for infill residential development with good accessibility to the town's community and commercial facilities and services.

3. AMENDMENT C299 – 77 – 79 DRAPER STREET & 128 – 130 ASBURY STREET EAST OCEAN GROVE - CONSIDERATION TO EXHIBIT (CONT'D)

Human Rights Charter

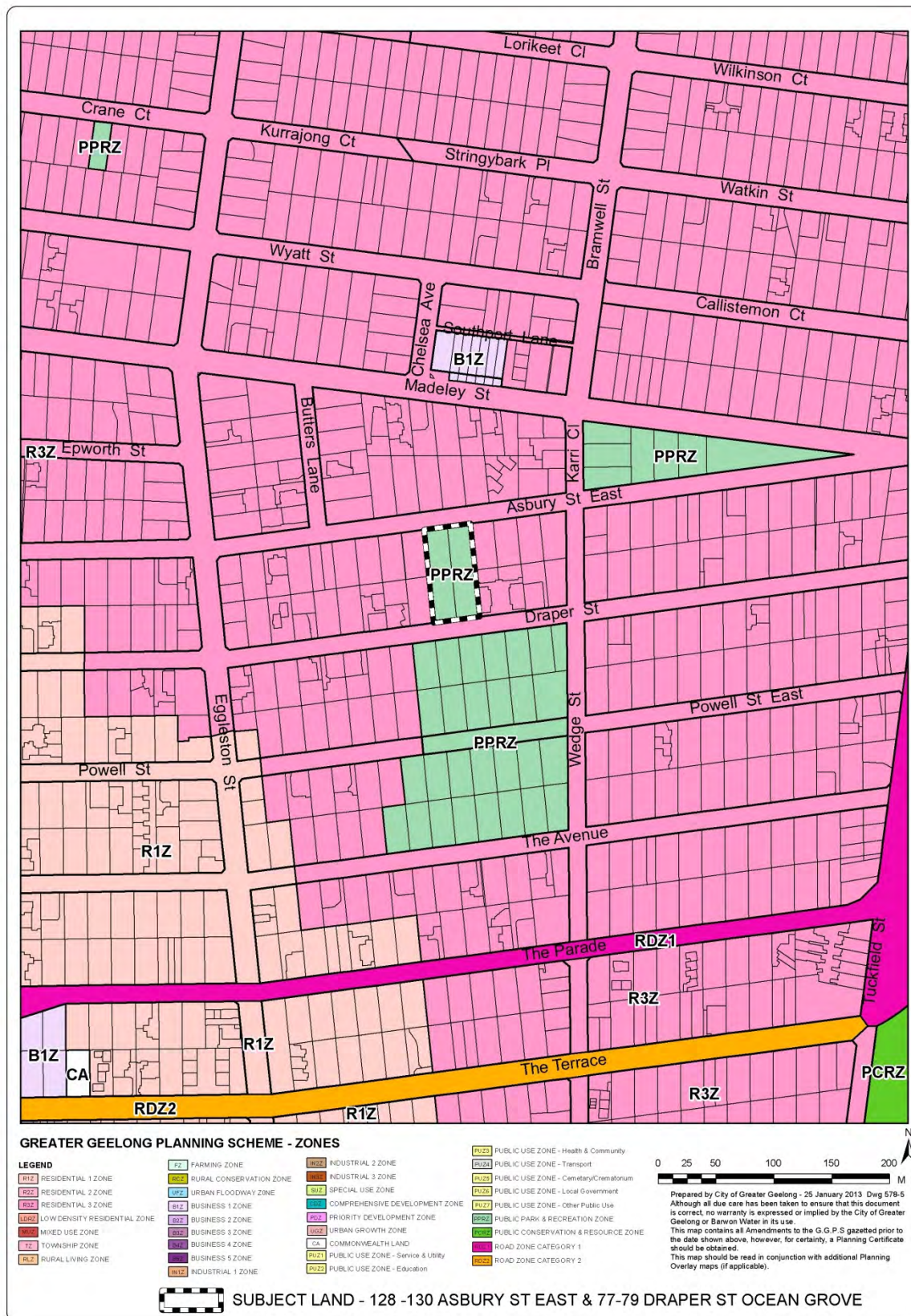
The proposal does not impact on any human rights and responsibilities set out in the Charter. Planning legislation ensures an open community consultation process occurs enabling people to freely express their views and if necessary obtain a fair hearing before an Independent Panel.

Consultation and Communication

It is proposed that the Amendment be exhibited in accordance with the provisions of the Planning and Environment Act to provide for full public comment (and potentially referral to a Panel appointed by the Minister for Planning).

It is intended that direct written notification be provided to all adjoining and nearby property owners potentially affected by the Amendment.

Appendix 1 Existing Zones



Appendix 2 – Aerial Photo



4. SALE OF LAND - DRAPER AND ASBURY STREETS OCEAN GROVE

Portfolio:	Finance - Cr S Kontelj
Source	Corporate Services - Corporate Property Management
General Manager:	Jeff Wall
Index Reference	Subject: Land Sales

Purpose

The purpose of this report is to recommend that Council commence procedures to sell land at Draper and Asbury Streets, Ocean Grove.

Summary

- The Council owns 4 residential sized lots at 77 and 79 Draper Street and 128 and 130 Asbury Street, Ocean Grove ("the land") previously occupied by the Ocean Grove Sporting Club. The land has two netball courts and former club rooms (refer to Appendix 1).
- The land is zoned Public Park and Recreation Zone and it is proposed that the land be zoned to Residential 3 Zone following which the land will be sold. *It is anticipated that a report to prepare a planning scheme amendment will appear on a later Council agenda along with this report.*
- New netball courts and a temporary pavilion have been constructed at the Shell Road Reserve and the former courts are unused.
- The Ocean Grove Sporting Infrastructure Plan 2010 recommends that the land be sold to help offset the cost of the new courts. The neighbourhood remains well serviced with open space at both the adjacent Memorial Reserve (area 2.4ha) and nearby Madeley Street tennis courts.
- Prior to selling the land Council is required to give public notice of its intention to do so under s189 of the Local Government Act and allow for the hearing of submissions. If submissions are received they will be heard by the Submission Hearing Panel and a further report will be put to Council. If no submissions are received the land will be sold following approval of the rezoning.
- It is proposed that the land be sold by listing with a local agent.

Cr Farrell moved, Cr Macdonald seconded -

That Council:

- 1) **Commence the procedures to sell land at 77 and 79 Draper Street and 128 and 130 Asbury Street, Ocean Grove ("the land") on the following terms and conditions:**
 - **The land be sold by listing with an agent;**
 - **The land being rezoned prior to sale;**
 - **The price being no less than a certified valuation of the land obtained no more than 6 months prior to the date of sale;**
 - **Other appropriate terms and conditions.**

4. SALE OF LAND – DRAPER AND ASBURY STREETS OCEAN GROVE (CONT'D)

- 2) Commence the procedures under section 189 of the Local Government Act 1989 (“the Act”) to sell the land and that public notice of and the right of a person under section 223 of the Act to make a submission in relation to the proposed sale be given in the Geelong Advertiser and Geelong Independent;**
- 3) Appoint the Submissions Hearing Panel to hear and report to the Council on any submissions in relation to the proposed sale;**
- 4) Sell the land if no submissions are received;**
- 5) Authorise the General Manager – Corporate Services to execute the Contract(s) of Sale;**
- 6) Sign and seal the Transfer of Land.**

Carried.

Background

The Council is the owner of land at 77 and 79 Draper Street and 128 and 130 Asbury Street, Ocean Grove (“the land”). The land consists of 4 residential lots zoned Public Park and Recreation Zone which have been used for 2 netball courts and a club room. A new facility has been constructed at the Shell Road Recreation Reserve and it is proposed to rezone the old courts and sell the land (refer to Appendix 1).

The land consists of 4 residential sized allotments each of which are or are capable of being provided with separate titles. The lots are fully serviced.

The land was previously occupied under licence from the Council to the Ocean Grove Sporting Club Incorporated

Discussion

Planning for the sporting and leisure needs of the Bellarine Peninsula and the Ocean Grove Township is guided by the following plans:

- Bellarine Peninsula Recreation and Leisure Needs Study 2005; and
- Ocean Grove Sporting Infrastructure Plan 2010.

The Ocean Grove Sporting Infrastructure Plan provides for the development of 4 new netball courts at the Shell Road Reserve along with 2 soccer pitches and an upgrade of the oval. The netball courts and soccer pitches at Shell Road are complete and operating from a temporary pavilion on the site and the football oval upgrade is underway.

A major new sporting and community use pavilion is planned for Shell Road Reserve to replace the temporary pavilion.

The old courts at Draper and Asbury Streets are now disused.

The Ocean Grove Sporting Infrastructure Plan recommends that the Draper and Asbury Streets courts be sold help to offset the costs of the new facility. It is noted that there exists in the immediate area both the Memorial Reserve of 2.4ha and the Madeley Street tennis courts of 7,000m² providing opportunities for active and passive recreation for the local and wider Ocean Grove community.

4. SALE OF LAND – DRAPER AND ASBURY STREETS OCEAN GROVE (CONT'D)

Environmental Implications

It is proposed to remove the remaining building, fences, lights and court surface from the land prior to sale.

There is no significant native vegetation on the land.

Financial Implications

Under the former occupancy licence the Ocean Grove Sporting Club paid total annual fees of \$359. Income from the sale of the land is expected to exceed \$1,000,000.

The new netball facility at Shell Road cost \$1.105m excluding the temporary or proposed pavilion, or the car park costs.

Policy/Legal/Statutory Implications

Under the Local Government Best Practice Guideline for the Sale and Exchange of Land, the Council is required to ensure that "prior to being offered for sale, property should be appropriately zoned. This will ensure that the ultimate use of the land is determined by that zone and the highest possible sale price is achieved."

An application has been lodged to have the land rezoned to Residential 3 Zone which reflects the surrounding zone in the neighbourhood. The sale of the land will be subject to the approval of the relevant planning scheme amendment. *It is anticipated that a report to prepare a planning scheme amendment will appear on a later Council agenda along with this report.*

Under the same Guideline land is required to be sold by a public process and the recommended sale by listing with an agent meets this requirement.

Section 189 of the Local Government Act ("LG Act") requires that Council obtain a certified valuation dated not more than six months prior to the sale of the land being the date of the contract of sale. Prior to sale a certified valuation of the land will be obtained for each of the lots and the final sale price will not be less than the Council's valuation.

The Council is also required to give public notice of its intention to sell the land and consider any submissions received. If any submissions are received they will be heard by the Submissions Hearing Panel followed by a report to Council. If no submissions are received the land will be sold.

Alignment to City Plan

Consistent with Council's adopted strategies for open space provision in Ocean Grove.

Officer Direct or Indirect Interest

No officers or contractors involved in the preparation of this report have a direct or indirect interest in matters to which this report relates.

4. SALE OF LAND – DRAPER AND ASBURY STREETS OCEAN GROVE (CONT'D)

Risk Assessment

The risks associated with the subdivision and sale of this land are able to be managed following normal management procedures and processes.

Social Considerations

There are no social implications associated with the recommendations of this report.

Human Rights Charter

There are no positive or negative human rights matters associated with the recommendation of this report.

Consultation and Communication

The sale of the land is supported by the Sport and Recreation Department.

Appendix 1

Aerial View of the Land Proposed to be Sold



5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN

Portfolio:	Coastal Communities – Cr Ellis
Source	Community Services / Community Development
General Manager:	Jenny McMahon
Index Reference	Project: Bellarine Strategic Plan

Purpose

The purpose of this report is to provide Council with a progress audit of the implementation of the Bellarine Peninsula Strategic Plan 2006–2016 (BPSP or the Plan). A full copy of the report is at Attachment 1 (*previously provided*), with a summary of the audit at Attachment 2.

Summary

- Council adopted the Bellarine Peninsula Strategic Plan 2006–2016 at an Ordinary Council Meeting on 13 June 2006.
- The BPSP was developed following 18 months of extensive community consultation, research and input conducted by the City of Greater Geelong, with over 2,500 people contributing to its development.
- The BPSP covers the geographical areas east of Melaluka Road (Leopold) and west of Fellows Road (Point Lonsdale) and comprising: Rural Bellarine, Barwon Heads, Breamlea, Drysdale/Clifton Springs, Indented Head, Leopold, Ocean Grove, Point Lonsdale, Portarlington and St Leonards. The Bellarine Peninsula Strategic Plan is the most comprehensive community planning exercise undertaken by Council.
- Since its adoption in June 2006 the BPSP has been utilised by Council as a key planning and reference document for determining Council priorities and actions on the Bellarine Peninsula. The BPSP is also widely used by community organisations, other levels of government, individuals, business and local communities who are interested and active in planning, providing services or addressing community priorities.

A progress audit of the BPSP – the *Bellarine Peninsula Strategic Plan Five Year Progress Audit* (refer Attachment 1) has been undertaken. This progress report identifies that of the 633 BPSP actions: 31 per cent are ‘complete’, 52 per cent are ‘on schedule’, 8 per cent have ‘not started’, 6 per cent have been delayed/impacted by a ‘major issue’ and 3 per cent have been delayed by a ‘minor issue’. Key achievements to date include:

- Structure Plans completed for:
 - Ocean Grove
 - Portarlington
 - Indented Head
 - Barwon Heads
 - St Leonards
 - Drysdale/Clifton Springs
 - Point Lonsdale

**5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016:
PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

- Bellarine Aquatic Centre opened December 2008
- Bellarine Connections Community Transport initiated and funded
- Rural Land Use Strategy adopted
- Portarlington Community Building Initiative funded
- Sustainable Development guidelines adopted as part of the new Municipal Strategic Statement
- Development of youth health services, with Headspace Drysdale established at the Potato Shed
- Increased children's services including targeted programs in communities responsive to the Australian Early Development Index and redeveloped pre-schools at Ocean Grove, Leopold and Portarlington completed
- Planning underway for the development of the Leopold Community Hub
- Development of the Ocean Grove Integrated Children's Centre underway
- Planning underway for the Barwon Heads Early Learning Centre
- Community Directory developed and active
- Skate parks completed at Ocean Grove, Leopold and Barwon Heads
- Community visions, as adopted in the BPSP by the community of each township, have been incorporated into structure plans
- Funding received for implementation of coastal space significant landscape overlays via planning schemes completed
- Walkability and footpath projects underway across the Bellarine
- St Leonards Community Space established/operating
- Redevelopment of community and recreation facilities at Cole Street Reserve including a Community Shed for a Men's Shed program
- Future Use Study for Indented Head Boat Club Hall funded – completed with funds for redevelopment allocated.
- As a reflection of the dynamic nature of the Plan, a number of initiatives have occurred since the completion of the Audit including:
 - Men's shed at St Leonards
 - Netball pavilion at Portarlington
 - Indented Head Hall
 - Redevelopment of preschools at Ocean Grove, Leopold and Portarlington
 - Shell Road Master Plan implementation including lighting and carpark redevelopment
 - Leopold Sub Regional Activity Centre Planning Scheme Amendment and permit supported, and to be exhibited subject to Ministerial authorisation
 - Launch of the Ocean Grove Community Garden

**5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016:
PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

- Drysdale Library refurbishment
- Upgrade works at Barwon Heads football and netball facilities.

Cr Ellis moved, Cr Farrell seconded -

That Council notes the progress audit of the Bellarine Peninsula Strategic Plan 2006-2016.

Carried.

Background

The Bellarine Peninsula is one of the fastest growing areas in the City of Greater Geelong. In 2004, the high rate of growth raised significant concern among the communities on the Bellarine Peninsula. The Portarlington community in particular, encouraged the City of Greater Geelong to clarify where growth on the Bellarine Peninsula was to be located and how it would be managed.

In response to this concern, at its Council meeting on 25 January 2005, the City of Greater Geelong endorsed a project brief for the development of the Bellarine Peninsula Strategic Plan 2006–2016.

The Plan reflects extensive community consultation and input conducted by the City of Greater Geelong with over 2,500 people contributing to its development.

The Plan was developed through the engagement of a Community Reference Committee (CRC) comprising representatives of each Bellarine Peninsula township (9), Rural Bellarine (2), City of Greater Geelong Ward Councillors (4), and Borough of Queenscliffe Councillors (2).

Members of the CRC worked with local working groups to develop their local area visions. Environment groups, Landcare, Victorian Farmers Federation, tourism organisations and community service organisations were also consulted. The Plan was also developed through the Bellarine Peninsula Community Service Plan Sub-committee and the Bellarine Peninsula Strategic Plan Working Group.

In June 2006 Council adopted the Bellarine Peninsula Strategic Plan 2006–2016, which has become the key underpinning planning resource of Council action on the Bellarine Peninsula. The BPSP captures all significant planning, activities, services and actions being undertaken by the City and enables the community to clearly track progress on identified priorities.

Council received an initial report on the implementation of the BPSP on 24 February 2009. This initial report focussed on actions in the Plan that are the responsibility of the City of Greater Geelong. The progress audit, which is the subject of this report, has reviewed all actions contained in the BPSP, including those identified as the responsibility of the community, other agencies/bodies, government as well as the City.

The audit has been completed with the input of community associations across the Bellarine Peninsula, community organisations including Bellarine Community Health, Glastonbury, Parks Victoria, Barwon Coast Foreshore Committee, Bellarine Bayside Foreshore Committee and Geelong Otway Tourism, as well as input from City of Greater Geelong departments and Ward Councillors.

5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)

Discussion

The Bellarine Peninsula Strategic Plan 2006–2016 reflects a commitment by the City of Greater Geelong to understand and plan for current and future change on the Bellarine Peninsula.

The BPSP provides an extensive report about community, land use and community service issues on the Bellarine Peninsula. It brings together community visions, updated monitoring of land uses, an assessment of future residential lot supply, demographic profiles, and an assessment of community service needs. It identifies key community objectives for the Bellarine Peninsula as a whole, as well as for each of the nine townships and for Rural Bellarine, and nominates partners and timelines for achieving these objectives.

The Community Visions for 2016 reflect the diversity of the townships, acknowledge the concerns to maintain the unique identity of all of the townships and the importance of the farming community to the communities on the Bellarine Peninsula.

While some Community Visions welcome and encourage growth others articulate a desire to remain small. The 'All of Bellarine Peninsula' Community Vision 2006–2016 highlights issues common across the Peninsula including: improved communication between townships (including telecommunications and technology infrastructure); integrated transport options; clear processes for community consultation; retentions and protection of rural land; maintaining town boundaries; ensuring 'green' areas between towns remain undeveloped; and improved traffic management.

The progress audit represents a comprehensive review of the status of all key actions contained in the BPSP. The audit was undertaken by K2 Planning and represents an independent view of progress that has been informed by input from the City of Greater Geelong departments, community organisations and township-based community associations, who were instrumental in the development of the BPSP in 2005/2006.

Progress to date in relation to key actions has been significant with 31 per cent of actions 'completed' and 52 per cent 'on schedule' (within the Community Visions). In the Community Service Plan, 92 per cent of actions have been 'completed' or are 'on schedule'.

The BPSP Community Visions comprise 633 actions across all of the areas of the Bellarine. Figure 1 shows that 31 per cent of these Actions are 'complete', 52 per cent are 'on schedule', 8 per cent have 'not started', 3 per cent have been delayed by a 'minor issue' and 6 per cent have been delayed by a 'major issues'.

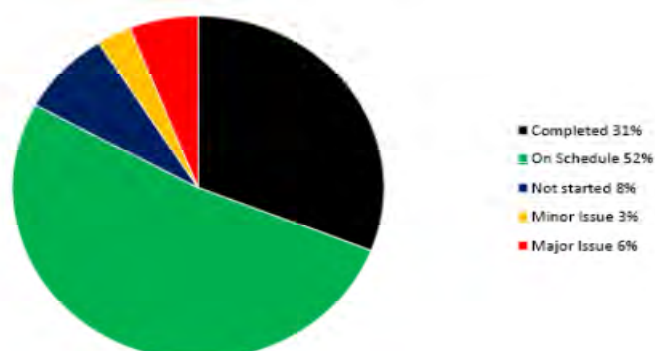


Figure 1: BPSP Status of All Actions Overall – Community Visions (page 14 of the Final Report)

5. **BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

The status of all of the actions in the BPSP Community Visions, by Area, is provided in Table 2.

Table 2: BPSP Status of All Actions Overall – Community Visions (page 14 of the Final Report)

Area	Completed		On Schedule		Major Issue		Minor Issue		Not started	
	#	%	#	%	#	%	#	%	#	%
All of Bellarine Peninsula	29	27%	63	59%	4	4%	9	8%	2	2%
Environment Issues	20	28%	43	60%	5	7%	1	1%	3	4%
Tourism Issues	6	22%	19	70%	2	7%	-	0%	-	0%
Barwon Heads	20	38%	24	45%	6	11%	1	2%	2	4%
Breamlea	9	36%	7	28%	2	8%	-	0%	7	28%
Drysdale/Clifton Springs	13	26%	22	44%	5	10%	1	2%	9	18%
Indented Head	5	33%	6	40%	1	7%	-	0%	3	20%
Leopold	2	8%	18	75%	-	0%	3	13%	1	4%
Ocean Grove	26	35%	32	43%	5	7%	1	1%	11	15%
Point Lonsdale	9	56%	7	44%	-	0%	-	0%	-	0%
Portarlington	24	28%	47	55%	5	6%	1	1%	8	9%
Rural	15	63%	3	13%	4	17%	2	8%	-	0%
St Leonards	16	27%	36	60%	1	2%	1	2%	6	10%
Total	194	31%	327	52%	40	6%	20	3%	52	8%

Table 4: BPSP Actions Where CoGG is a Primary Partner (page 18 of the Final Report)

Area	Completed	On Schedule	Major Issue	Minor Issue	Not started
All of Bellarine Peninsula	22	37	1	4	1
Barwon Heads	11	6	1	-	-
Breamlea	7	6	2	-	4
Drysdale/Clifton Springs	7	8	1	-	5
Environment Issues	15	18	-	-	1
Indented Head	3	1	-	-	-
Leopold	2	13	-	1	1
Ocean Grove	19	24	2	1	4
Point Lonsdale	9	7	-	-	-
Portarlington	7	8	4	1	-
Rural	12	3	2	2	-
Tourism Issues	3	5	1	-	-
Total	117	136	14	9	16

Key Outcomes from the BPSP to date

All of Bellarine

- Bellarine Aquatic Centre opened December 2008
- Bellarine Connections Community Transport funding extended for an additional three years
- Community Directory developed and active to the community

**5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016:
PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

- Redeveloped pre-schools in Ocean Grove, Leopold and Portarlington completed
- Community Visions as adopted in the BPSP by the community of each township have been incorporated into Structure Plans
- Design and development underway for new children's services facilities in Ocean Grove, Barwon Heads, Leopold
- Funding received for implementation of coastal space significant landscape overlays via planning schemes, 2008–2009
- Increased children's services including targeted programs in communities responsive to Australian Early Development Index, 2008–2009
- Sustainable Development Guidelines adopted as part of new Municipal Strategic Statement 2008–2009
- Township Structure Plans – all areas, 2008–2009, *completed*
- Walkability and Footpath projects underway across the Bellarine, 2008–2009
- Youth Strategy implementation of year 1, 2 & 3 recommendations, 2008–2009
- Headspace Bellarine established – youth mental health service, 2009–2010
- Review and planning of community services infrastructure, 2009–2010
- Bellarine Rail Trail – sealing the section of trail east of Leopold towards Drysdale, realignment of the trail at 'Curlewis Dip' for safety reasons, and other improvements, 2010–2011
- Bellarine Transport Connections – new bus shelters, 2010–2011
- Investigation into a potential lookout on the Bellarine, 2010–2011.

Barwon Heads

- Hitchcock Avenue Streetscape Works – funding and continuation of works, 2007–2008
- Around the Heads walking/cycling path – design and development, 2008–2009
- Barwon Heads Village Park – skate park construction, 2009–2010
- Barwon Heads Community Garden upgrade, 2010–2011
- Barwon Heads Kindergarten – plans for redevelopment and new shade sails, 2010–2011
- Ocean Grove/Barwon Heads Christmas Shuttle Bus, 2009–2011
- Skate park completed, 2008–2009.

Breamlea

- Fire prevention program developed.

Drysdale Clifton Springs

- Drysdale/Clifton Springs Structure Plan
- Potato Shed at Drysdale identified as location for future development of youth health services, 2008–2009, with Headspace facility developed/open

**5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016:
PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

- Drysdale Master Plan – master plan at Anderson Road Sports and Cultural Precinct, 2009–2010
- Drysdale Community Hub concept plan, 2008–2009
- Re-opening of the second stage of the Dell in Clifton Springs
- New pavement at Clifton Springs Bowling Club and underground wiring for future lighting, 2010–2011
- New playground at Delruna Avenue, Clifton Springs, 2010–2011
- Northern Bellarine strategic footpaths project (Drysdale) – contribution towards upgrades to local paths around shopping precinct, improvements to crossings and upgrading of seats, 2009–2010
- Drysdale Library refurbishment, 2010–2011
- Drysdale Pre-school kitchen upgrade, 2010–2011
- Drysdale landfill – cell development, 2011–2012
- Drysdale Streetscape works – continuation of beautification and upgrade programs, 2007–2008
- Provision of new bus shelters, 2007–2008.

Indented Head

- Indented Head Structure Plan
- Funding \$150,000 allocated for redevelopment of Indented Head Boat Club Hall.

Leopold

- Leopold Structure Plan completed
- Leopold Strategic Footpath Plan adopted
- Gateway Sanctuary – upgrade of rotunda, 2008–2009
- Planning and development underway for the development of the Leopold Community Hub
- Leopold Recreational and Retail Precinct Planning completed
- Allanvale Kindergarten extension completed, 2011–2012
- Drysdale Netball Court upgrade and lighting, 2011–2012
- Leopold Memorial Park master plan implementation, 2011–2012
- Skate park completed
- Leopold Youth Action Team.

Ocean Grove

- Ocean Grove Structure Plan
- Shell Road Master Plan completed
- Ocean Grove Traffic Study Improvements, 2007–2008

**5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016:
PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)**

- Shell Road Reserve – contribution towards construction of playground, 2008–2009
- Design of the Ocean Grove Integrated Children's Centre (Surfside) construction –\$10 M, with construction to commence 2012–2013
- Extension of Ocean Grove Kindergarten The Avenue completed, 2011–2012
- Skate parks completed at Ocean Grove
- Memorial Park Pavilion upgrade completed.

Portarlington

- Portarlington Structure Plan completed
- Portarlington Community Facilitation Project/Library program
- Portarlington Primary School – home reading library
- Portarlington Neighbourhood Centre – upgrade completed, 2008–2009
- Portarlington Community Building Initiative funded and completed, 2008–2011
- Portarlington streetscape works completed, 2010–2011
- Portarlington Pre-school upgrade Stage 1 & 2 completed
- Refurbishment of rotunda completed
- Portarlington bus shelter construction completed, 2011–2012
- Portarlington Sports Reserve wetlands and environment works, 2011–2012
- Restoration of memorial in Portarlington, 2011–2012
- Portarlington and Drysdale Streetscape works – continuation of beautification and upgrade programs completed.

Rural Bellarine

- Rural Land Use Strategy adopted, 2008–2009
- Bellarine Landcare – environment initiatives, 2009–2010
- Rural Bellarine Road Safety Audit – additional signage, posts, etc, 2010 –2011.

St Leonards

- St Leonards Structure Plan completed
- St Leonards community space – fit-out of premises, 2007–2008
- St Leonards monument – to honour founder George Ward Cole to coincide with the town's 150th anniversary celebrations, 2007–2008.
- St Leonards Yacht Club – contribution towards construction of viewing deck, 2007–2008
- Sea Change Men's Shed at St Leonards – design and inclusion at Cole's Reserve
- St Leonards Community Space established/operating, 2008–2009
- St Leonards Lake – construction of a bike/walking track around lake, 2008–2009

5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)

- Heritage signage at St Leonards and The Dell, 2009–2010
- St Leonards Precinct Master Plan development, 2009–2010
- St Leonards Recreation Reserve Master Plan implementation, 2011–2012
- Investigation into improved town entrances for St Leonards and Portarlington.

The achievements of the BPSP are extensive. The Plan continues to guide or provide a reference point for a wide range of actions/initiatives on the Bellarine Peninsula, which are being undertaken by CoGG, community organisations, other Government agencies and the community.

While acknowledging the many achievements, the audit identified that the prevailing circumstances for a number of actions have changed and that due to factors such as 'lack of funding' or 'changed organisation direction/community priorities', some actions may no longer be achieved or priorities pursued. This is a relevant outcome from the audit as it reflects the dynamic nature of the BPSP. It highlights the need for continuous audit and assessment of actions and priorities.

Further to the audit findings, it was identified that a number of considerations need to be given to future planning and implementation of the BPSP. The audit highlighted a lack of knowledge among many of the Bellarine Peninsula communities about partner organisation actions on the Bellarine.

Over the period 2006-2012 there has been significant improvements in technology and communications, eg mobile coverage and local media coverage certainly re township growth through structure plans, improved recreation and other services. The audit identified a number of ongoing issues including:

- Services and infrastructure – responding to growth
- Continuing to ensure achievement of BPSP actions
- Community engagement
- The roles and responsibilities of City of Greater Geelong
- Township boundaries and height limits
- Rural area buffers.

Many of these issues potentially reflect on the fact that the Bellarine Peninsula is a growth area.

The progress audit of the BPSP provides CoGG with a status report of all actions in the Plan and reflects the audit results of all organisations consulted.

The BPSP continues to provide CoGG, its partners and the communities with overall strategic direction regarding key issues and actions to be implemented on the Bellarine Peninsula, based on extensive community consultation and input. The Plan was a 'one-off' initiative by the City of Greater Geelong that has provided the City with not only a dynamic action plan, but also a great insight into community-based planning. The Plan has resulted in a range of initiatives and enhancements in the development of planning approaches and engagement of the community by Council.

Improvement in the way Council develops its City Plan and various structure plans will ensure that the aspirations of the Bellarine will continue to be highlighted and future actions identified.

5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)

Environmental Implications

The Bellarine Peninsula Strategic Plan 2006–2016 contains extensive consideration of environmental issues for the Bellarine Peninsula and outlines a range of actions to be implemented. As part of the audit, these actions and their status were reviewed. It was found that 88 per cent of actions were 'on schedule' or 'completed'. Seven per cent of all actions were categorised as having a 'major issue', mainly as a result of funding or resources. Widespread community interest in environmental issues is evident on the Bellarine and many issues are identified/addressed through structure plans and Council's Environmental Management Strategy.

Financial Implications

Council committed \$150,000 in its 2004–2005 Budget to undertake the development of the Bellarine Peninsula Strategic Plan 2006–2016. The BPSP is unique in the context of the City of Greater Geelong in terms of a planning tool.

Future budget proposal

Financial implications of the Plan's proposed actions are subject to annual budget processes and prioritisation. The BPSP has been utilised to inform and develop funding proposals and opportunities for both the City and others in addressing the diverse range of priorities for the Bellarine Peninsula area of the municipality.

Policy/Legal/Statutory Implications

The Bellarine Peninsula Strategic Plan 2006–2016 was developed in the context of various Council policies, strategies and plans that may have statutory and legal status. Where applicable the project makes reference, acknowledges and/or identifies implications for existing policy, plans and statutory requirements.

The BPSP was developed in accordance with the City's strategic planning framework, including referencing within the Municipal Strategic Statement.

Alignment to City Plan

The actions in the BPSP, which relate to CoGG and other Strategic Plans for the City, align with the City Plan by responding to community needs, concerns and aspirations. For example:

- Community Wellbeing – opening of the Bellarine Aquatic Centre in December 2008; Headspace Bellarine (youth mental health service) established 2009–2010
- Growing Our Economy – Leopold Recreational and Retail Precinct Planning completed
- Sustainable and Built Environment – the Community Visions, as adopted in the BPSP by the community of each township, have been incorporated into Structure Plans
- How We Do Business – extensive engagement with communities across the Bellarine Peninsula, with over 2,500 inputs feeding into the Plan.

Officer Direct or Indirect Interest

There is no direct or indirect interest noted for this report.

5. BELLARINE PENINSULA STRATEGIC PLAN 2006–2016: PROGRESS AUDIT OF IMPLEMENTATION OF PLAN (CONT'D)

Risk Assessment

The Bellarine Peninsula Strategic Plan 2006–2016 addressed many community concerns in relation to future development, growth and community service issues on the Bellarine Peninsula. The project has clarified issues at both a broad Peninsula level and at a local township level. It provides a framework for developing the communities' aspirations and identifies partnerships and timelines for achieving these aspirations. The BPSP continues to inform future budget decisions at the City of Greater Geelong.

Social Considerations

The Bellarine Peninsula Strategic Plan 2006–2016 aims to respond to local communities' aspirations to be proactively engaged in decision making and manage the range of issues that present on the Bellarine Peninsula.

The Plan involved an extensive community engagement process including: town representation at the Community Reference Committee (CRC), development of local working groups, vision meetings, workshops and forums, and community surveys. One of the key outcomes of this process is improved communications between the City of Greater Geelong and the communities on the Bellarine Peninsula.

Other important outcomes included: an improved understanding between the rural and urban communities; community education about the City of Greater Geelong planning processes; greater awareness of a range of options for future town planning; and the importance of tourism to the Bellarine Peninsula communities.

A key component of the BPSP is a 'Community Service Plan' which identifies areas of community service need and recommended responses. Relevant recommendations in the Bellarine Peninsula Community Service Plan 2006–2016 are also cited in each of the townships and Rural Bellarine sections of Part A: Summary of the Bellarine Peninsula Strategic Plan 2006–2016.

Human Rights Charter

The Bellarine Peninsula Strategic Plan has been considered in light of the Victorian Charter of Human Rights and Responsibilities, and is consistent with these rights and principles.

Consultation and Communication

The audit has been completed with the input of community associations across the Bellarine Peninsula, community organisations including Bellarine Community Health, Glastonbury, Parks Victoria, Barwon Coast Foreshore Committee, Bellarine Bayside Foreshore Committee and Geelong Otway Tourism, as well as input from City of Greater Geelong departments and Ward Councillors.

Communication of this report is the responsibility of the Community Development Department. The full progress report will be made available on the Geelong City web site.

The report will be promoted to local newspapers and media outlets throughout the Bellarine Peninsula. Individual town and community achievements, as well as Bellarine-wide progress will be highlighted through media releases.

Bellarine Peninsula Strategic Plan (BPSP) Five Year Progress Audit



FINAL REPORT
SUMMARY

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List of Abbreviations

A&C	Arts & Culture (City of Greater Geelong)
ABCA	Association of Bellarine Community Associations
AEDI	Australian Early Development Index
Arts Vic	Arts Victoria
B&B	Bed and Breakfast
B/Water	Barwon Water
BBC	Building Bellarine Connections
BBFC	Bellarine Bayside Foreshore Committee
BBFCoM	Bellarine Bayside Foreshore Committee of Management
BC	Barwon Coast
BCCoM	Barwon Coast Committee of Management
BCF	Bellarine Community Forum
BCFC	Barwon Coast Foreshore Committee
BCH	Bellarine Community Health
BCHS	Bellarine Community Health Service
Bellarine Bayside CoM	Bellarine Bayside Committees of Management
Bethany	Bethany Family Services
BH	Barwon Health
Bicycle Vic	Bicycle Victoria
BoQ	Borough of Queenscliffe
BP	Bellarine Peninsula
BP Bicycle Council	Bellarine Peninsula Bicycle Council
BPC	Barwon Primary Care
BPCH	Bellarine Peninsula Community Health
BPR	Bellarine Peninsula Recreation
BPSP	Bellarine Peninsula Strategic Plan
BPT	Bellarine Peninsula Tourism
BPT	Bellarine Peninsula Tourism
BRWMG	Barwon Regional Waste Management Group
BT	Bellarine Tourism
BWRC	Barwon Waste Resource Centre
CCMA	Corangamite Catchment Management Authority
CFA	Country Fire Authority
CoGG	City of Greater Geelong
CoGG	City of Greater Geelong
COTA	Council on the Ageing
CRC	Community Reference Committee
DCSCA	Drysdale/Clifton Springs Community Association
DCSCA	Drysdale/Clifton Springs Community Association
Deakin	Deakin University
DEECD	Department of Education and Early Childhood Development
DET	Department of Education and Training
DHS	Department of Human Services
DIIRD	Department of Innovation, Industry and Regional Development
DNR	Department of Natural Resources
DOI	Department of Infrastructure
DOT	Department of Transport
DoT	Department of Transport
DPCD	Department of Planning and Community Development
DPI	Department of Primary Industries
DPU	Drugs and Poisons Unit
DSE	Department of Sustainability and Environment
DVA	Department of Veteran Affairs

List of Abbreviations

DVC	Department for Victorian Communities
DWDC	Drysdale Waste Disposal Centre
Eng Svcs	Engineering Services
EPA	Environment Protection Association
ESD	Environmentally Sustainable Development
G21	G21 Geelong Regional Alliance
GEC	Geelong Environment Council
Glastonbury	Glastonbury Child and Family Services
GOT	Geelong Otway Tourism
Heritage Vic	Heritage Victoria
ICC	Integrated Children's Centre
MAV	Municipal Association of Victoria
MCH	Maternal and Child Health
MSS	Municipal Strategic Statement
MSV	Marine Safety Victoria
NFF	National Farmers Federation
NRE	Natural Resources and Environment
OGBA	Ocean Grove Business Association
OGCA	Ocean Grove Community Association
OGNC	Ocean Grove Neighbourhood Centre
Parks Vic	Parks Victoria
PBDA	Portarlington Business Development Association
PCA	Portarlington Community Association
PLCA	Point Lonsdale Community Association
PPS	Portarlington Primary School
RDV	Regional Development Victoria
RLUS	Rural Land Use Strategy
SBICMA	Swan Bay Integrated Catchment Management Authority
SBICMC	Swan Bay Integrated Catchment Management Committee
SFS	Southern Farming Systems
SLSC	Surf Life Saving Club
SLVC	St Leonards Vision Committee
SRW	Southern Rural Water
TAC	Transport Accident Commission
U3A	University of the Third Age
UDF	Urban Design Framework
VCAT	Victorian Civil and Administrative Tribunal
VFF	Victoria Farmers Federation
Vic Govt	Victorian Government
Vic Police	Victoria Police
Vic Rail	Victoria Rail
Vic Uni	Victoria University
YDU	Youth Development Unit

Glossary of Key Terms

Status of BPSP Actions	
Completed	BPSP Action has been completed
On Schedule	BPSP Action is On Schedule according to the BPSP timelines
Minor Issue	A minor issue is causing a delay in the completion of the BPSP Action – partners are continuing to work on the Action (see below for Reasons)
Major Issue	A major issue is causing a delay in the completion of the BPSP Action – it is unlikely that the Action will be completed (see below for Reasons)
Not Started	The BPSP Action has not yet started (see below for Reasons)
Outcome of BPSP Actions	
Facility Built	BPSP Action has resulted in a facility being built
Service Implemented	BPSP Action has resulted in a new service being implemented or an existing service being expanded
Service Improvement	BPSP Action has resulted in a significant improvement to a local or regional service
Event, Activity of Other Initiative	BPSP Action has resulted in an event, activity or other local or Bellarine wide initiative
Funding Received	BPSP Action has resulted in funding being achieved
Consultations Undertaken	BPSP Action has resulted in further consultations
Reason Why BPSP Action Not Complete	
Change in organisation direction	Key partner organisations involved in the implementation of the BPSP Action have changed their policy direction for the area or for the Bellarine Peninsula
Change in community priorities	Community groups involved in the implementation of the Action have changed their priority
Superseded by other BPSP action	Other BPSP Actions have been complete, or are on schedule, making the current action unnecessary
Superseded by other changes in local area	Changes in the local area now mean that this action is no longer necessary
Other	
Partner Organisations	Organisations actively involved in the development of the BPSP and/or the implementation of BPSP Actions including: Bellarine Community Health, Barwon Coast, Bellarine Bayside Foreshore Committee of Management, Glastonbury Community Services, Parks Victoria, Geelong Otway Tourism

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Stage	Date
Develop Audit Data Base	October 2011
Completion of Audit	October 2011 – December 2011
CoGG Audit Review	Dec 2011 – February 2012
Draft Audit Report	February 2012
Final Audit Report	March 2012

1 Key Findings

1.1 Bellarine Peninsula Strategic Plan Midterm Audit

1. The Bellarine Peninsula Strategic Plan (BPSP) 2006 – 2016 represents the largest community planning exercise ever conducted by the City of Greater Geelong (CoGG) and was based on extensive engagement with the following communities:
 - Breamlea
 - Barwon Heads
 - Drysdale Clifton Springs
 - Indented Head
 - Leopold
 - Ocean Grove
 - Point Lonsdale
 - Portarlington
 - St Leonards
 - Rural Bellarine

2. The Bellarine Peninsula Strategic Plan (BPSP) 2006 – 2016 includes the following documents:
 - Part A: Summary of the Bellarine Peninsula Strategic Plan 2006 – 2016
 - Part B: Bellarine Peninsula Community Visions 2006 – 2016
 - Part C: Policies related to the Bellarine Peninsula
 - Part D: Bellarine Peninsula Land Use and Residential Lot Supply Report 2005
 - Part E: Bellarine Peninsula Community Service Plan 2006 – 2016
 - Attachment 1: Demographic Profiles of the townships and Rural Areas of the Bellarine Peninsula 2006 - 2016
 - Attachment 2: Bellarine Peninsula Community Survey 2005 - results

3. The **Bellarine Peninsula Strategic Plan - Five Year Progress Audit** (BPSP Audit) provides a midterm report of the 'Actions' set out in the following parts of the Bellarine Peninsula Strategic Plan 2006 – 2016:
 - Part B: Bellarine Peninsula Community Visions 2006 – 2016
 - Part E: Bellarine Peninsula Community Service Plan 2006 – 2016

4. The BPSP Audit has been completed by representatives of each township community association and by other relevant organisations involved in the development of the BPSP (see Table 1).

Table 1: List of Contributors - BPSP midterm audit

Bellarine Peninsula Townships and Rural Areas
Barwon Heads Association
Breamlea Community
Drysdale/Clifton Springs Community Association Inc.
Indented Head Community Association
Leopold & District Community Association Inc.
Ocean Grove Community Association

Bellarine Peninsula Townships and Rural Areas
Point Lonsdale Civic Association
Portarlington Community Association
St. Leonards Progress Association
Rural Bellarine – Victorian Farmers Federation; Landcare
City of Greater Geelong
Arts and Cultural Development
Community Development
City Services
Family and Children's Services
Economic Development
Environment Unit
Recreation
Strategic and Statutory Planning
External Organisations
Bellarine Community Health
Bellarine Bayside Foreshore Committee
Barwon Coast Foreshore Committee
Parks Victoria
Geelong Otway Tourism
Glastonbury Community Services

5. The BPSP Audit provides a midterm report on the following:

- Which BPSP 'Actions' have been achieved so far?
- What are the key outcomes of BPSP 'Actions' so far?
- Which BPSP 'Actions' have not been achieved and what factors may have impacted on the achievement of those Actions?
- Potential new issues that may influence future community planning on the Bellarine Peninsula

6. The BPSP Audit will:

- i. Informing the City of Greater Geelong about the outcomes of the Bellarine Peninsula Strategic Plan to date
- ii. Providing a resource for Council communications about the outcomes of the BPSP to date
- iii. Resource other organisations working on the Bellarine Peninsula with information about BPSP initiatives and the progress of these initiatives
- iv. Resource the Bellarine Peninsula communities with information about the joint services, and cross community, progress on BPSP Actions
- v. Resource the Bellarine Peninsula communities with information about issues that may influence future community planning on the Bellarine Peninsula

1.2 Overall Audit Results

BPSP Community Visions

1. The **BPSP Community Visions** comprise 633 Actions across all of the areas of the Bellarine. Figure 1 shows that 31% of these Actions are 'complete', 52% are 'on schedule', 8 % have 'not started', 3% have been delayed by a 'minor issue' and 6% have been delayed by a 'major issue'.

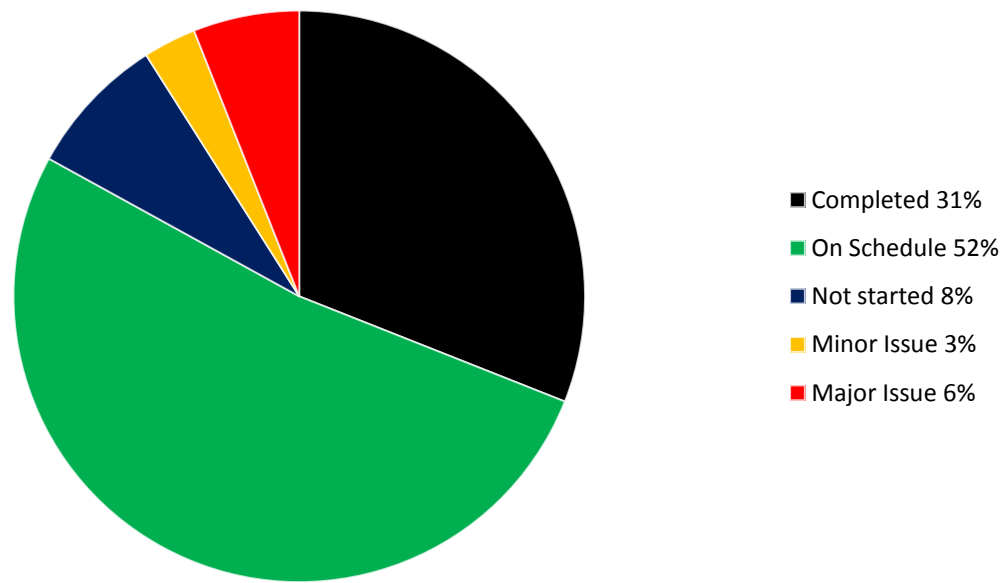


Figure 1: BPSP Status of All Actions Overall - Community Visions

2. The status of all of the Actions in the **BPSP Community Visions**, by Area, is provided in Table 2.

Table 2: BPSP Status of Actions Overall – Community Visions

Area	Completed		On Schedule		Major Issue		Minor Issue		Not started	
	#	%	#	%	#	%	#	%	#	%
All of Bellarine Peninsula	29	27%	63	59%	4	4%	9	8%	2	2%
Environment Issues	20	28%	43	60%	5	7%	1	1%	3	4%
Tourism Issues	6	22%	19	70%	2	7%	-	0%	-	0%
Barwon Heads	20	38%	24	45%	6	11%	1	2%	2	4%
Breamlea	9	36%	7	28%	2	8%	-	0%	7	28%
Drysdale/Clifton Springs	13	26%	22	44%	5	10%	1	2%	9	18%
Indented Head	5	33%	6	40%	1	7%	-	0%	3	20%
Leopold	2	8%	18	75%	-	0%	3	13%	1	4%
Ocean Grove	26	35%	32	43%	5	7%	1	1%	11	15%
Point Lonsdale	9	56%	7	44%	-	0%	-	0%	-	0%
Portarlington	24	28%	47	55%	5	6%	1	1%	8	9%
Rural	15	63%	3	13%	4	17%	2	8%	-	0%
St Leonards	16	27%	36	60%	1	2%	1	2%	6	10%
Total	194	31%	327	52%	40	6%	20	3%	52	8%

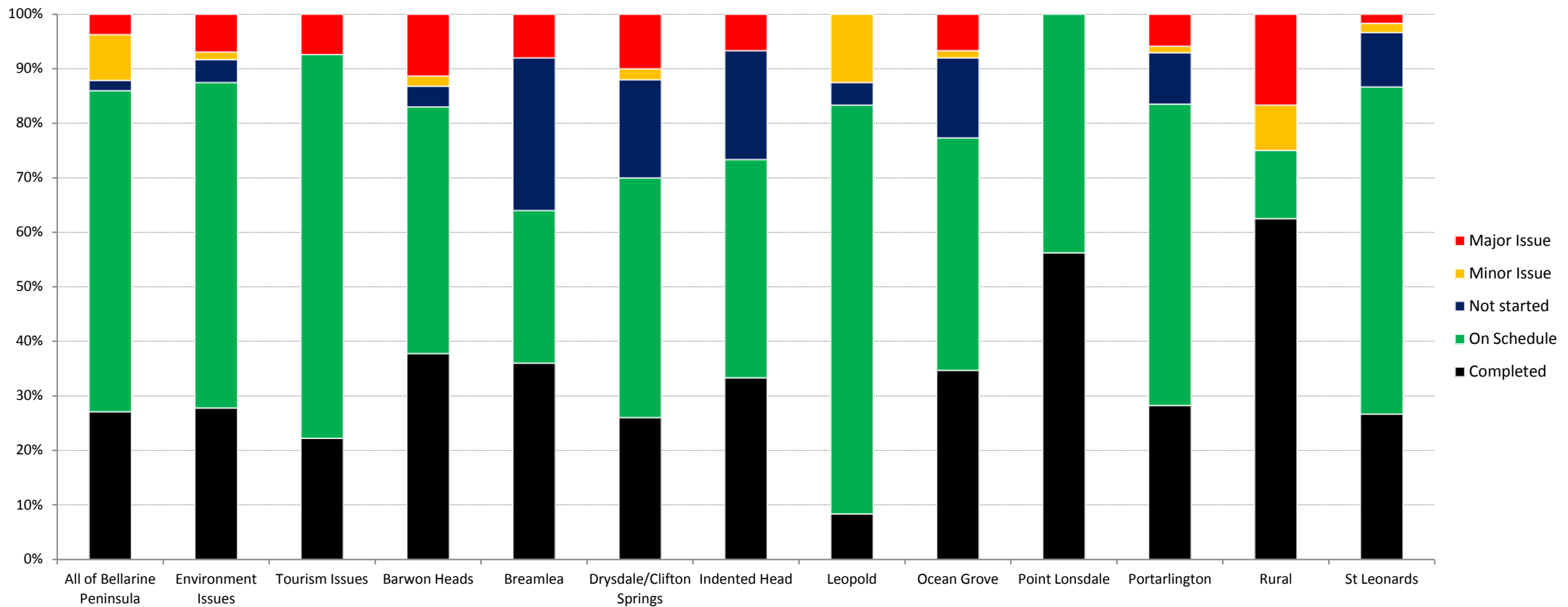


Figure 2: BPSP Status of Actions Overall – Community Visions

- Figure 2 (above) presents the key findings of the midterm audit and shows that most BPSP Actions in the **BPSP Community Visions** for all areas are either complete or are on schedule.

BPSP Community Service Plan

4. The **BPSP Community Service Plan** comprises 67 Actions. Figure 3 shows that of those 67 Actions 22 (33%) have been completed and a further 38 (57%) are 'on schedule'.

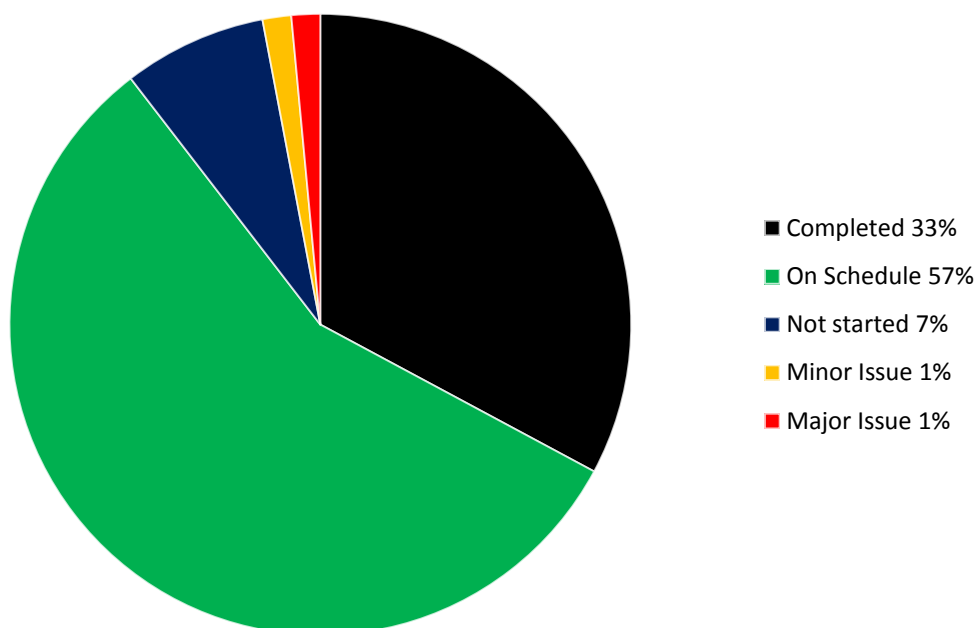


Figure 3: BPSP Status of All Actions - Community Service Plan

5. The status of all Actions in the **BPSP Community Service Plan**, by Area, is shown in Table 3, and Figure 4.

Table 3: BPSP Status of Actions Overall - Community Service Plan

	Completed		On Schedule		Major Issue		Minor Issue		Not started	
	#	%	#	%	#	%	#	%	#	%
All of Bellarine Peninsula	3	21%	9	64%	-	0%	1	7%	1	7%
Barwon Heads	2	33%	3	50%	-	0%	-	0%	1	17%
Breamlea	-	0%	2	67%	-	0%	-	0%	1	33%
Drysdale/Clifton Springs	1	20%	4	80%	-	0%	-	0%	-	0%
Indented Head	2	40%	2	40%	-	0%	-	0%	1	20%
Leopold	5	45%	6	55%	-	0%	-	0%	-	0%
Ocean Grove	1	20%	4	80%	-	0%	-	0%	-	0%
Point Lonsdale	1	33%	1	33%	1	33%	-	0%	-	0%
Portarlington	4	50%	3	38%	-	0%	-	0%	1	13%
St Leonards	3	43%	4	57%	-	0%	-	0%	-	0%
Total	22	33%	38	57%	1	1%	1	1%	5	7%

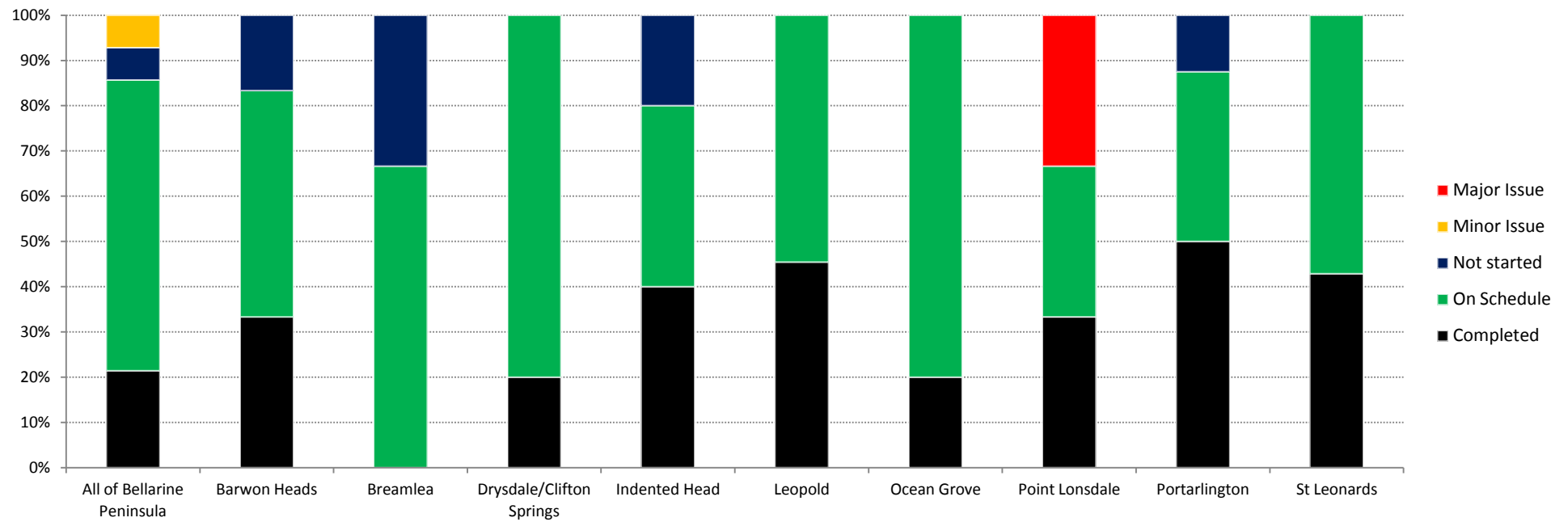


Figure 4: BPSP Status of Action – Community Service Plan

6. Table 4 shows where the City of Greater Geelong has been a primary partner in implementing the BPSP Actions.

Table 4: BPSP Actions Where CoGG is a Primary Partner¹

Area	Completed	On Schedule	Major Issue	Minor Issue	Not started
All of Bellarine Peninsula	22	37	1	4	1
Barwon Heads	11	6	1	-	-
Breamlea	7	6	2	-	4
Drysdale/Clifton Springs	7	8	1	-	5
Environment Issues	15	18	-	-	1
Indented Head	3	1	-	-	-
Leopold	2	13	-	1	1
Ocean Grove	19	24	2	1	4
Point Lonsdale	9	7	-	-	-
Portarlington	7	8	4	1	-
Rural	12	3	2	2	-
Tourism Issues	3	5	1	-	-
Total	117	136	14	9	16

1.3 Key Outcomes from the BPSP to date²

All of the Bellarine

- Bellarine Aquatic Centre opened Dec 2008 - 2008-2009
- Bellarine Connections Community Transport initiated & funded for 3 years. - 2008-2009
- Community Directory developed and active to the Community - 2008-2009
- Community Infrastructure Planning complete for Leopold, Drysdale / Clifton Springs due March 2009 - 2008-2009
- Community Visions as adopted in the Bellarine Peninsula Strategic Plan by the Community of each township have been incorporated into structure plans - 2008-2009
- Funding received for implementation of coastal space significant landscape overlays via planning schemes - 2008-2009
- Increased Children's Services including targeted programs in communities responsive to Australian Early Development Index - 2008-2009
- Sustainable Development guidelines adopted as part of new Municipal Strategic Statement - 2008-2009
- Township Structure Plans – All Areas - 2008-2009
- Walkability and Footpath projects underway across the Bellarine - 2008-2009
- Youth Strategy implementation of year 2 recommendations - 2008-2009
- Bellarine Living and Learning Centre MasterPlan - 2008-2009
- Headspace Bellarine youth mental health service - 2009-2010
- Review and planning of community services infrastructure - 2009-2010
- Bellarine Rail Trail - sealing the section of trail east of Leopold towards Drysdale, realignment of the trail at "Curlewis Dip" for safety reasons and other improvements - 2010-2011

¹ CoGG was identified as a primary partner when CoGG was listed in the BPSP Community Visions or Community Service Plan 'Partner' column as the *only* partner or the *first* partner cited.

² Material in this section is taken from the BPSP Audit and City of Greater Geelong budget statements.

- Bellarine Transport Connections - new bus shelters - 2010-2011
- Bellarine Youth Action Team - 2010-2011
- Investigation into a potential lookout on the Bellarine - 2010-2011
- Youth Action Teams for Bellarine, Leopold, Northern and Southern Suburbs - 2010-2011
- Bus for the Newstart program based at the FoRt youth centre - 2011-2012

Barwon Heads

- Hitchcock Avenue Streetscape Works - funding and continuation of works - 2007-2008
- Around the Heads Walking / Cycling Path - design and development - 2008-2009
- Barwon Heads Community Arts Garden - toilet for people with disabilities - 2009-2010
- Barwon Heads Village Park - skate park construction - 2009-2010
- Barwon Heads Community Garden upgrade - 2010-2011
- Barwon Heads Kindergarten - plans for redevelopment and new shade sails - 2010-2011
- Ocean Grove / Barwon Heads Christmas Shuttle Bus - 2009-2010
- Ocean Grove / Barwon Heads park and ride service - 2010-2011
- Ocean Grove / Barwon Heads shuttle bus - 2011-2012
- Skate parks completed at Ocean Grove, Leopold with planning completed for Barwon Heads - 2008-2009

Breamlea

- Fire prevention program developed - 2008-2009

Clifton Springs

- Reopening of the second stage of the Dell in Clifton Springs - 2006
- New pavement at Clifton Springs Bowling Club and underground wiring for future lighting - 2010-2011
- New playground at Delruna Avenue, Clifton Springs - 2010-2011

Drysdale

- Drysdale Community Hub - 2008-2009
- Potato Shed at Drysdale identified as location for future development of Youth health Services - 2008-2009
- Drysdale Master Plan - master plan at Anderson Road Sports and Cultural Precinct - 2009-2010
- Northern Bellarine strategic footpaths project (Drysdale) - contribution towards upgrades to local paths around shopping precinct, improvements to crossings and upgrading of seats - 2009-2010
- Drysdale Library refurbishment - 2010-2011
- Drysdale Preschool kitchen upgrade - 2010-2011
- Drysdale landfill - cell development - 2011-2012
- Portarlington and Drysdale Streetscape works - continuation of beautification and upgrade programs - 2007-2008
- Provision of new bus shelters in Portarlington and Drysdale - 2007-2008

Indented Head

- Future Use Feasibility Study for Indented Head Boat Club Hall funded and due April 2009 - 2008-2009

- Indented Head - structure plan - 2008-2009

Leopold

- Leopold - project to identify community infrastructure needs - 2007-2008
- Leopold - project to map footpaths and bike paths through the town - 2007-2008
- Footpaths in Leopold - 2008-2009
- Gateway Sanctuary - upgrade of rotunda - 2008-2009
- Planning underway for the development of the Leopold Community Hub - 2008-2009
- Leopold footpath links - Melaluka Road stage two upgrade - Bellarine Rail Trail link to reserve - 2009-2010
- Leopold Recreational and Retail Precinct Planning - investigation into sub regional centre extension - 2009-2010
- Allanvale Kindergarten extension to increase capacity from 34 to 67 children - 2011-2012
- Drysdale Netball Court upgrade and lighting - 2011-2012
- Lake Lorne walking track and fencing works - 2011-2012
- Leopold Community Hub detailed design - 2011-2012
- Leopold Memorial Park master plan implementation - 2011-2012
- Leopold Youth Action Team - contribution - 2011-2012
- Skate parks completed at Ocean Grove, Leopold with planning completed for Barwon Heads - 2008-2009
- Youth Activities for Leopold and Whittington - 2008-2009
- Drysdale and Leopold Sporting Clubs Planning Project - 2009-2010

Ocean Grove

- Kingston Estate Ocean Grove - construction of toddler and junior playground with park furniture - 2007-2008
- Ocean Grove Traffic Study improvements - 2007-2008
- Ocean Grove Community Hall - access improvements - 2007-2008
- Shell Road Reserve - contribution towards construction of playground - 2008-2009
- Ocean Grove Neighbourhood House upgrade - new meeting rooms - 2010-2011
- Commencement of the Ocean Grove Integrated Children's Centre (Surfside) construction - 2011-2012
- Extension of Ocean Grove Kindergarten, The Avenue - 2011-2012
- Ocean Grove / Barwon Heads Christmas Shuttle Bus - 2009-2010
- Ocean Grove / Barwon Heads park and ride service - 2010-2011
- Ocean Grove / Barwon Heads shuttle bus - 2011-2012
- Skate parks completed at Ocean Grove, Leopold with planning completed for Barwon Heads - 2008-2009

Portarlington

- Portarlington Community Facilitation Project / Library program - 2007-2008
- Portarlington Primary School - home reading library - 2007-2008
- Portarlington Neighbourhood Centre - upgrade - 2008-2009
- Portarlington Community Building Initiative funded - 2008-2009
- Portarlington streetscape works - 2010-2011

- Portarlington bus shelter construction - 2011-2012
- Portarlington Sports Reserve wetlands and environment works - 2011-2012
- Restoration of memorial in Portarlington - 2011-2012
- Portarlington and Drysdale Streetscape works - continuation of beautification and upgrade programs - 2007-2008
- Provision of new bus shelters in Portarlington and Drysdale - 2007-2008

Rural Bellarine

- Rural Land Use Strategy adopted - 2008-2009
- Bellarine Landcare - environment initiatives - 2009-2010
- Rural Bellarine Road Safety Audit - additional signage, posts, etc - 2010-2011

St Leonards

- St Leonards community facility - fit out of premises - 2007-2008
- St Leonards monument - to honour founder George Ward Cole to coincide with the town's 150th anniversary celebrations - 2007-2008
- St Leonards Yacht Club - contribution towards construction of viewing deck - 2007-2008
- Sea Change Men's Shed at St Leonards - 2008-2009
- St Leonards Community Space established / operating - 2008-2009
- St Leonards Lake - construction of a bike/walking track around lake - 2008-2009
- Heritage signage at St Leonards and The Dell - 2009-2010
- St Leonards Precinct Master Plan development - 2009-2010
- St Leonards Recreation Reserve Master Plan implementation - 2011-2012
- Investigation into improved town entrances for St Leonards and Portarlington - 2010-2011

1.4 Considerations for Future Planning

The midterm audit of the BPSP revealed a significant lack of knowledge amongst many of the Bellarine Peninsula communities about partner organisation actions on the Bellarine Peninsula. The midterm audit therefore reveals the need for future planning on the Bellarine Peninsula to:

- better communicate partner organisation plans and initiatives

The midterm audit revealed a number of issues for consideration in future planning on the Bellarine Peninsula including:

- Services and Infrastructure
- Achieving BPSP Actions
- Community Engagement
- City of Greater Geelong role
- Integrating Arts and Culture
- Township Boundaries and Height Limits
- Rural Area Buffers

2 Recommendations

2.1 BPSP Audit Results

This report provides the City of Greater Geelong with a midterm audit of all of the Actions in the Bellarine Peninsula Strategic Plan 'Community Visions' and 'Community Service Plan'. The report reflects the audit results of all organisations consulted (see Attachment 1 – Record of Consultations).

2.2 Communications

The City of Greater Geelong should consider the following methods of communicating the results of the BPSP midterm audit:

- CoGG web page summary and full report
- Area specific summaries distributed through local Council services, newspapers and community noticeboards
- Communicate which Actions in the BPSP Community Visions and Community Service Plan are 'Ongoing'
- Staff consultations with community associations to report back on key findings of the midterm audit
- Overall clarification about the future of the BPSP after 2016 and the likelihood of a final audit in 2016

2.3 Future Planning

Future community planning at the City of Greater Geelong should respond to the following key lessons learnt through the BPSP midterm audit:

- Ensure integrated project management to encourage whole of government approach to community planning (eg. integrating arts and culture)
- Recognise difficulties of engaging certain groups such as young people and adopt flexible approaches to community engagement
- Ensure all future plans are developed in a format that is easily updated and applicable to local area planning (eg. excel)
- Consider using electronic formats for community input such as web sites offering survey feedback forms
- Clarify project timelines and expectations for partner and community responsibilities
- Maintain a regular up-date of demographic changes on the Bellarine Peninsula



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6. MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017

Portfolio:	Community Development - Cr Fisher
Source	Community Services - Aged and Disability Services
General Manager:	Jenny McMahon
Index Reference	Subject: Municipal Public Health Plan

Purpose

The purpose of the Municipal Public Health and Wellbeing Plan 2013-2017 is to demonstrate how the City of Greater Geelong will work to support and enhance the health and wellbeing of the local community over the next four years. A copy of the draft plan is attached (Appendix 1).

Summary

- The Municipal Public Health and Wellbeing Plan 2013-2017 fulfils the requirement of the *Public Health and Wellbeing Act 2008*. That is, that all Victorian Councils prepare and adopt a Municipal Public Health and Wellbeing Plan within 12 months of Council elections.
- The plan also meets the requirements of the *Climate Change Act 2010* by having 'regard to climate change'.
- A Regional Health and Wellbeing Plan is being developed in conjunction with the Municipal Public Health and Wellbeing Plan 2013-2017. The Regional Health and Wellbeing Plan will be the subject of a future report to Council.
- Feedback from community and stakeholders will be sought through consultation as per the requirements of the Health and Wellbeing Act 2008.

Cr Fisher moved, Cr Farrell seconded -

That Council approve the 2013-2017 Municipal Public Health and Wellbeing Plan for public comment for a period of four weeks.

Carried.

Background

The Municipal Public Health and Wellbeing Plan builds on the work of previous Council health and wellbeing plans; most recently the 2009-2013 Geelong Health and Wellbeing Plan.

The plan is fundamentally based on the structure of the Victorian Public Health and Wellbeing Plan 2011-2015, and has been modified and adapted to represent the Geelong context. The process used to develop this plan was consistent with the Victorian Department of Health's 'Guide to municipal public health and wellbeing planning'.

During the implementation phase of the last plan, there were two significant developments that occurred in preventive health planning that will impact on the delivery of this plan; namely the local launch of Healthy Together Geelong and the awarding of the VicHealth BE ACTIVE funding. This has created a significant increase in the amount of resources available to address health and wellbeing issues within the community.

6. MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017 (CONT'D)

Discussion

A number of developments globally and locally have shifted the way governments and health agencies are seeking to influence health. Australia has one of the best health systems in the world, but it is under pressure from a rapidly growing and ageing population, and an increasing prevalence of preventable chronic diseases.¹

This has shifted the focus of health planning from service provision to prevention. This means a greater focus on influencing health-related behaviours that can have some impact on the likelihood of individuals and communities developing lifestyle-related chronic diseases.

Since the development of Environments for Health in 2001, there has been an increased level of interest in Victoria about how local governments can act as an 'agent for change' in influencing environments and communities to support health.

This has been mirrored globally with initiatives such as the Healthy Cities movement, the EPODE childhood obesity initiative in Europe and the achievements of the City of New York reinforcing the contribution that local government leadership, underpinned by strong community engagement and partnerships, can make to improving health outcomes.

The National Partnership Agreement for Preventive Health and Healthy Together Geelong has increased the focus on local governments to find new and better ways to improve the health and wellbeing of the local community.

It is in this context, the City of Greater Geelong's Municipal Public Health and Wellbeing Plan has been created.

The plan is based on the structure of the Victorian Public Health and Wellbeing Plan 2011-2015, and has been modified and adapted to represent the local context, and to maintain alignment with City Plan 2013-2017 and the G21 Region Health and Wellbeing Plan (currently under development).

A Community Health Profile and Demographic Data has informed the development of the plan. These documents are available on Cityweb or on request.

As well as demonstrating how the City of Greater Geelong already works to improve health and wellbeing, it is also a plan of action for the next four years.

The plan operates on three levels:

- Guiding principles for health and wellbeing planning – highlight the core values and philosophy that have underpinned the development of the plan and will guide the work of Council to improve health and wellbeing.

¹ Department of Health website, accessed 6 June 2013

6. MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017 (CONT'D)

- Improving how we do business to enhance health and wellbeing – actions that Council can undertake to build the capacity of the organisation to more effectively address the health and wellbeing needs of our community.
- Health and wellbeing priorities – the key health priorities that the City of Greater Geelong will seek to address in partnership with external stakeholders and the community to enhance health and wellbeing of Greater Geelong communities

The key health and wellbeing priorities for 2013-2017 are as follows:

- Accessible and nutritious food
- Physical activity and active communities
- Social inclusion and community connectedness
- Reducing harm from alcohol, drugs and problem gambling
- Reducing tobacco use.

Each health and wellbeing priority has an 'Action Guide' that provides: a quick snapshot of the issue; evidence that highlights the need for action; how the City of Greater Geelong will seek to address the issue; indicators that will be used to monitor change at the population level; and the desired outcomes. There is also a similar guide included for the 'improving how we do business' section of the plan.

Actions will be incorporated into individual department business plans. Targets will be developed to ensure a stronger monitoring and measurement regime which will be reported to Council on an annual basis as part of the ongoing monitoring and review of the plan.

Undertaken together, actions at these multiple levels will provide a solid platform to build upon and strengthen the existing work of Council to maximise the organisation's potential to achieve sustained improvements in health outcomes now and into the future.

Environmental Implications

The Municipal Public Health and Wellbeing Plan 2013-2017 has been developed to meet the requirements of the *Climate Change Act 2010* to 'have regard to climate change'.

There are a number of actions contained within the Climate Adaptation Strategy that will significant implications for the Municipal Public Health and Wellbeing Plan 2013-2017, particularly in relation to vulnerable communities, and these will be addressed throughout the life of this and future plans.

Financial Implications

Development of Council's Municipal Public Health and Wellbeing Plan has been funded from within existing resources.

The cost of actioning some components of the plan will be the subject of business cases in subsequent budgets.

6. MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017 (CONT'D)

Policy/Legal/Statutory Implications

The Municipal Public Health and Wellbeing Plan 2013-2017 fulfils the requirement of the *Public Health and Wellbeing Act 2008* that all Victorian Councils prepare and adopt a Municipal Public Health and Wellbeing Plan within 12 months of Council elections.

The plan also meets the requirements of the *Climate Change Act 2010* by having 'regard to climate change'.

Other Acts and regulations that are implicated in the plan include the *Food Act 1984* and the *Tobacco Act 1987* (see page 7 of the plan for a more comprehensive list).

Alignment to City Plan

The Municipal Public Health and Wellbeing Plan 2013-2017 is aligned to City Plan 2013-2017 in that its vision mirrors that of the Community Wellbeing strategic direction and all actions seek to address the City Plan's three strategic priorities for Community Wellbeing: Healthy Lifestyles, Healthy Environments and Connected, Creative and Strong Communities.

A diagram articulating how the plan aligns both with City Plan and other strategies and plans that guide the work of Council in health and wellbeing is contained on page 10 of the plan.

Officer Direct or Indirect Interest

No officer involved in the preparation of this report has any direct or indirect interest relative to the advice provided in the report.

Risk Assessment

Beyond the need to meet the statutory requirements of the *Public Health and Wellbeing Act 2008* and the *Climate Change Act 2010*, the City of Greater Geelong has a funded requirement to VicHealth through the BE ACTIVE initiative to ensure that the VicHealth Physical Activity Framework has been considered in the development of the Municipal Public Health and Wellbeing Plan. The greatest risk to the organisation and the communities it serves would be to not capitalise on this opportunity.

Social Considerations

The Municipal Public Health and Wellbeing Plan 2013-2017 reinforces Council's commitment to addressing the social determinants of health through planned and sustained action and seeks to improve health and wellbeing outcomes for the local community by working at multiple levels across the organisation and beyond to achieve sustainable improvements in health outcomes for the local community.

Human Rights Charter

The guiding principles section of the plan articulates the core values and philosophy that have underpinned the development of the plan and should guide the work of Council in all areas. It captures the need to explicitly consider issues relating to diversity, equity and community participation and empowerment.

Draft Municipal Public Health and Wellbeing Plan 2013-2017



The City of Greater Geelong acknowledges the traditional owners and custodians of the lands in our region – the Wathaurong people – and pays respect to their Elders both past and present.

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Executive summary

The purpose of the Municipal Public Health and Wellbeing Plan 2013-2017 is to demonstrate how the City of Greater Geelong will work to improve the health and wellbeing of the local community over the next four years.

The plan fulfils the requirement of the *Public Health and Wellbeing Act 2008* that all Victorian Councils prepare and adopt a Municipal Public Health and Wellbeing Plan within 12 months of Council elections. It also meets the requirements of the *Climate Change Act 2010* by having 'regard to climate change'.

A number of developments globally and locally have shifted the way governments and health agencies are seeking to influence health. Australia has one of the best health systems in the world. However the system is under pressure from a rapidly growing and ageing population and the increasing prevalence of preventable chronic diseases.

This has shifted the focus of health planning from service delivery to prevention. In effect, planning has become focused on addressing behaviours that are linked to increasing levels of lifestyle-related chronic disease, such as nutrition and insufficient physical activity. The establishment of the National Partnership Agreement on Preventive Health is evidence of this shift.

Since the development of the *Environments for Health* framework in 2001, local governments have been using public health plans to create better health through the management of built, social, economic and natural environments. However, changes to legislation and health policy means there is currently an unprecedented level of interest in how local governments work in this space.

At the same time, the launch of the Healthy Together Geelong and BE ACTIVE initiatives have given our organisation more resources and more opportunities to find new and better ways of doing this work .

It is in this context that the City of Greater Geelong's Municipal Public Health and Wellbeing 2013-2017 Plan has been developed.

The plan is based on the Victorian Public Health and Wellbeing Plan 2011-2015, but has been adapted to suit the local context and maintain alignment with *City Plan 2013-2017* and the *G21 Region Public Health and Wellbeing Strategy*.

As well as demonstrating how the City of Greater Geelong already works to improve health and wellbeing, it is also a plan of action for the next four years.

The plan operates on three levels:

Guiding principles for health and wellbeing planning – the core values and philosophy that have been used to develop this plan and will guide our future decisions

Improving how we do business in health and wellbeing – actions designed to improve our ability to address local health and wellbeing needs

Health and wellbeing priorities – the key health behaviours we aim to address in partnership with our community and stakeholders . These are:

- Accessible and nutritious food
- Physical activity and active communities
- Social inclusion and community connectedness
- Reducing harm from alcohol, drugs and problem gambling
- Reducing tobacco use.

An Action Guide has been developed for each health and wellbeing priority and includes:

- a quick snapshot of the issue
- evidence that highlights the need for action
- a list of actions we aim to achieve over the next four years to address the issue
- indicators that will be used to monitor change at the population level
- a list of desired outcomes.

A similar guide has been included for the 'improving how we do business' section of the plan.

Actions will become part of our business plans and will be reported to Council on an annual basis as part of the ongoing monitoring and review of the plan.

These actions will build on the existing work that Council already does to improve the health and wellbeing on the community.

Part 1 - Background to the Municipal Public Health and Wellbeing Plan

What is a Municipal Public Health and Wellbeing Plan?

The purpose of the Municipal Public Health and Wellbeing Plan 2013-2017 is to demonstrate how the City of Greater Geelong will work to improve the health and wellbeing of the local community over the next four years.

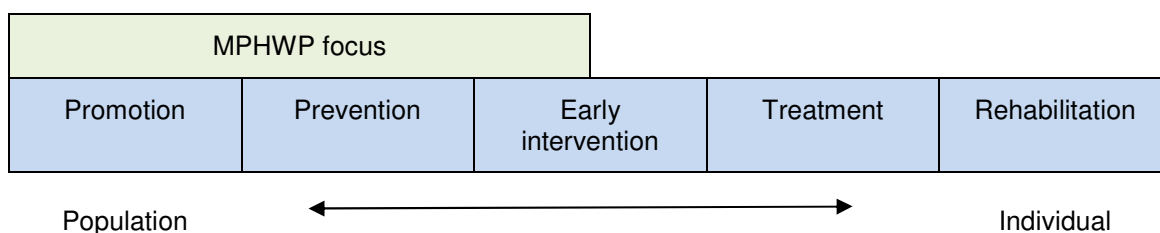
The plan fulfils the requirements of the Victorian Government *Public Health and Wellbeing Act 2008* that all Victorian Councils prepare a Municipal Public Health and Wellbeing Plan within 12 months of Council elections. It also meets the requirements of the *Climate Change Act 2010* by having 'regard to climate change'.

What is the role of local government in health?

Since the development of Environments for Health in 2001, there has been an increased level of interest in Victoria about how local government can act as an 'agent for change' in influencing environments and communities in ways that support health.

This has been mirrored globally with initiatives such as the Healthy Cities movement, the EPODE program in Europe and the achievements of the City of New York reinforcing the contribution that local government leadership, underpinned by strong community engagement and partnerships, can make to improving health outcomes (DH, 2013).

The Municipal Public Health and Wellbeing Plan 2013-2017 describes the ways in which the City of Greater Geelong will work to positively impact on the health of our local community. Actions in the plan focus on the core roles of local government in health protection, promotion and prevention.



"Local government is therefore ideally placed to develop, lead and implement policies to influence many determinants of health" (DH, 2011)

How is the plan prepared?

The City of Greater Geelong Municipal Public Health and Wellbeing Plan 2013-2017 was developed with the support and guidance of a cross council planning group and has been informed by:

- International, national, state, regional and local policy context
- Victorian Public Health and Wellbeing Plan 2011-2015
- Victorian Department of Health 'Guide to municipal public health and wellbeing planning'
- Heart Foundation 'Creating heart healthy communities: Working with local government'
- VicHealth Local Government Action Guides
- VicHealth Physical Activity Framework
- City of Greater Geelong City Plan 2013-2017
- City of Greater Geelong City Plan 2013-2017 Summary of Community Engagement
- G21 Region Public Health and Wellbeing Strategy
- Geelong Region Physical Activity Strategy
- A review of demographic and health data for the City of Greater Geelong

Policy context

Following is discussion of the current policy that is guiding health at the international, national, state, regional and local levels. For a full list of resources and web links, please refer to Appendix 1.

International

"The social determinants of health are the conditions in which people are born, grow, live, work and age. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels. The social determinants of health are mostly responsible for health inequities - the unfair and avoidable differences in health status seen within and between countries."

World Health Organisation

In March 2005, the World Health Organisation (WHO) established the Commission on the Social Determinants of Health to support countries and global health partners in addressing the social factors leading to ill health and health inequities.

The Commission aimed to draw the attention of governments and society to the social determinants of health (see above) with the aim of creating better social conditions for health.

In October 2011, member States adopted the Rio Political Declaration at the World Conference on Social Determinants of Health, calling upon member states to act in five areas:

- Adopt improved governance for health and development
- Promote participation in policy-making and implementation
- Further reorient the health sector towards promoting health and reducing health inequities
- Strengthen global governance and collaboration
Monitor progress and increase accountability

National

The National Partnership Agreement on Preventive Health (NPAPH) is an initiative of the Commonwealth and State and Territory Governments through the Council of Australian Governments. The initiative is providing \$932.7 million over nine years from 2009-10. This is a significant investment by the Australian Government in health prevention (DoHA, 2012a).

The aim of this agreement is to tackle the unhealthy lifestyles and environments that are contributing to rising rates of overweight and obesity and preventable chronic diseases. The NPAPH has supported initiatives targeting *Healthy Children*, *Healthy Workers* and *Healthy Communities* and launched national social marketing campaigns, such as *MeasureUp*.

State

Public Health and Wellbeing Act 2008

The *Public Health and Wellbeing Act 2008* articulates the important role of the State and local governments in promoting and protecting the health and wellbeing of Victorians. In addition there are a number of other Acts and regulations that contribute to this aim, examples of which are listed below:

- Food Act 1984
- Tobacco Act 1987
- Environmental Protection Act 1970
- Climate Change Act 2010
- Child Wellbeing and Safety Act 2005
- Crown Land (Reserves) Act 1978
- Safe Drinking Water Act 2003
- Drugs, Poisons and Controlled Substances Act 1981
- Charter of Human Rights and Responsibilities Act 2006

Victorian Public Health and Wellbeing Plan 2011-2015

For the State to meet its responsibilities outlined in the *Public Health and Wellbeing Act*, the State Government has prepared the Victorian Public Health and Wellbeing Plan 2011-2015.

The overall aim of this plan is to improve the health and wellbeing of Victorians by engaging communities in prevention, and by strengthening systems for health protection, health promotion and preventive healthcare across all sectors and levels of government.

A key action in the plan is the development of the Prevention Community Model, now known as Healthy Together Victoria.

Healthy Together Victoria provides a coordinated framework of action based on the latest available prevention evidence to improve people's health where they live, learn, work and play. The initiative, which is being delivered in 14 local government areas including the City of Greater Geelong, aims to address the underlying causes of chronic disease.

Guide to municipal public health and wellbeing planning

This guide to municipal public health and wellbeing planning was developed by the Department of Health to: provide a summary of legislative and policy requirements; outline key elements and a six-stage cycle for effective planning and provide reference to tools and resources for additional information.

The guide is intended for use with the *Environments for health municipal public health planning framework* which was developed in 2001 to assist local governments to consider the impact on health and wellbeing of factors across any or all of the built, social, economic and natural environments (DH, 2013).

Creating heart healthy communities: Working with local government

The *Creating heart healthy communities: working with local government* resource developed by the Heart Foundation (Victoria) identifies three priority areas for local government to reduce the risk of heart disease: food and nutrition; active living; and smoke free outdoors. The document provides recommendations for inclusion in Municipal Public Health and Wellbeing Plans and Municipal Strategic Statements.

“The Heart Foundation (Victoria) works with local government to address risk factors for heart disease and create heart healthy communities.” (Heart Foundation, 2013).

VicHealth Local Government Action Guides

VicHealth has developed a series of ten local government action guides that Councils may utilise when preparing their Municipal Public Health and Wellbeing Plans, Municipal Strategic Statements and other council strategies.

The guides outline recent solid research and evidence based ideas for local action on ten public health topics (VicHealth, 2012).

Regional

G21 - Geelong Region Alliance (G21) is a formal alliance of government, business and community organisations working together to improve the lives of people within the Geelong region across five municipalities – Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.

Central to the operation of G21 are eight pillar groups representing the region's key priorities. Each pillar is made up of key decision makers and subject experts within each category who meet on a regular basis.

Both the Health and Wellbeing Pillar and the Sport and Recreation Pillar are undertaking regional planning processes that are closely connected to the development of this Municipal Public Health and Wellbeing Plan (see below).

G21 Region Public Health and Wellbeing Strategy

The aim of the *G21 Region Health and Wellbeing Plan 2013-2017* is to improve the health and wellbeing of communities through the G21 region.

The regional plan represents a new collaboration in public health & wellbeing planning across five municipalities in the G21 region.

The regional plan will strengthen the ongoing effort to address some of the more complex and entrenched issues underlying public health and wellbeing across the region.

This will enhance councils' ability to partner with service providers, other sectors and government departments to maximise effort and resources.

Geelong Region Physical Activity Strategy

The aim of the *Geelong Region Physical Activity Strategy* is to provide an evidence base to guide policy and decision making at a regional and municipal level to create environments that support physical activity.

The strategy is intended to complement the work being done in the health and wellbeing area, whilst maintaining a distinct focus on physical activity.

This Strategy is due for completion in September 2013.

Local

City Plan

City Plan 2013-2017 is the key document that will guide the City of Greater Geelong's activities during the four year term of the current Council.

It sets out our vision and identifies the strategic directions, priorities and strategies we will pursue to ensure that the Geelong region remains the best place to live, not only today but into the future.

City Plan has four strategic directions – also shown in diagram 1 below:

Community wellbeing: focuses on 'Healthy Together Geelong' - enhancing the health, wellbeing and quality of life of people in Greater Geelong (this statement is also the vision for the Municipal Public Health and Wellbeing Plan 2013-2017).

Growing our economy: is about securing Greater Geelong's economic future through encouraging more employment and investment.

Sustainable built and natural environment: is about partnering with our community to protect and enhance our natural ecosystems, as well as encouraging sustainable design and reduced resource consumption.

How we do business: focuses on building effective working relationships to deliver the strategic directions and cost effective services that seek to meet our community's needs.



Diagram: how key strategic directions in City Plan (highlighted in green) link to key plans and initiatives

Below is a selection of the key strategies, master plans and initiatives that will assist in delivering Community Wellbeing priorities :

- Municipal Early Years Plan – Creating Communities for Children
- Live Well Positive Ageing Strategy
- GEEYOUNG: Youth Strategy
- Healthy Together Geelong Greater Geelong Cycle Strategy
- Multicultural Action Plan
- Municipal Strategic Statement
- Public Art Strategy
- Disability Action Plan
- Geelong Play Strategy
- Municipal Emergency Management Plan
- Community Fire Management Plan
- Drug Action Plan
- Domestic Animal (Dogs and Cats) Management Plan
- Climate Adaptation Strategy
- Bellarine Peninsula Strategic Plan
- Geelong Community Safety Strategy
- Location-specific Future Provision of Community Infrastructure Plans
- Whittington Works! Strategic Action Plan
- Corio Norlane Structure Plan
- Gaming Policy
- Asset Management Plans
- Recreation reserve master plans that guide the management and future development of reserves

Healthy Together Geelong

Healthy Together Geelong is the name of the partnership between the City of Greater Geelong, Barwon Health and Bellarine Community Health aiming to achieve sustained reductions in the growth of preventable chronic diseases and create lasting improvements in local health and wellbeing.

Through local partnerships and a skilled health promotion workforce, the initiative is working to encourage healthy eating and physical activity and reduce smoking and harmful alcohol use. Actions will be focused on communities, early childhood services, schools and workplaces.

BE ACTIVE

VicHealth, in partnership with Sport and Recreation Victoria, have established BE ACTIVE to complement the Victorian Government's Healthy Together Victoria initiative.

The aim of BE ACTIVE is to address the lack of safe, accessible and inclusive environments restricting people's capacity to participate in physical activity.

To assist with this, VicHealth has developed a Physical Activity Framework to help review and guide local government work in this area. This framework has been used to inform both the development of the Municipal Public Health and Wellbeing Plan 2013-2017 and the Geelong Region Physical Activity Strategy.

In the longer term, the action resulting from the initiative will hopefully increase physical activity participation for children and older people, contribute to stronger and more resilient families and improve civic engagement through volunteerism in Victorian communities.



Health and climate adaptation

The *Victorian Climate Change Act* came into effect on 1 July 2011. *The Act* addresses both climate change mitigation and adaptation (see definition in box below) and requires key government decision makers to 'have regard to climate change' when making certain decisions.

Section 14: Schedule 1

It is expected that Local Government will state in the Municipal Public Health and Wellbeing Plan how they have had regard to climate change, in order to demonstrate they have met their obligations under the Climate Change Act.

Local communities will be affected by future climate change in many ways. In particular, through decreased rainfall, heat waves in summer and increased severity and frequency of floods, storms, storm surges and bushfires.

Likely challenges for local government may include:

- Increased number of assets failing due to heat stress (from building cooling systems to road surfaces)
- Higher rates of infectious and water borne disease
- Increased heat-related stress and mortality among aged and 'at risk' populations
- More pressure on storm water systems
- Faster deterioration of buildings
- Planning challenges for coastal areas
- Increased insurance costs
- Reduced availability of sporting fields

These impacts will have consequences for our services including infrastructure, recreation, health, planning, natural resource management and water services.

CLIMATE CHANGE: MITIGATION VERSUS ADAPTATION

To date most action on Climate Change has focused on *mitigation*, or the reduction of green house emissions.

Adaptation, unlike mitigation, is concerned with how we manage impacts caused by climate change. The two concepts are related because the more mitigation we get the less adaptation we will need.

Although mitigation is best addressed at the global scale (through international frameworks and national-level carbon policies), adaptation is best managed on a local scale as this is where impacts of climate change will be directly expressed.

City of Greater Geelong Climate Change Adaptation Strategy

How is the City of Greater Geelong preparing for climate change?

In 2011, the City developed a *Climate Change Adaptation Strategy* to improve understanding of the risks of climate change and guide responses to climate risks. Thermal imagery to map areas of possible heat stress is one example of how we are doing this.

We have also developed a *Climate Change Adaptation Toolkit* for use by Council employees to assess climate change risks and adaptation responses across the organisation.

Having regard for Climate Change in the Municipal Public Health and Wellbeing Plan

When considering the health impacts of climate change, these are usually divided into direct and indirect impacts.

Direct impacts are those that occur immediately and suddenly during or after a climate change event and typically affect physical and mental health. Examples might include injury, illness or death caused by extreme weather events. Traumatization may also be considered a direct effect.

Generally direct health impacts of a climate change event will be addressed in emergency management response plans such as the Municipal Heatwave Plan and the Municipal Emergency Management Plan.

Indirect impacts are those that occur gradually or later in time after a climate change event and might even be geographically distant from an event. Examples might include the spread of disease, respiratory illness due to reduced air quality or anxiety and other mental illnesses caused by impacts on livelihoods during drought (Fuenfgeld, 2013).

Indirect health impacts, which may cause changes to the determinants of health or the conditions of daily living and may exacerbate existing health vulnerabilities and inequalities, have been considered throughout this plan.

City of Greater Geelong Demographic and Health Profiles

Fast Facts

- **Estimated resident population*:** 217,574
- **Area:** 1,247km²
- **Population growth rate*:** 0.95 per cent
- **Population born overseas*:** 15.9 per cent
- **Population age structure*:**
 - 0-17yrs: 22.3 per cent
 - 18-59 yrs: 54.9 per cent
 - 60+ yrs: 22.8 per cent
- **Average household size:** 2.4 persons
- **Rateable properties:** 110,448
- **Number of businesses in municipality**:** 16,175
- **Labour force, municipality**:** 101,040
- **Trade through Geelong Port:** 15.4M tonnes
- **Coastline and rivers:**
 - 45km of coastline
 - 120km of streamside frontages
- **Wetland reserves:**
 - 114 individual wetlands totalling 11,639 hectares
- **Trees:**
 - 120,000 maintained annually
- **Roads:** 2,057km
- **Off road paths (bike and walking trails):** 200km
- **Open space for sports and recreation:**
 - 900 pieces of open space comprising 17,000 hectares. This includes 84 formal recreation reserves, 46 netball courts, 163 tennis courts, 11 shared courts and 12 skate parks.
- **Council buildings maintained:** 800
- **Public toilets maintained:** 140
- **Libraries:** 13 plus one mobile library
- **Neighbourhood Houses:** 14
- **Public Playgrounds:** 281
- **Annual overnight and day-trip tourists including the Otways:** 6.4 million

* Id Profile and Population forecast, June 2011

** CoGG Economic Indicators Bulletin 2012

To inform the development of the Municipal Public Health and Wellbeing Plan, the City of Greater Geelong has prepared the following data resources:

City of Greater Geelong Demographic Profile

The Demographic Profile was populated using data from the Census of Population and Housing and presented on profile.id for the City of Greater Geelong. The Census is the largest statistical collection undertaken by the Australian Bureau of Statistics and was last conducted on 9 August 2011.

City of Greater Geelong Health Profile

The Health Profile has been populated using data compiled and presented by Community Indicators Victoria (CIV).

The CIV framework is based on a set of approximately 80 community wellbeing indicators, covering a broad spectrum of community life.

For full copies of the City of Greater Geelong Demographic and Health Profiles, please go to www.geelongaustralia.com.au or contact Council Customer Service on 5272 5272.

Community engagement

According to the *Public Health and Wellbeing Act 2008*, Council's "municipal public health and wellbeing plan must provide for the involvement of people in the local community in the development, implementation and evaluation of the public health and wellbeing plan" (DH, 2013). The following consultation processes have been used to achieve this aim.

Citizen engagement

In late 2012, the City undertook a community engagement process to inform the development of City Plan (see page 9 for more information about City Plan).

Five hundred and sixty-one people participated in the process both online and through a series of workshops (see break out box). A total of 9888 individual comments were received.

"Each issue raised by a person was given equal weight, and as far as possible classified under each of the City Plan Strategic Directions: Community Wellbeing; Growing the Economy; and Sustainable Built and Natural Environment. In addition, comments were received about the general operations of Council, its decisions and implementation. These were classified under a Governance heading" (City of Greater Geelong, 2012).

Stage one of the City Plan engagement process

- An initial workshop with City of Greater Geelong Council;
- Six community workshops at Belmont, Drysdale, Geelong CBD, Hamlyn Heights, Lara and Norlane;
- Tailored workshops with Indigenous, disability groups and ethnic communities;
- A dedicated website including online forum (across 6 questions) and survey;
- A hardcopy survey (featuring the same questions as the online survey); and
- One workshop involving City of Greater Geelong leadership (managers and coordinators).



Stakeholder engagement

As part of the G21 Region Health and Wellbeing Strategy development, a stakeholder session was held in late May 2013 to discuss the key issues that should be considered in the development of the Municipal Public Health and Wellbeing Plan.

A number of organisations were represented on the day including:

- City of Greater Geelong
- Department of Health
- Department of Education and Early Childhood Development
- Department of Planning and Community Development
- Barwon Health
- Bellarine Community Health
- Leisure Networks
- Barwon Medicare Local
- Vision Australia
- Food Skill
- The Grinter Garden
- Lara Community Garden
- Active After School Communities Program
- The CO-OPs Collaboration (Deakin University)

Municipal Public Health and Wellbeing Planning Group

An internal working group was formed in March 2013 and met monthly to support and guide the development of the Municipal Public Health and Wellbeing Plan.

The group was made up of Council officers representing the following Departments within the organisation:

- Aged and Disability Services
- Recreation and Open Space
- Parks and Support Services
- Community Development
- Engineering Services
- Health and Local Laws
- Corporate Strategy
- Family Services
- Sustainability

The Layout of our Plan

The Municipal Public Health and Wellbeing Plan is based on the Victorian Public Health and Wellbeing Plan 2011-2015, but has been adapted to suit the local context and maintain alignment with *City Plan 2013-2017* and the *G21 Region Public Health and Wellbeing Strategy*.

As well as demonstrating how the City of Greater Geelong already works to improve health and wellbeing, it is also a plan of action for the next four years.

The plan operates on three levels:

Guiding principles for health and wellbeing planning – the core values and philosophy that have been used to develop this plan and will guide our future decisions

Improving how we do business in health and wellbeing – actions designed to improve our ability to address local health and wellbeing needs

Health and wellbeing priorities – the key health behaviours we aim to address in partnership with our stakeholders and the community. These are:

- Accessible and nutritious food
- Physical activity and active communities
- Social inclusion and community connectedness
- Reducing harm from alcohol, drugs and problem gambling
- Reducing tobacco use.

An Action Guide has been developed for each health and wellbeing priority and includes:

- a quick snapshot of the issue
- evidence that highlights the need for action
- a list of actions we aim to achieve over the next four years to address the issue
- indicators that will be used to monitor change at the population level
- a list of desired outcomes.

A similar guide has been included for the 'improving how we do business' section of the plan.

Actions will become part of our business plans and will be reported to Council on an annual basis as part of the ongoing monitoring and review of the plan.

A framework summarising the layout of the plan has been included in Appendix 2.

Part 2 - Achieving our objectives: The next four years

City Plan Vision for Community Wellbeing

Healthy Together Geelong: to enhance health, wellbeing and quality of life of Greater Geelong communities.

City Plan Strategic Priorities for Community Wellbeing

The City of Greater Geelong City Plan 2013-2017 commits us to addressing three priority areas over the next four years.

Healthy lifestyles

We will work with the individuals, families and communities that live, learn, work and play in our municipality to support them to make healthy lifestyle choices.

Healthy environments

We will provide safe and vibrant physical environments and infrastructure to support healthy living and connected communities.

Connected, creative and strong communities

We will use inclusive programs and events to foster community spirit and help build social connectedness and a sense of community identity.

Regional Health and Wellbeing Priorities

The following three priorities have been selected for the whole region to work on collaboratively for the next four years.

Physical activity

To increase levels of physical activity across our population and develop evidence of which environments provide the most preferred opportunities for a range of groups in our community

Community connectedness / Social inclusion

To capture the economic, social and educational benefits in delivering on shared action involving the community directly with key organisations and businesses

Evidence based planning and practice

To develop a secure, highly reliable and credible evidence base to enhance stakeholder understanding and accounting for their role in the health and wellbeing across the region



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6. MUNICIPAL PUBLIC HEALTH AND WELLBEING PLAN 2013-2017 (CONT'D)

Consultation and Communication

The City of Greater Geelong Municipal Public Health and Wellbeing Plan 2013-2017 has been informed by:

- International, National, State, Regional and Local policy context
- Victorian Public Health and Wellbeing Plan 2011-2015
- Victorian Department of Health 'Guide to municipal public health and wellbeing planning'
- Heart Foundation 'Creating heart healthy communities: Working with local government'
- VicHealth Local Government Action Guides
- VicHealth Physical Activity Framework
- City of Greater Geelong City Plan 2013-2017
- City of Greater Geelong City Plan 2013-2017 Summary of Community Engagement
- G21 Region Health and Wellbeing Strategy consultations
- The Geelong Region Physical Activity Strategy consultations
- Review of demographic and health data for the City of Greater Geelong
- City of Greater Geelong Municipal Public Health and Wellbeing Plan working group

During the public comment period, Council will be required to make available copies of the draft plan available at Customer Service Centres and online, and publicise the consultation period via the 'Have Your Say' sections of the Geelong Australia website and City News. This will be done in line with standard protocols.

Relevant Council Advisory Committees will be consulted in particular, Council's Disability Advisory Committee.

7. COUNCILLOR COMMUNITY GRANTS PROGRAM 2012/2013 - SUMMARY OF ALLOCATIONS 1 APRIL TO 30 JUNE 2013

Portfolio:	Community Development - Cr Fisher
Source	Community Services
General Manager:	Jenny McMahon
Index Reference	Subject: Finalised Councillor Community Grants Documentation

Purpose

To provide a quarterly report on allocations made to community organisations through the Councillor Community Grants Program for the period of 1 April to 30 June 2013 as required as part of Council's Grants, Contributions, Donations and Sponsorship Policy.

Summary

- The Councillor Community Grants Program has an annual budget allocation of \$240,000. This amount is divided into the 12 council wards which equates to an annual allocation of \$20,000 per ward that is available to expend on groups that apply and are eligible under this grant program.
- As part of the accountability framework for managing the Councillor Community Grants Program, details of successful applications and allocations are reported to Council on a quarterly basis.
- This report provides a statement of allocations under the program during the period of 1 April to 30 June 2013 (Appendix 1-1).
- The total amount funded under this program for period 1 April to 30 June 2013 was \$110,460 allocated to 59 community organisations.
- This brings the total amount allocated for the period 1 July 2012 to 30 June 2013 to \$239,870, distributed among 138 community organisations.

Cr Fisher moved, Cr Macdonald seconded -

That Council:

- 1) note the statement of allocations granted to community groups and organisations for the period 1 April to 30 June 2013;**
- 2) commends and congratulates the community groups and organisations who have received funding under the Councillor Community Grants Program for their efforts and contribution to the Geelong community.**

Carried.

Background

The Councillor Community Grants Program is for not-for-profit community groups and organisations who can apply for funds to support either ward based or municipal wide activities or events that will benefit the Geelong community.

In order to receive funds, applicants must comply with the established guidelines which govern the grant program.

7. COUNCILLOR COMMUNITY GRANTS PROGRAM 2012/2013 - SUMMARY OF ALLOCATIONS 1 APRIL TO 30 JUNE 2013 CONT'D

As part of the ongoing accountability process, a report on the groups that have received funds is presented to Council on a quarterly basis.

Reports providing information on allocations for the period of 1 July 2012 to 31 March 2013 were presented to Council on 11 December 2012 and 25 June 2013. The total amount funded between 1 July 2012 and 31 March 2013 was \$129,410 allocated to 79 community organisations.

Discussion

The total amount funded between 1 July 2012 and 31 March 2013 was \$129,410 allocated to 79 community organisations.

The total amount funded under this program for period 1 April to 30 June 2013 was \$110,250 allocated to 59 community organisations.

This brings the total amount allocated for the period 1 July 2012 to 30 June 2013 to \$239,870, distributed among 138 community organisations.

The allocation of grants assists with meeting the objectives of Council by providing an opportunity to enhance the well-being of the community by building social capital and enabling community engagement through the provision of funds to assist with local activities.

Appendix 7-1 provides a list of groups, the title of the activities funded and the amounts that were allocated during this period, as well as a summary of balances.

Environmental Implications

Some of the projects supported via this grant program include a variety of environmental activities.

Financial Implications

All funds are expended in accordance with the Councillor Community Grants Guidelines and within budget.

The 2012/13 approved budget was \$240,000. The total amount of grants funds allocated for this period was \$239,870.

Policy/Legal/Statutory Implications

The provision of grants to the community supports local, community organisations and endorses the aims of City Plan and the G21 Regional Plan.

This report is presented in accordance with the City of Greater Geelong Grants and Donations Policy.

The provision of grants is carried out in accordance with the Local Government Act 1989.

Alignment to City Plan

The provision of grants aligns with the Community Wellbeing objectives in City Plan. The guidelines of the program state that funding proposals must demonstrate they can assist Council in achieving goals and outcomes consistent with these objectives.

7. COUNCILLOR COMMUNITY GRANTS PROGRAM 2012/2013 - SUMMARY OF ALLOCATIONS 1 APRIL TO 30 JUNE 2013 CONT'D

Officer Direct or Indirect Interest

The Councillor Community Grants Program has provision in the assessment process to record any conflict of interest relating to each grant application that is assessed.

Risk Assessment

The Councillor Community Grants Program is governed in accordance with Council's monitoring, reporting and accountability framework.

Successful applicants are provided with an evaluation form for their completion and return to Council as a record of the outcome of the grant funding they received. Annual audits are also conducted on a sample group of grant recipients.

Social Considerations

The provision of the Councillor Community Grants Program provides an opportunity to support and strengthen communities to provide a broad range of activities for the benefit of the Geelong community.

Human Rights Charter

The provision of Councillor Community Grants is managed in accordance with Council's Grants, Contributions, Donations and Sponsorship Policy which references the Chart of Human Rights and Responsibilities Act 2006.

Consultation and Communication

All groups are notified in writing of the outcome of their grant application. The list of allocations will be reported on the Geelong Australia Website. The Community Development Department is responsible for communication of all matters relating to this report.

Appendix 7-1

Councillor Community Grants Allocations – 1 April to 30 June 2013

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
AUSTIN	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 100.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
AUSTIN	EAST GEELONG SENIOR CITIZENS CLUB	REPLACEMENT OF CHAIRS	\$ 3,200.00	
AUSTIN	GATEWAYS SUPPORT SERVICES	AUTISM AWARENESS WALK 2013	\$ 100.00	Austin \$100, Buckley \$200, Corio \$500, Deakin \$50, Kildare \$100 - TOTAL ALLOCATION \$950.00
AUSTIN	GEELONG AMATEUR FOOTBALL NETBALL	CHIP FRYER	\$ 500.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
AUSTIN	GEELONG AMATEUR VOLLEYBALL	COUNTRY CHAMPIONSHIPS 2013	\$ 2,600.00	Austin \$2,600, Buckley \$200, Cheetham \$200 - TOTAL ALLOCATION \$3,000.00
AUSTIN	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 400.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
AUSTIN	GEELONG HOCKEY ASSOCIATION	TAP REPLACEMENT AT HOCKEY FIELD	\$ 450.00	Austin \$450, Cheetham \$200 - TOTAL ALLOCATION \$650.00
AUSTIN	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 1,250.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
AUSTIN	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 200.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00
AUSTIN	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 100.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
AUSTIN	SCOUT ASSOCIATION OF AUST-VIC BRANCH (1ST EASTERN PARK SCOUT GROUP)	CANVAS TOURER TENTS	\$ 600.00	Austin \$600, Brownbill \$600 - TOTAL ALLOCATION \$1,200.00
AUSTIN	ST ALBANS FOOTBALL CLUB	PURCHASE OF FOOTBALL EQUIPMENT	\$ 1,000.00	
AUSTIN	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 700.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
AUSTIN	THE GRINTER GARDEN INC	PLOT CONSTRUCTION	\$ 600.00	Austin \$600, Buckley \$100, Coryule \$100 - TOTAL ALLOCATION \$800.00
AUSTIN	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 100.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
AUSTIN Total			\$ 11,900.00	
BEANGALA	BELLARINE JONGLEURS INC	WORKSHOPS	\$ 2,000.00	

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
BEANGALA	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 100.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
BEANGALA	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 500.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
BEANGALA	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 200.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00
BEANGALA	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 100.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
BEANGALA	OCEAN GROVE NEIGHBOURHOOD CENTRE	YOUTH ART SHOW	\$ 2,000.00	
BEANGALA	OCEAN GROVE SPORTING CLUB	TRAINING & REHABILITATION EQUIPMENT	\$ 3,630.00	
BEANGALA	OUR LADY STAR OF THE SEA	BIKE SHELTER	\$ 2,070.00	
BEANGALA Total			\$ 10,600.00	
BROWNBILL	ASSOCIAZIONE DEI PENSIONATE LAZIALI DI GEELONG	EQUIPMENT GRANT	\$ 200.00	Brownbill \$200, Buckley \$100, Coryule \$50, Cowie \$240 - TOTAL ALLOCATION \$590.00
BROWNBILL	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
BROWNBILL	GEELONG & DIST ANGLERS CLUB	AIR CONDITIONER	\$ 1,900.00	
BROWNBILL	GEELONG ART SOCIETY	STRATEGIC BUSINESS PLAN	\$ 2,000.00	
BROWNBILL	GEELONG EASTERN PARK BOWLING CLUB	KITCHEN WORKS	\$ 3,500.00	
BROWNBILL	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 500.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
BROWNBILL	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 100.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
BROWNBILL	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 50.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
BROWNBILL	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 200.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
BROWNBILL	ROSLYN PRIMARY SCHOOL	SHADE SAILS	\$ 1,000.00	Brownbill \$1,000, Kardinia \$2,900 - TOTAL ALLOCATION \$3,900.00
BROWNBILL	SCOUT ASSOCIATION OF AUST-VIC BRANCH (1ST EASTERN PARK SCOUT GROUP)	CANVAS TOURER TENTS	\$ 600.00	Austin \$600, Brownbill \$600 - TOTAL ALLOCATION \$1,200.00
BROWNBILL	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 100.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
BROWNBILL	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 50.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
BROWNBILL Total			\$ 10,250.00	
BUCKLEY	ASSOCIAZIONE DEI PENSIONATE LAZIALI DI GEELONG	EQUIPMENT GRANT	\$ 100.00	Brownbill \$200, Buckley \$100, Coryule \$50, Cowie \$240 - TOTAL ALLOCATION \$590.00
BUCKLEY	BARWON HEADS ARTS COUNCIL	ESTABLISHMENT COSTS	\$ 4,000.00	
BUCKLEY	BARWON HEADS BOWLING CLUB	CLUB SHIRTS	\$ 2,000.00	
BUCKLEY	BARWON HEADS FOOTBALL & NETBALL CLUB	PORTABLE SHELIVING	\$ 1,500.00	
BUCKLEY	BARWON VALLEY SPECIAL DEVELOPMENT SCHOOL	THERMAL POOL COVER	\$ 500.00	Buckley \$500, Cowie \$200, Deakin \$500, Kardinia \$3,800 - TOTAL ALLOCATION \$5,000.00
BUCKLEY	BELMONT FIRE BRIGADE	NAVIGATION STATION TURNOUT	\$ 500.00	Buckley \$500, Deakin \$500, Kardinia \$2,000 - TOTAL ALLOCATION \$3,000.00
BUCKLEY	GATEWAYS SUPPORT SERVICES	AUTISM AWARENESS WALK 2014	\$ 200.00	Austin \$100, Buckley \$200, Corio \$500, Deakin \$50, Kildare \$100 - TOTAL ALLOCATION \$950.00
BUCKLEY	GEELONG AMATEUR FOOTBALL NETBALL	CHIP FRYER	\$ 100.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
BUCKLEY	GEELONG AMATEUR VOLLEYBALL	COUNTRY CHAMPIONSHIPS 2014	\$ 200.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
BUCKLEY	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 400.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
BUCKLEY	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 200.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
BUCKLEY	GROVEDALE TIGERS FOOTBALL/NETBALL CLUB	NETBALL EQUIPMENT UPGRADE	\$ 2,100.00	
BUCKLEY	PORTARLINGTON & ST LEONARDS RSL SUB BRANCH	PUBLIC ADDRESS SYSTEM	\$ 590.00	Buckley \$590, Coryule \$910 - TOTAL ALLOCATION \$1,500.00

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
BUCKLEY	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 200.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
BUCKLEY	THE GRINTER GARDEN INC	PLOT CONSTRUCTION	\$ 100.00	Austin \$600, Buckley \$100, Coryule \$100 - TOTAL ALLOCATION \$800.00
BUCKLEY	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 200.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
BUCKLEY Total			\$ 12,890.00	
CHEETHAM	ALLANVALE PRE-SCHOOL CENTRE	HEALTH & WELL BEING LIBRARY	\$ 1,000.00	
CHEETHAM	CLIFTON SPRINGS BOWLING CLUB	TRAINING BOWLS	\$ 500.00	Cheetham \$500, Coryule \$1,000 - TOTAL ALLOCATION \$1,500.00
CHEETHAM	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
CHEETHAM	DRYSDALE LEOPOLD PONY CLUB	SHOW JUMP EQUIP TRAILER	\$ 3,000.00	
CHEETHAM	GEELONG AMATEUR VOLLEYBALL	COUNTRY CHAMPIONSHIPS 2015	\$ 200.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
CHEETHAM	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 650.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
CHEETHAM	GEELONG HOCKEY ASSOCIATION	TAP REPLACEMENT AT HOCKEY FIELD	\$ 200.00	Austin \$450, Cheetham \$200 - TOTAL ALLOCATION \$650.00
CHEETHAM	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 100.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
CHEETHAM	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 200.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00
CHEETHAM	LEOPOLD HALL INCORPORATED	KITCHEN FLOOR REFURBISHMENT	\$ 1,000.00	
CHEETHAM	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 100.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
CHEETHAM	ROTARY CLUB OF DRYSDALE	ART BOARDS	\$ 600.00	
CHEETHAM	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 100.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
CHEETHAM Total			\$ 7,700.00	
CORIO	CLOVERDALE BAPTIST CHURCH	NEW TRAILER	\$ 1,500.00	

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
CORIO	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.04
CORIO	GATEWAYS SUPPORT SERVICES	AUTISM AWARENESS WALK 2015	\$ 500.00	Austin \$100, Buckley \$200, Corio \$500, Deakin \$50, Kildare \$100 - TOTAL ALLOCATION \$950.00
CORIO	GEELONG COMMUNITY MENS SHED	DEFIBRILLATOR	\$ 2,500.00	
CORIO	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 1,000.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
CORIO	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 500.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00
CORIO	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 300.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
CORIO	SERBIAN YOUTH CLUB	SECURITY EQUIPMENT	\$ 650.00	
CORIO	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 250.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
CORIO Total			\$ 7,250.00	
CORYULE	ASSOCIAZIONE DEI PENSIONATE LAZIALI DI GEELONG	EQUIPMENT GRANT	\$ 50.00	Brownbill \$200, Buckley \$100, Coryule \$50, Cowie \$240 - TOTAL ALLOCATION \$590.00
CORYULE	CLIFTON SPRINGS BOWLING CLUB	TRAINING BOWLS	\$ 1,000.00	Cheetham \$500, Coryule \$1,000 - TOTAL ALLOCATION \$1,500.00
CORYULE	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.05
CORYULE	GEELONG AMATEUR FOOTBALL NETBALL	CHIP FRYER	\$ 50.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
CORYULE	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 500.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
CORYULE	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 100.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
CORYULE	PORTARLINGTON & ST LEONARDS RSL SUB BRANCH	PUBLIC ADDRESS SYSTEM	\$ 910.00	Buckley \$590, Coryule \$910 - TOTAL ALLOCATION \$1,500.00
CORYULE	PORTARLINGTON BOWLS CLUB	PUBLIC ADDRESS SYSTEM	\$ 2,500.00	
CORYULE	PORTARLINGTON BUSINESS DEVELOPMENT	PORTARLINGTON BUSINESS DIRECTORY	\$ 2,000.00	

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
	ASSOCIATION			
CORYULE	PORTARLINGTON COMMUNITY ASSOCIATION	TABLECLOTHS FOR COMMUNITY EVENTS	\$ 540.00	
CORYULE	PORTARLINGTON NEIGHBOURHOOD HOUSE	HEALTH, EXERCISE & WELLBEING DVD'S	\$ 1,200.00	
CORYULE	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 100.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
CORYULE	THE GRINTER GARDEN INC	PLOT CONSTRUCTION	\$ 100.00	Austin \$600, Buckley \$100, Coryule \$100 - TOTAL ALLOCATION \$800.00
CORYULE Total			\$ 9,100.00	
COWIE	ASSOCIAZIONE DEI PENSIONATE LAZIALI DI GEELONG	EQUIPMENT GRANT	\$ 240.00	Brownbill \$200, Buckley \$100, Coryule \$50, Cowie \$240 - TOTAL ALLOCATION \$590.00
COWIE	BARWON VALLEY SPECIAL DEVELOPMENT SCHOOL	THERMAL POOL COVER	\$ 200.00	Buckley \$500, Cowie \$200, Deakin \$500, Kardinia \$3,800 - TOTAL ALLOCATION \$5,000.00
COWIE	BELL PARK SPORTS CLUB	RABBIT PROOFING FENCE	\$ 1,100.00	Cowie \$1,100, Windermere \$1,000 - TOTAL ALLOCATION \$2,100.00
COWIE	BELL POST HILL PLAYGROUP INC	OPEN DAY SUPPLIES	\$ 600.00	
COWIE	BELLPARK NORTH PRIMARY SCHOOL	HEALTHY EATING PROGRAM	\$ 1,500.00	
COWIE	CLUB ITALIA GEELONG INC.	UPGRADE TO TOILET BLOCK	\$ 1,750.00	
COWIE	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.06
COWIE	CORIO NORTHERN SUBURBS UTD.	PLAYING EQUIP	\$ 2,000.00	
COWIE	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 50.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
COWIE	GEELONG ONE FIRE RECONCILIATION GROUP	BANNER TO PROMOTE WEBSITE	\$ 500.00	
COWIE	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 50.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00
COWIE	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
COWIE	THE HELLENIC ORTHODOX COMMUNITY OF GEELONG	TEACHING EQUIPMENT	\$ 1,100.00	
COWIE	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 50.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
COWIE Total			\$ 9,240.00	

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
DEAKIN	BARWON VALLEY SPECIAL DEVELOPMENT SCHOOL	THERMAL POOL COVER	\$ 500.00	Buckley \$500, Cowie \$200, Deakin \$500, Kardinia \$3,800 - TOTAL ALLOCATION \$5,000.00
DEAKIN	BELMONT FIRE BRIGADE	NAVIGATION STATION TURNOUT	\$ 500.00	Buckley \$500, Deakin \$500, Kardinia \$2,000 - TOTAL ALLOCATION \$3,000.00
DEAKIN	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 600.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
DEAKIN	GATEWAYS SUPPORT SERVICES	AUTISM AWARENESS WALK 2016	\$ 50.00	Austin \$100, Buckley \$200, Corio \$500, Deakin \$50, Kildare \$100 - TOTAL ALLOCATION \$950.00
DEAKIN	GEELONG AMATEUR FOOTBALL NETBALL	CHIP FRYER	\$ 100.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
DEAKIN	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 100.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
DEAKIN	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 100.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
DEAKIN	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 50.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
DEAKIN Total			\$ 2,000.00	
KARDINIA	BARWON VALLEY SPECIAL DEVELOPMENT SCHOOL	THERMAL POOL COVER	\$ 3,800.00	Buckley \$500, Cowie \$200, Deakin \$500, Kardinia \$3,800 - TOTAL ALLOCATION \$5,000.00
KARDINIA	BELMONT FIRE BRIGADE	NAVIGATION STATION TURNOUT	\$ 2,000.00	Buckley \$500, Deakin \$500, Kardinia \$2,000 - TOTAL ALLOCATION \$3,000.00
KARDINIA	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
KARDINIA	GEELONG AMATEUR FOOTBALL NETBALL	CHIP FRYER	\$ 2,500.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
KARDINIA	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 450.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
KARDINIA	GEELONG OVER 60 CRICKET CLUB	DEFIBRILLATOR	\$ 250.00	Austin \$1,250, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$250 - TOTAL ALLOCATION \$2,100.00
KARDINIA	GEELONG TRADES HALL COUNCIL - WOMENS NETWORK	EMPOWERING WOMEN PROJECT	\$ 250.00	Austin \$200, Beangala \$200, Brownbill \$50, Cheetham \$200, Corio \$500, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,450.00

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
KARDINIA	MND VICTORIA (BARWON REGION MND SUPPORT GROUP)	MOTOR NEURONE DISEASE AWARENESS WALK	\$ 250.00	Austin \$100, Beangala \$100, Brownbill \$200, Cheetham \$100, Corio \$300, Cowie \$50, Kardinia \$250 - TOTAL ALLOCATION \$1,100.00
KARDINIA	ROSLYN PRIMARY SCHOOL	SHADE SAILS	\$ 2,900.00	Brownbill \$1,000, Kardinia \$2,900 - TOTAL ALLOCATION \$3,900.00
KARDINIA	STROKE ASSOCIATION OF VIC INC	ESTABLISHMENT OF PEER SUPPORT GROUPS	\$ 200.00	Austin \$700, Brownbill \$100, Buckley \$200, Cheetham \$100, Coryule \$100, Deakin \$100, Kardinia \$200 - TOTAL ALLOCATION \$1,500.00
KARDINIA Total			\$ 12,650.00	
KILDARE	BUY BELLARINE INCORPORATED	ADVERTISING MATERIALS	\$ 500.00	
KILDARE	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 50.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
KILDARE	COMMITTEE FOR GEELONG INC	BARWON COMMUNITY LEADERSHIP PROGRAM	\$ 870.00	
KILDARE	FYANS PARK PRIMARY SCHOOL	CUBBY HOUSE REPLACEMENT	\$ 2,000.00	
KILDARE	GATEWAYS SUPPORT SERVICES	GRANT: AUTISM AWARENESS WALK 2013	\$ 100.00	Austin \$100, Buckley \$200, Corio \$500, Deakin \$50, Kildare \$100 - TOTAL ALLOCATION \$950.00
KILDARE	GEELONG AMATEUR FOOTBALL NETBALL CLUB	CHIP FRYER	\$ 500.00	Austin \$500, Buckley \$100, Coryule \$50, Deakin \$100, Kardinia \$2,500, Kildare \$500 - TOTAL ALLOCATION \$3,750.00
KILDARE	GEELONG CEMENT BOWLS CLUB	GRANT: INTERIOR BLINDS	\$ 1,500.00	
KILDARE	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 350.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
KILDARE	GEELONG MOOD SUPPORT GROUP	GARDEN SHED	\$ 1,000.00	
KILDARE	GEELONG TOUCH FOOTBALL ASSOC.	LIGHTING DESIGN	\$ 990.00	
KILDARE	ST MARY'S SPORTING CLUB	EQUIPMENT	\$ 4,340.00	
KILDARE Total			\$ 12,200.00	
WINDERMERE	BELL PARK SPORTS CLUB	RABBIT PROOFING FENCE	\$ 1,000.00	Cowie \$1,100, Windermere \$1,000 - TOTAL ALLOCATION \$2,100.00
WINDERMERE	COMBINED PROBUS CLUB HIGHTON	HEARING LOOP	\$ 350.00	Austin \$100, Beangala \$100, Brownbill \$50, Cheetham \$50, Corio \$50, Coryule \$50, Cowie \$50, Deakin \$600, Kardinia \$50, Kildare \$50, Windermere \$350 - TOTAL ALLOCATION \$1,500.00
WINDERMERE	GEELONG FOOD RELIEF CENTRE	EQUIPMENT	\$ 200.00	Austin \$400, Beangala \$500, Brownbill \$500, Buckley \$400, Cheetham \$650, Corio \$1,000, Coryule \$500, Cowie \$50, Kardinia \$450, Kildare \$350, Windermere \$200 - TOTAL ALLOCATION \$5,000.00
WINDERMERE	LARA WOODWORKERS GROUP	WORKSHOP TOOLS	\$ 2,000.00	
WINDERMERE	TOWNSHIP OF LARA CARE GROUP	DEVELOPMENT OF WEBSITE	\$ 850.00	

WARD	ORGANISATION	PROJECT	AMOUNT	Breakdown of Individual Ward Allocations & Total Amount Funded (if grant allocation was provided by Multiple Ward contributions)
WINDERMERE	YMCA GEELONG	EQUIPMENT FOR LAUNCH PAD PROGRAM	\$ 70.00	Austin \$100, Brownbill \$50, Buckley \$200, Corio \$250, Cowie \$50, Deakin \$50, Windermere \$70 - TOTAL ALLOCATION \$770.00
WINDERMERE Total			\$ 4,470.00	
Grand Total			\$ 110,250.00	

**Summary of Balances of Quarterly Ward Allocations
1 July 2012 – 30 June 2013**

Ward Name	Total Allocated 1/07/12-30/9/12	Total Allocated 1/11/12- 31/03/13	Total Allocated 1/04/13 – 30/06/13	Total Allocated 2012/2013 Financial Year
Austin	\$ 6,500	\$ 1,600.00	\$ 11,900.00	\$ 20,000.00
Beangala	\$ 6,050.00	\$ 3,350.00	\$ 10,600.00	\$ 20,000.00
Brownbill	\$ 500.00	\$ 3,250.00	\$ 10,250.00	\$ 20,000.00
Buckley	\$ 2,430.00	\$ 4,550.00	\$ 12,890.00	\$ 19,870.00
Cheetham	\$ 6,500.00	\$ 5,800.00	\$ 7,700.00	\$ 20,000.00
Corio	\$ 6,000.00	\$ 6,750.00	\$ 7,250.00	\$ 20,000.00
Coryule	\$ 6,500.00	\$ 4,400.00	\$ 9,100.00	\$ 20,000.00
Cowie	\$ 5,510.00	\$ 5,250.00	\$ 9,240.00	\$ 20,000.00
Deakin	\$ 3,950.00	\$ 14,050.00	\$ 2,000.00	\$ 20,000.00
Kardinia	\$ 2,850.00	\$ 4,500.00	\$ 12,650.00	\$ 20,000.00
Kildare	\$ 6,300.00	\$ 1,500.00	\$ 12,200.00	\$ 20,000.00
Windermere	\$ 5,630.00	\$ 9,900.00	\$ 4,470.00	\$ 20,000.00
Total	\$ 64,720.00	\$ 64,900.00	\$ 110,250.00	\$ 239,870.00

8. ROAD SAFETY STRATEGY 2012 - 2017

Portfolio: Transport - Cr Richards
Source: City Services – Engineering Services
General Manager: Gary Van Driel
Index Reference: Council Reports 2013, Road Safety

Purpose

- The Geelong Road Safety Strategy 2012-2017 has been prepared by the City of Greater Geelong, to identify and guide partnership initiatives that aim to reduce the incidence and severity of road crashes and associated road trauma.
- This report reviews the submissions made to the draft Geelong Road Safety Strategy 2012-2017 and seeks formal adoption of the Geelong Road Safety Strategy 2012-2017.

Summary

- The Geelong Road Safety Strategy 2012 – 2017 will guide ongoing improvements to road safety across the City of Greater Geelong, by identifying and providing a framework for a wide range of partnership initiatives.
- The Strategy provides an overview of road safety issues, provides a summary of road trauma in Geelong Local Government Area (LGA) and takes a 'Safe System Approach' to improve road safety, promoting safer roads and roadsides, safer road users and safer vehicles.
- The document provides a number of detailed Action Plans targeting a range of road user groups and specific road safety issues, focusing on four main areas: Encouragement, Education, Engineering and Enforcement.
- The Action Plans recognise the existing and potential contribution towards improving road safety by the City, key road safety partners and local stakeholders, including local agencies, community groups, schools and workplaces.
- The Action Plans have been developed especially so that they provide a practical guide to efficient program delivery via certain 'settings', identifying road safety issues and relevant programs specific to certain sectors of the community. For instance, "Young Children and Their Families" identifies initiatives suitable for delivery to the Early Childhood Sector, via Maternal and Child Health, Pre-School, Child Care and Playgroup centres and services, targeting families with young children where they gather, in order to address road trauma affecting young children.
- Some 'generic' or community-wide concerns have also been listed for attention through specific Action Plan tables. These aim to target Speeding, Driving Under the Influence, Driver Distraction and initiatives that aim to improve safety for heavy vehicles, cyclists, people with additional needs, motorcyclists and short or long-term visitors to Geelong.
- The attached Strategy is submitted for approval and adoption by the Council.

Cr Richards moved, Cr Macdonald seconded -

That Council approve and adopt the Geelong Road Safety Strategy 2012 – 2017.

Carried.

8. ROAD SAFETY STRATEGY 2012 - 2017 (CONT'D)

Report

Background

CoGG Engineering Services Department has taken on a coordination role in preparing a revised road safety strategy for the Municipality. The working group formed within the Asset and Traffic Management (ATM) Unit has prepared the report, including a comprehensive analysis of local crash data and a summary of existing and potential initiatives to target road safety, with extensive stakeholder and community input.

The purpose of the Geelong Road Safety Strategy 2012 - 2017 is to raise the profile of road safety issues at the community level and provide direction for implementation of partnership initiatives that aim to reduce the incidence and severity of road crashes and associated road trauma across Geelong LGA.

Discussion

The Strategy has been formulated following consideration of detailed analysis of crashes in the City and applicable programs and solutions, with feedback obtained through a formal workshop involving road safety stakeholders and City staff. A series of key informant interviews was also conducted after the workshop, to source more detailed information to guide work catering to vulnerable road user groups, including cyclists and people with a range of additional needs.

The Draft Road Safety Strategy 2012 – 2017 was placed on public display for eight weeks to collect submissions. Eighteen submissions were received, of which some were included in the revised document. The submissions included comments on the data used in the Strategy, the inclusion of a new “Additional Needs / Accessibility” action plan table and comments to be highlighted in a specific “Cyclists” action plan table. In some instances, issues raised in feedback were more operational or site specific, so these comments were referred on to appropriate departments or external agencies.

The Road Safety Strategy 2012 – 2017 document now outlines this community’s current and potential partnership initiatives that aim to reduce local road trauma and our contribution to a Statewide reduction in road trauma, as per the objectives of the Statewide Road Safety Strategy.

Recommended components of the Road Safety Strategy, listed as Action Plans, clearly identify:

- the objectives and actions;
- the desired outcomes;
- the nominated priorities;
- existing and potential programs and resources;
- implementation responsibilities and mechanisms

In the field of road safety, data needs to be examined across a minimum five year period in order to be considered statistically significant. This Strategy examines data across 2007-2011, incorporating the last full calendar year dataset available and 2011 also aligns with the Australian Bureau of Statistics (ABS) 2011 Census data.

Across the nominated five year period, in Geelong LGA there were 39 fatal crashes, 848 serious crashes and 1350 ‘other’ crashes. A full summary of those crashes is incorporated within the first section of the Strategy document.

8. ROAD SAFETY STRATEGY 2012 - 2017 (CONT'D)

Adoption of the Road Safety Strategy 2012 – 2017 will see an associated Road Safety Communications Plan developed by CoGG's Traffic Team, in close consultation with Communication and Marketing, Community Development and other relevant CoGG departments. Future communication about road safety issues and road safety 'behavioural' program delivery will be set up on a 'calendar' basis, linked to key events and 'milestones', focussed on topics relevant to different times of the year. Information will be delivered through a range of media and communication means, tailored to highlight specific issues and road safety tips to identified road user groups and a range of age groups. Key road safety messages and programs will aim to help local people recognise their own opportunities and responsibilities in helping improve road safety and will offer local educational, industry and community groups the opportunity to access a range of 'best practice' road safety programs.

Environmental Implications

Several actions identified within this strategy aim to promote 'active', sustainable travel modes for the health, safety and environmental benefits that decreasing reliance on vehicles can provide. Many of the action items aim to offer enhanced protection to pedestrians of all ages and abilities, cyclists and motorcyclists.

Financial Implications

The Strategy recommends initiatives within the Action Plans that may require future funding. Funding to implement the Strategy will be considered for inclusion in Council's programs through the normal project evaluation processes and through partnerships where relevant.

The Strategy will also be useful by providing guidance in the development of other adopted Council projects to maximise community safety and help improve road safety.

Council's ability to secure funding for road projects, particularly where safety issues are involved, will be significantly improved by the existence of this Strategy.

Given the relevance of the Geelong Road Safety Strategy 2012 – 2017 to the wide range of initiatives that can help provide a safer road system, this document will be an important support whenever it is appropriate to seek additional funds from VicRoads, TAC, RoadSafe Barwon and other road safety agencies as opportunities arise.

Policy/Legal/Statutory Implications

The Geelong Road Safety Strategy 2012 – 2017 will provide direction for the ongoing improvement of road safety across the municipality. When adopted by Council, it will also demonstrate that the City is taking a responsible position on road safety issues. As this Road Safety Strategy has been created within the legal requirements, there are no policy, legal or statutory implications.

Alignment to City Plan

The Geelong Road Safety Strategy 2012 – 2017 links to the four key strategic directions of the City Plan. The Road Safety Action Plans outline key activities that link to these four areas and will guide future effort by the City and key partners. The Strategy recognises and will foster and strengthen ongoing partnership initiatives, providing direction to help improve safety across our road network for all road users.

8. ROAD SAFETY STRATEGY 2012 – 2017 (CONT'D)

- Community wellbeing: enhancing safety and amenity and reducing road trauma and all its negative impacts and improving social connectivity, participation and access for road users of all ages, abilities and travel modes
- Growing our economy: helping address issues around traffic flow, improving the road network, reducing the financial cost of road trauma and promoting more cost effective transport options and travel modes
- Sustainable built and natural environment: promoting and improving infrastructure and providing programs to help increase the uptake of 'active' travel modes such as walking, cycling, 'parking part way' and using public transport or community transport
- How we do business: working in close consultation with peak bodies and key stakeholders across the municipality, to help address road safety issues specific to various groups, by identifying and maximising available resources and advocating for improvements on behalf of the community

Officer Direct or Indirect Interest

There is no officer direct or indirect interest at any level associated with the Geelong Road Safety Strategy 2012 – 2017 or the related recommendations.

Risk Assessment

Current crash statistics identify the City of Greater Geelong LGA as one of the municipal districts that experiences the highest number of all road user casualties. The project will improve Council's position in terms of its level of response to road safety issues.

The Geelong Road Safety Strategy 2012 – 2017 offers a range of actions that are designed to minimise the risks involved for all road users and to promote responsible use of the road network by all road users.

Adoption of the strategy has the potential to help mitigate Council's risk exposure to road trauma involving Council infrastructure.

Social Considerations

The Strategy aims to enhance safety and amenity and reduce road trauma and all its negative impacts on the community. Several initiatives will provide opportunities for improvements in physical health, with potential for increased social connectivity and access for road users of all ages, abilities and travel modes.

Initiatives that are proposed for programs that increase consideration between road users, through increasing empathy and understanding of the needs of each group, have the potential to reduce conflict between various travel modes.

Appropriate planning of road safety within the City will contribute significantly to improving the health and wellbeing of local residents, directly reducing the many negative impacts of road trauma.

Improved safety for 'active' travel modes such as walking and cycling and provision of more equitable access for people of all ages and abilities has many documented social benefits, increasing opportunities for social interaction and participation.

8. ROAD SAFETY STRATEGY 2012 - 2017 (CONT'D)

Human Rights Charter

Actions identified within the Strategy aim to provide more equitable access, to cater for people with additional needs, with consideration not just for physical needs but also aiming to improve road safety outcomes for people experiencing social and economic disadvantage. For example, the action plans identify initiatives that will target key groups in the community, such as people from newly-arrived or refugee background, young people with limited opportunities to learn road safety skills and strategies and students from schools in areas of socio-economic disadvantage.

Consultation and Communication

A road safety community workshop was held in 2012, where community based issues or concerns were discussed and noted. Key road safety issues raised included vehicles speeding; hooning, elderly drivers and community mobility options, heavy vehicle safety, cycling infrastructure, pedestrian facilities and social inclusion of all members of community.

The workshop comprised representatives from the City, VicRoads, Roadsafe Barwon, Department of Education and Early Childhood Development (DEECD), Country Fire authority, Victoria Police, Global Health and Occupational Safety Technologies (GHOST), Geelong Local Safety Committee, Vision Australia, Bicycle User Geelong (BUG), Road Trauma Support Services (Geelong), Wilcare Services (Bike Ed trainers), SES (South Barwon), Surf Coast Shire, Activiti Consulting Pty Ltd, Victoria Police Geelong Highway Patrol, Bike safe Geelong Bellarine, and CoGG Councillors and Blind Citizens Australia (BCA).

The draft Geelong Road Safety Strategy 2012-2017 incorporated the issues identified from the workshop, where the initial road safety action plans had been tabled for discussion.

The draft document was approved by Council for public exhibition on the 29th of January 2013 and was exhibited for eight weeks (11th Feb – 5th April 2013). During the exhibition period, 18 formal submissions were received from key stakeholder groups and individuals.

Copies of the draft Geelong Road Safety Strategy 2012 – 2017 were professionally printed and delivered to all stakeholders who attended the workshop, to key road safety resource providers, CoGG Councillors and staff and to others who requested copies of the document. During the exhibition period, the opportunity to provide feedback on the document was advertised through local newspapers in Geelong, online at Council's "Have Your Say" page and through local networks.

Preparation of the final version of the Geelong Road Safety Strategy has now incorporated feedback received and includes more detailed Road Safety Action Plans to guide the development, delivery and review of local road safety partnership initiatives.

- Additional input was offered and subsequently provided through local cycling and disability advisory groups.
- The timing of the document review also allowed alignment with the recently released Victorian Road Safety Strategy and the State wide Speed Limit Review.



GEELONG ROAD SAFETY STRATEGY 2012 - 2017

CITY OF GREATER GEELONG

GEELONG ROAD SAFETY STRATEGY PROJECT TEAM				
Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	30 January 2013	Pre Community Consultation Draft Geelong Road Safety Strategy	Jayantha Withanaarachchi Team Leader Traffic Strategy and Planning	
			Aimee Wescombe Senior Transport Engineer	
			Lynne Galanti Road Safety Officer	
B	27 June 2013	Post Community Consultation Draft Geelong Road Safety Strategy	Jayantha Withanaarachchi Team Leader Traffic Strategy and Planning	
			Lynne Galanti Road Safety Officer	

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INTRODUCTION

Purpose

The Geelong Road Safety Strategy 2012-2017 has been prepared by The City of Greater Geelong (CoGG) on behalf of key stakeholders and the local community. The City recognises the importance of road safety and its significant impact on families and the broader community and has taken on a coordination role to help reduce the incidence and severity of road crashes and associated road trauma. This strategy aims to identify and address the on-going road safety issues in Geelong by using the following approach:

- Education to inform road users of road safety and raise awareness of risk and suitable countermeasures
- Engineering to keep road and roadside infrastructure and roadside environment at as safe a standard as practicable
- Enforcement to enforce the safe behaviour of road users
- Encouragement to promote the use and ownership of safer vehicles and the need to be responsible road users

Planning and Policy Context

The City of Greater Geelong's Road Safety Strategy is based on the "Safe System Approach" and aligned with the Victorian Government's Road Safety Strategy 2013-2022. The Victorian Government's Road Safety Strategy 2013-2022, (page7) states the following:

"Government commits to making roads, vehicles and roadsides safer through engineering safer infrastructure, and creating a strong safety environment, but everybody needs to commit to making the right choices and doing the right thing to stay safe. Government will support the community to meet this commitment through engineering, education and enforcement."

"Government will invest in developing a safe system. But this system will only be truly safe if we work together so that everyone makes the right choices to use the road system responsibly to keep themselves and others safe."

Main Aim

CoGG aims to achieve a 30% reduction in fatal and serious crashes in Geelong Local Government Area (LGA) in the next 5 years. This goal aligns with National and State targets and a reduction in road crashes across Geelong will be achieved through taking a "Safe System Approach" and via a range of Encouragement, Education, Engineering and Enforcement activities.

Council approved a draft of this Road Safety Strategy for public exhibition and comments from early February 2013. Across a period of eight weeks, CoGG received 18 submissions in total (11 from key stakeholder groups and seven from individuals). This document now includes some comments as "changes", whilst "other" comments that were seen as not part of this strategy will be re-directed to other responsible units within Council for action. A community workshop in 2012 and the public exhibition plus several meetings with specific road user groups in 2013 brought in many community concerns and key road safety issues that will be addressed in this document.

Who is involved

CoGG will continue to work with all stakeholders to improve road safety within the municipality. The City works in partnership with VicRoads, Victoria Police (Geelong Highway Patrol in particular), TAC, RoadSafe Barwon, Department of Education and Early Childhood Development (DEECD) and Educational institutions at all levels, Department of Transport, RACV, local agencies and community groups to develop and implement a robust Road Safety Strategy, to guide the design, delivery and monitoring of ongoing activities.

What we know (Crash History)

NB: When quoting statistics we acknowledge respect for all victims of road trauma, their families and friends.

In Geelong LGA the total number of crashes (fatal, serious and other injury) has reduced from 2705 crashes in the five-year period 2002-2006 to 2237 crashes in 2007-2011.

There were 39 fatal crashes and 848 serious injury crashes on Geelong roads during the 2007-2011 periods. The number of fatal crashes reduced by six, compared to the previous five-year period 2002-2006, with 46 fatal crashes, but the number of serious injury crashes increased from 794 to 848 during the same time period. The highest risk group is the 18 – 24 year olds, involved in 19% of crashes on Geelong roads, yet this group represents only 9.1% of the total Geelong population.

During the five years 2007-2011, the main road user group involved in serious and fatal crashes were vehicle occupants (drivers 56% and passengers 29% of those affected. Most crashes took place in the 60 km/h speed zones, with the main vehicles involved being motor vehicles (39%), motorcycles (45%) and trucks (29%).

What we plan to do

CoGG plans to work with key partners and the local community, using the "Safe System Approach" to reduce road trauma across the municipality. The "Safe System",

is based on approaches used in Sweden's "Vision Zero" and the Netherlands' "Sustainable Safety", using three main themes to promote a reduction in road crashes and the incidence and severity of associated road trauma:

- Safer Roads and Road Environments
- Safer Road Users
- Safer Vehicles

The Geelong Road Safety Strategy will draw on these elements to identify gaps and areas of improvement to create a safe system for all road users, with The City taking a lead role in coordinating and providing a 'Safe System Approach' for everyone who lives, works, learns, spends leisure time or travels within or through Geelong.

1 ROAD SAFETY IN THE CITY OF GREATER GEELONG

1.1 Characteristics of Geelong



Figure 1 Geelong Locality Map

Geelong is located just 75 kilometres southwest of Melbourne and the municipality covers an area of 1,245km² (Figure 1), which includes country, coastal and suburban regions.

Geelong is a significant freight, education and commerce hub, the gateway to the world famous Great Ocean Road, The Bellarine and a major tourist destination in its own right. It is recognised as offering one of the best lifestyles in Australia, with all the modern amenities of larger cities, combined with a clean and healthy environment.

As shown in Figure 2, the Australian Bureau of Statistics (ABS) 2011 Census, the population that year was 215,151 persons, with a forecast of 302,362 by 2031.

(Source: Australian Bureau of Statistics and Department of Sustainability and Environment "Victoria in Future 2012).

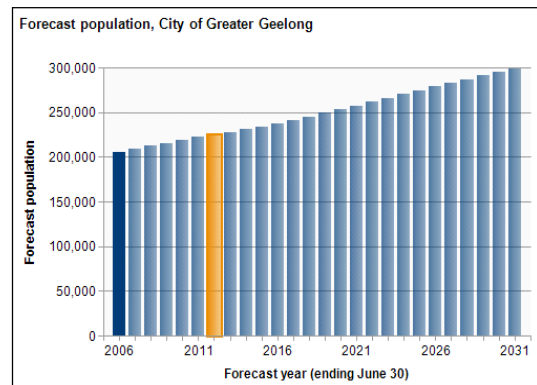


Figure 2 Population forecast in Geelong LGA
(Source: www.forecast2.id.com.au)

1.2 Objective of the Road Safety Strategy

The Geelong Road Safety Strategy 2012-2017 aims to reduce road crashes and road trauma as follows:

"Provide safe road usage to all Geelong residents and other travellers, irrespective of their age or physical attributes by using the four E's (Education, Engineering, Enforcement, Encouragement) to provide and promote Safer Roads and Safer Road Environments, Safer Road Use, Safer Vehicles and Safer Speeds."

CoGG aims to reduce road fatalities in Geelong Local Government Area by **40%** in the next 5 year period and to reduce the casualty crashes by **40%**. The reduction in road crashes will be achieved through Encouragement, Education, Engineering and Enforcement through 'Safe System Approach'.

Funding for road safety policing, infrastructure and community-based road safety activities has, historically, been based on the number of fatalities. However, this local strategy will align with key State wide objectives by recognising the significance of serious injuries and the importance of activities targeting a reduction in those.

1.3 Preparation of the Road Safety Strategy

The City of Greater Geelong conducted extensive data analysis and facilitated a workshop to identify stakeholder and partner issues pertaining to road safety across Geelong. The workshop findings have been documented and incorporated into a series of draft Action Plans and these were presented to the community during a public exhibition period as a "Draft Road Safety Strategy". The key comments received are integrated into this document. An associated Communication Plan will be developed to ensure relevant issues, responsibilities and targeted programs are promoted and made available to the local community.

1.4 Key Road Trauma Issues in Geelong

This page provides a summary of findings; key points that identify the main road trauma issues in Geelong LGA.

NB: Analysis of Geelong crash data was sourced from VicRoads “Crash Stats” database unless otherwise stated.

*When quoting statistics, we acknowledge
respect for all victims of road trauma,
their families, friends and communities.*

Data Analysed for the period 2007 - 2011

- There were 39 fatal, 848 serious and 1350 other injuries.
- There were 2237 crashes in Geelong Local Government Area.
- The highest risk group is young people aged 18 – 24 years, who are ‘over represented’ in local crashes, being involved in 19.5% of casualty crashes on Geelong roads, yet comprising only 9.1 % of the total Geelong population.
- During this time period, the main road user group involved in serious and fatal crashes were drivers (13) and pedestrians (9).
- Most of the road trauma crashes took place in the 60 km/h speed zones for motor vehicles drivers (39.4%), motor cycles (44.5%) and trucks (29.4%).
- On average eight fatal crashes took place every year and a “serious” injury occurred every two days.
- Fatal crashes reduced by seven, compared to the previous five-year period 2002-2006 when there were 46 fatal crashes.
- Serious injury crashes have increased from 794 to 848, compared with the same five-year period.
- The number of total crashes (Fatal, serious injury and other injury) in Geelong have reduced from 2705 crashes (2002-2006) to 2219 crashes (2007-2011).
- Cyclists – There were 3 fatal, 56 Serious and 148 other injuries.
- Pedestrian - There were 9 fatal, 114 Serious and 147 other injuries.
- Motorcyclists - There were 6 fatal, 104 Serious and 103 other injuries.
- Heavy Vehicles - There were 12 fatal, 47 Serious and 62 other injuries.

1.5 International, National and State wide Approaches

Sweden’s “Vision Zero” (adopted in 1997 by Sweden) and the Netherlands’ “Sustainable Safety” approach (adopted in early 1990’s) established the “Safe System Approach” and Australia joined the group in 2003.

“Safe System Approach”

CoGG adopts the “Safe System Approach” to promote road safety within Geelong and to reduce the number of all types of road crashes. The “Safe System” principles focus on improving the road and roadside environment, road user behaviours, vehicle safety standards and the adoption of safer road speeds.

The National Road Safety Strategy 2011-2012 states “On average four people die and 90 people are seriously injured on Australian roads every day. Most Australians have been personally affected by the trauma of a road crash and the cost to the community in terms of economic loss and personal suffering is enormous”.

National Road safety Strategy 2011-2020 states that “Each year, road crashes kill about 1,400 Australians and hospitalise another 32,500. The total estimated cost to society is \$27 billion annually”.

Crashes and injuries on our roads occur due to a range of factors, ranging from issues around the road users involved, the road and roadside environment and the type and quality of the vehicle or vehicles involved.

Victoria has seen significant successes in road safety and in road trauma reduction over the past 40 years. The Victorian Government utilises a road trauma reduction strategy that is firmly founded on the “Safe System” approach. The “Safe System” aims to promote safer road user behaviours, improve physical road and roadside environments and promote and advance vehicle safety. Key road safety stakeholders across Victoria have adopted this approach to promote a safe system, as highlighted in the following framework and in more detail at Figure 3.

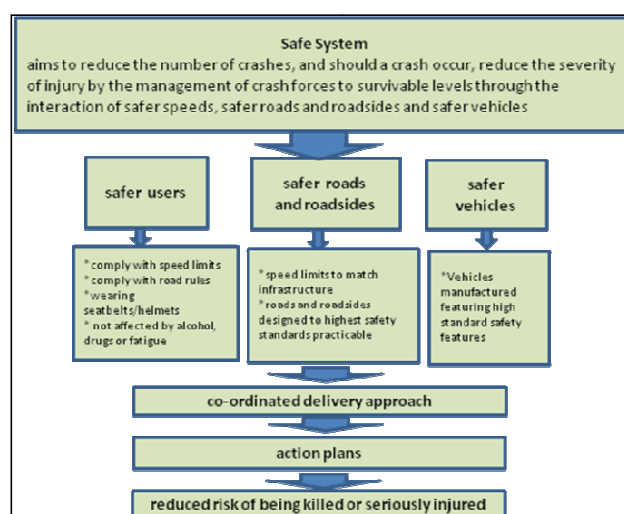


Figure 3 VicRoads Safe System Approach Framework
(Adapted from: ‘arrive alive’ 2008-2017 State wide strategy)

1.6 What is planned for Geelong LGA

The Geelong Road Safety Strategy provides focus to expand on the above and the City is taking a lead role in coordinating and providing a “Safe System Approach” to everyone who lives, works, learns, spends leisure time or travels within or through Geelong. The “Safe System Approach” will be utilised to provide and promote safer roads and a safer road environment, safer road use, safer vehicles and safer speed environments within the municipality. The City recognises that road users will continue to make mistakes or human errors that will result in road crashes and road trauma, so according to “Safe System” principles, it is important to provide as safe an environment as practicable and to promote safer vehicles and safer road user behaviours.

1.6.1 “Safe System Approach” in Geelong

Safer Roads and Safer Roadsides

Safer roads and safer roadsides will be achieved through a combination of initiatives:

- Engineering – implementing appropriate infrastructure treatments, maintaining existing infrastructure to the required standards and introducing new initiatives (such as skid resistance programs)
- Enforcement – targeted Police programs (such as installation of red light and speed cameras, enforcing of school speed limits, enforcing of speed limits in built-up areas)

Safer Vehicles

CoGG aims to provide targeted information about safer vehicles to a range of groups in the community, to help improve the uptake of these safer vehicles, especially:

- fleet and freight operators
- vulnerable novice drivers
- frail older drivers and passengers

Programs will provide and promote enhanced and up-to-date vehicle safety features that help prevent a crash and/or offer protection if a crash occurs, via information on vehicle safety features and associated benefits.

Resources will include “Used Car Safety Ratings”, the “First Car List”, “How Safe Is Your Car” (TAC interactive website) and “ANCAP” (Australian and New Zealand New Car Assessment Program) and “Buying a Safer Truck”, (Victorian Transport Industry Safety Group) plus information relevant to cyclists and to motorcyclists, especially learner and novice riders.

The importance of vehicle safety checks and regular maintenance will also be promoted.

Safer Road Users

This strategy will engage all road users through targeted communication, tailored education and engineering programs across a range of relevant topics, such as:

- Traffic Safety Education through Early Childhood, Primary, Secondary and Tertiary educational settings, using established, ‘best practice’ core resources such as “Starting Out Safely”, Kids On The Move”, “Traffic Safety Essentials”, and associated enrichment programs such as “Keys Please”, “Fit2Drive” road safety workshop and “Looking After Our Mates” program, including information on Victoria’s Graduated Licensing System and key road safety messages for pedestrians and Motorised Mobility Devices, cyclists, riders of power-assisted bicycles, motorcyclists, vehicle drivers and passengers;
- Education programs to improve safety for vulnerable road users, such as pedestrians of all ages and abilities, cyclists and motorcyclists through driver/rider awareness programs;
- Characteristics of fatal motorcycle crashes involving excessive and /or inappropriate speed, relevant enforcement, highlighting the benefits of protective gear, maintenance checks and initiatives funded through the Motorcycle Safety Levy;
- Alcohol and Other Drugs information, vehicle interlock devices;
- Encouragement through raising community awareness of key road safety issues and road user responsibilities and opportunities to contribute, through education and communication, highlighting road user benefits.
- Enforcement via carrying out random roadside drink driving testing and drug testing and programs targeting speed enforcement, driver distraction, poor driving practices and seatbelt use.

1.7 Strategic Context of the Geelong Road Safety Plan

The following table shows key road safety initiatives that are planned and delivered in Australia and Statewide through state and locally funded programs

Regional / Geelong specific	State-wide	National
Infrastructure and Land Use Planning: CoGG Road Management Plan CoGG Municipal Strategic Statement CoGG capital works program / annual 'Blackspot' bids	Victorian Blackspot Program New initiatives planned by the State Government, as linked to Victoria's Road Safety Strategy 2013-2022 via associated funding grants	Federal Blackspot Program
Transport Planning: G21 Transport Pillar Regional Road Transport Plan; Integrated Public Transport Strategy; Port of Geelong Strategic Land Use Plan; G21 Projects: Transport Links to Melbourne; G21 Public Transport Strategy; Geelong Ring Rd Links to connections on the Bellarine Peninsula and the Geelong Port Integrated Comprehensive Transport Plan	Victorian Transport Plan Victoria's Road Safety Strategy 2013 -2022 and associated Road Safety Action Plan 2013-2016 including initiatives of 'road safety' agencies VicRoads, TAC, Victoria Police and Department of Justice	National Transport Plan National Road Safety Strategy
Enforcement and Rules: Victoria Police Road Trauma Reduction Strategy Division 1 West Region Victoria Police Geelong Highway Patrol CoGG Local Laws covering parking, Building, Health (alcohol / physical activity) Geelong Community Safety Plan	Victoria Police State-wide strategy 'The Way Ahead 2008-2013' Victorian Road Rules: Road Safety Act 1986 and Road Safety Regulations 2009 and subsequent amendment packages	(overlap with) National Road Rules
Local road safety activities City of Greater Geelong RoadSafe Barwon Annual Program	The Victorian Community Road Safety Partnership Program TAC Community Road Safety Grants Program	
Geelong Cycling Strategy Local cycling bodies' activities via Bike Safe Geelong Surfcoast, Bicycle Users Geelong, Cycling Geelong, Geelong Veteran Cycling Club etc.	Bicycle Network / Ride2School	Amy Gillett Foundation
Geelong Active Transport Network	Initiatives of Vic Health; Kinect; Victoria Walks; Public Transport Victoria; DPCD	Pedestrian Council of Australia
Local initiatives targeting alcohol and other drugs	Various State-wide initiatives	National Alcohol Strategy/Guidelines
Preferred Path Network for visually impaired people		

Table 1: Road Safety Initiatives

2 ROAD TRAUMA FACTS AND ISSUES

2.1 Serious Casualties by Crash Type

Each jurisdiction has its own crash characteristics, influenced by many factors, such as land use, reliance on vehicles and the nature of road and roadside infrastructure. Figure 4 show the main crash types in Geelong.

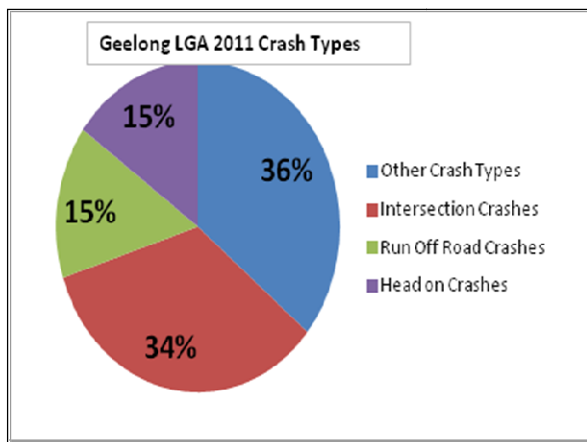


Figure 4 Serious casualties by crash type – Geelong LGA 2011
(Source: Crash Stats VicRoads)

Figure 5, Compares road deaths per 100,000 population and Geelong's rate is 3.14 per 100,000 is below that of Victoria (5.2) and Australia (6.05) and aligns more closely with Sweden (2.85) and the Netherlands (3.24).

Geelong LGA deaths per 100,000 population is on par with those international countries that lead the way in road safety and less when compared to National and Victorian rates, improving on state and national results.

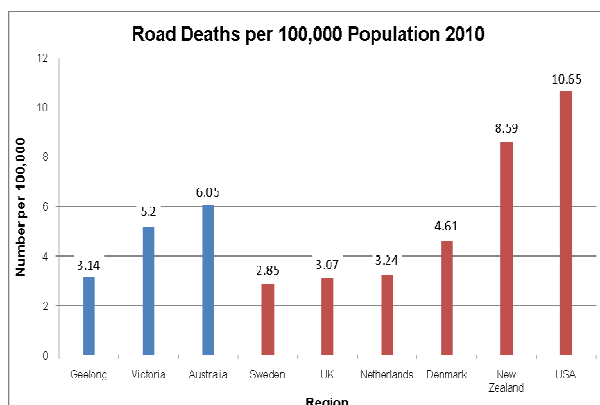


Figure 5 Comparison of road deaths per 100,000 population 2010

(Source: International road safety comparisons 2010, Page 1, BITRE, Department of Infrastructure and Transport.)

Figure 6 shows the main crash types, with the main reduction being the 'collision with vehicle' group, reducing from 358 (2002-2006) to 281 (2007-2011). Other category types have remained steady over the same period.

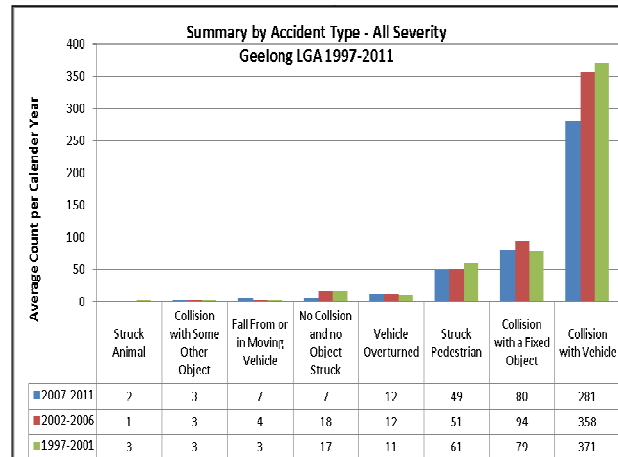


Figure 6 Summary by Crash Type in Geelong LGA, 2007-2011

Figures 7 and 8 show 2011 data which compares the population of Geelong LGA population with each age group's involvement in crashes. This information has been compiled by correlating the road trauma data for 2011 available through VicRoads Crash Stats program with 2011 Australian Bureau of Statistics Census data, so that a direct comparison can be made between the proportion of the local population that a particular age group comprises and the extent or proportion of the road trauma that group comprises.

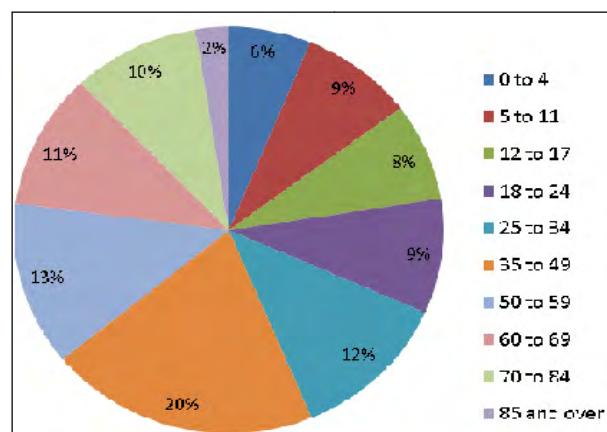


Figure 7 Geelong LGA Population by Age Groups 2011
(Source: Australian Bureau of Statistics ABS Census 2011)

The 2011 Geelong LGA comparison of data between the 'population' pie chart and 'crash involvement' shows the following: There were four distinct groups involved in crashes:

The 18 to 24 year age group comprised 9% of the total population, yet were involved in 19% of the crashes.

The age group 25 to 34 years comprised 12% of total population and were involved in 17% of the total crashes.

The age group 35 to 49 years comprised 20% of total population and were involved in 22% of the total crashes.

The next age group 50 to 59 years comprised 13% of total population and were involved in 13% of the total crashes.

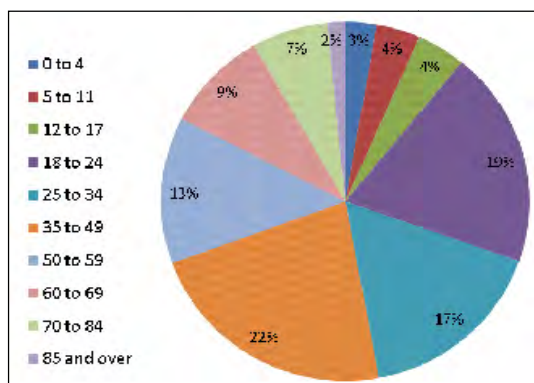


Figure 8 Geelong LGA -Age Groups and their Involvement in Road Crashes 2011

The 2007-2011 data (Figure 9) shows a similar pattern across the five year period within Geelong LGA.

The 18 to 24 year age group were involved in 22% of the total accidents.

The age group 25 to 34 years were involved in 18% of the total crashes.

The age group 35 to 49 years were involved in 22% of the total crashes.

The next age group 50 to 59 years were involved in 12% of the total crashes.

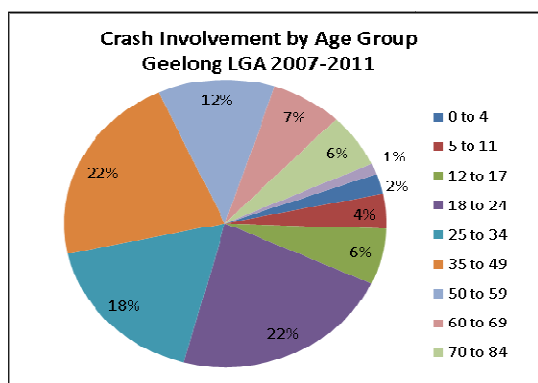


Figure 9 Number of crashes by Age Group, 2007-2011

Again, this highlights that the 18-24 year age group is over-represented in road trauma, involved in a high proportion of the crashes. This pattern reflects the vulnerability of young people on our roads, due to a number of factors including inexperience, risk-taking and increased 'exposure' to hazardous situations or times of the day when compared with other age groups.

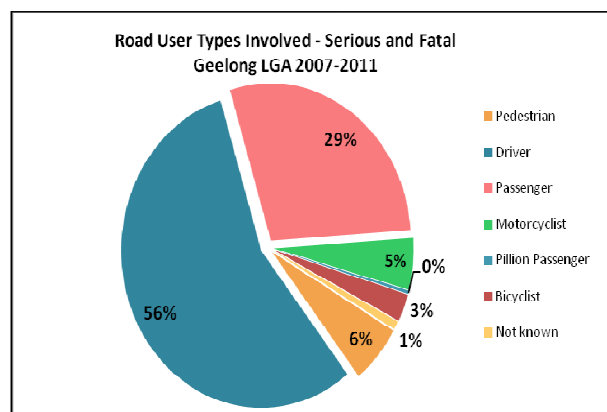


Figure 10 Number of crashes by Road User Types, 2007-2011

As shown in Figure 10, in Geelong LGA, Drivers (56%) and Passengers (29%) formed the main portion of the serious and fatal crashes. Next were Pedestrians (6%) and Motorcyclists (5%).

2.2 Road Network

The City of Greater Geelong has a well developed network of arterial and local roads and is currently a motor vehicle oriented city, with 1392 km of urban roads and 674km of rural roads. The City and its major roads are shown in Figure 11. The Princes Highway transport corridor passes through Geelong in a north south direction and La Trobe Terrace and Belmont bypass routes were developed in the 1970's, providing new access to the Central Activities Area (CAA) and the Belmont Shopping Centre.

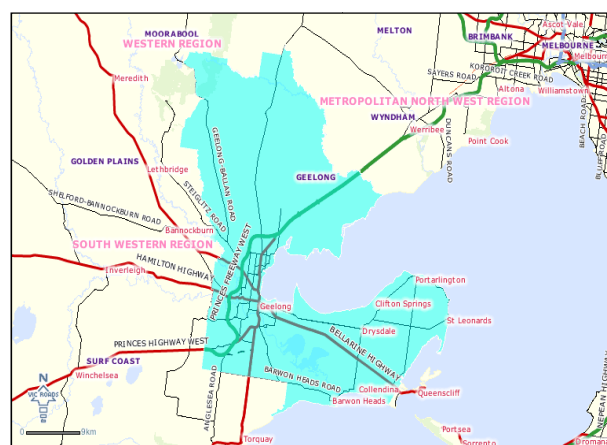


Figure 11 Road Network in Geelong

(<http://maps.vicroads.vic.gov.au/Website/declared/viewer.htm>)

The Geelong Ring Road now allows traffic to travel straight from Princes Freeway South to Waurn Ponds, bypassing the Geelong Central Activities Area / city centre. The Geelong Ring Road is completed to Waurn Ponds and when fully completed, will provide a Ring Road around Geelong.

2.3 Crashes by Road Type

Table 2 shows that there were a total of 1249 road crashes on arterial roads (56%) and 981 (44%) crashes on Geelong Local Government Area local roads during the period of 2007-2011.

Summary by DCA Types 2007-2011	Local Roads	Arterial Roads
	Count	
Pedestrian (100-109)	136	116
Cross Traffic (110)	128	120
Right turn near (113)	45	68
Head on-not overtaking (120)	12	25
Right turn against (121)	59	122
Rear end (130-132)	100	298
Head on-Overtaking (150-159)	9	14
Off path on straight (170-179)	236	249
Off path on curve (180-189)	37	29
Other	219	208
TOTAL	981	1249

Table 2: Crashes in Geelong - local and declared roads
(DCA= definitions for coding accidents in Victoria)
(*See **Appendix A** for complete DCA listing)

2.4 Financial Implications

The financial cost of road trauma, when classified by crash severity or 'injury category' (fatal, serious etc.) reveals that the major portion of cost (Nationally) is due in the main to serious injury crashes (\$7.15 billion), fatal crashes (\$2.92 billion) minor injuries (\$2.47 billion), and property damages (\$2.44 billion) (Figure 12).

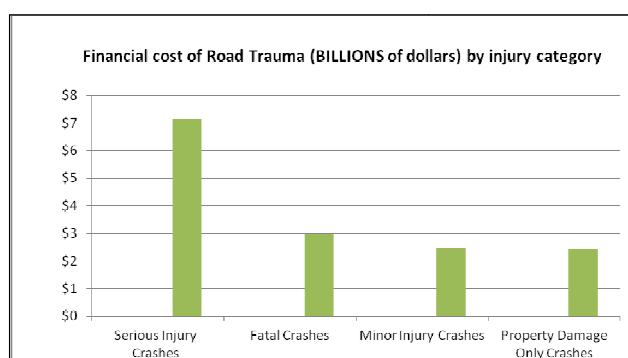


Figure 12 Financial cost of road trauma by injury category

(Source: National Road Safety Strategy 2001-2010 pg 12)

Further analysis of the financial cost of road trauma shows that (Nationally) the major portion of cost is due

to vehicle repairs (\$3,855 million), lost labour (\$3,118 million), long term care (\$1,990 million), quality of life (\$1,769 million) and travel delays (\$1,445 million)



Figure 13 Financial cost of road trauma

(Source: National Road Safety Strategy 2001-2010 pg 7)

2.5 Sustainable and Public Transport

2.5.1 Walkability

The City of Greater Geelong is providing footpaths, providing and improving connectivity between key activity areas and carrying out 'walkability studies', to improve the footpath network infrastructure. A wide range of actions and partnership initiatives that aim to enhance safety for pedestrians of all ages and abilities are embedded with the Action Plans listed at Chapter 7.

2.5.2 Cycling in Geelong

The Geelong Cycling Strategy indicates that the City of Greater Geelong has provided 182 km of off road bicycle paths, 291km of on-road bicycle paths and 349km of training tracks, including a purpose-built criterium facility. The City of Greater Geelong hosts many local and international cycling events annually. Cycling is promoted at many levels, as a valuable travel mode or recreational pursuit for commuters, school children and their families and those riding for leisure, fitness, or at the elite level.

TYPE	LENGTH (M)	KEY
Total off Road	182 km	—————
Proposed off –road	82 km	- - - - -
Total on-road	291 km	—————
Proposed on-road	116 km	- - - - -
Training	349km	—————

2.5.3 Railway Stations in Geelong LGA

Geelong is currently serviced by seven railway stations: Little River, Lara, Corio, North Shore, North Geelong, Geelong, South Geelong and Marshall, with another proposed at Waurn Ponds (Figure 14).



Figure 14 Regional Train Network Connecting Geelong
(Source: www.vline.com.au/pdf/networkmaps)

2.5.4 Bus Routes in Geelong LGA

There are two main bus service providers in Geelong - Mc Harry's and Benders bus services. (Figure 15).

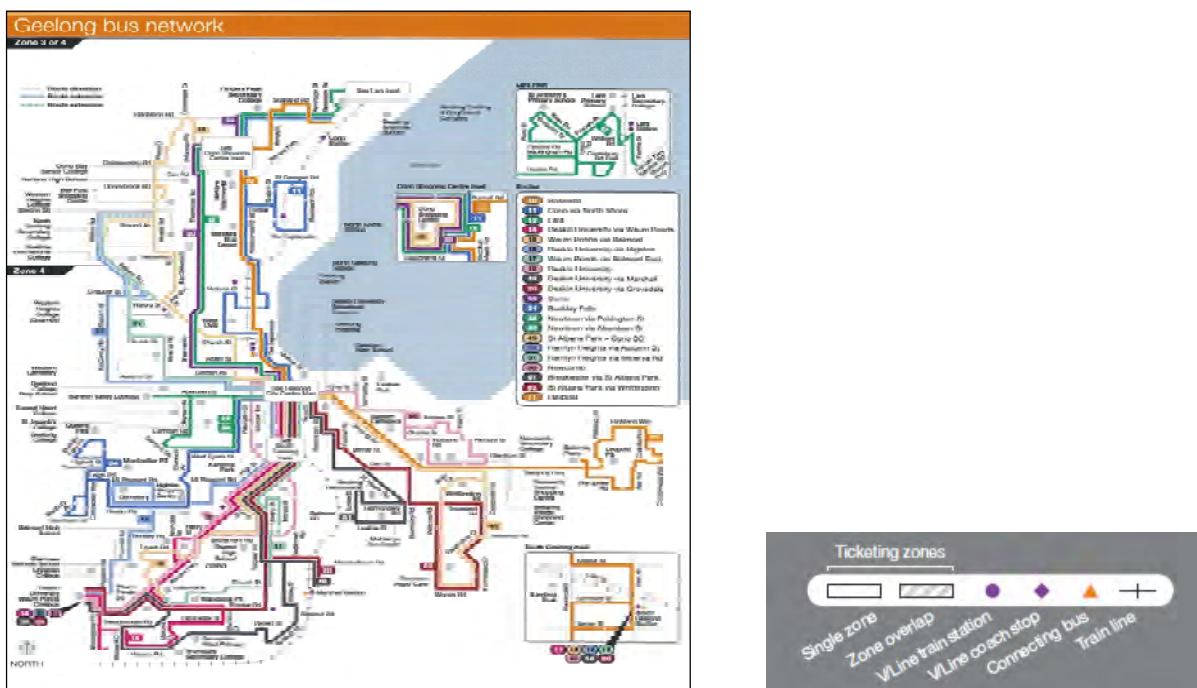


Figure 15 Bus Routes in Geelong (Source: Public Transport Victoria)

3 ROAD CRASHES IN GEELONG LGA

3.1 Greater Geelong

Geelong is an area with a wide range of activity centres and residential settings. These range from the densely populated inner city centre through to outer suburban and township living, as well as sparsely populated rural areas. Geelong features several large industries and commercial establishments and is a major tourist destination and 'gateway' to many of Victoria's spectacular beaches and the world famous Great Ocean Road. Victoria's second largest airport, Avalon Airport is also located in the municipality.

The road trauma analyses within this document aim to identify patterns and emerging trends in road trauma across the City of Greater Geelong, in order to target issues of concern and relevant short-term and long-term solutions to help increase safety on our roads, for all road users.

NB: Crash data in this section is sourced from VicRoads Crash Stats program unless otherwise specified.

3.2 Comparisons with Other Regional Councils

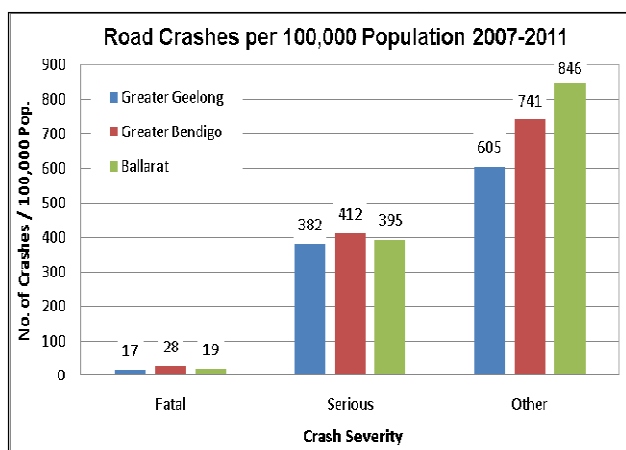


Figure 16 Comparisons with other regional Councils, 2007- 2011

Figure 16 shows road trauma rates for Geelong LGA compared with other regional centres, City of Greater Bendigo and City of Greater Ballarat. City of Greater Geelong as a large regional city has a similar road trauma profile to those communities. Comparisons are based on crashes per 100,000 populations.

3.3 Crash History

3.3.1 Fatal Crash data 1987-2011

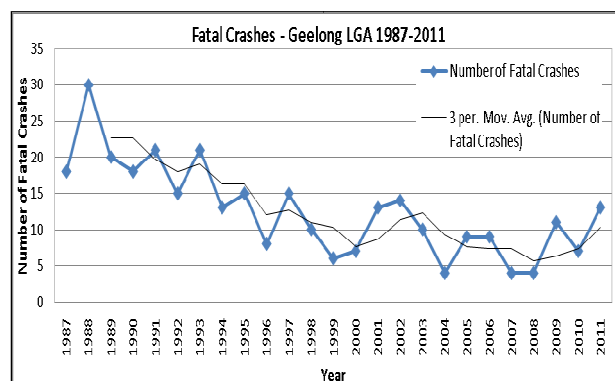


Figure 17 Fatal crashes in Greater Geelong, 1987 to 2011

VicRoads provides crash data from 1987 onwards. Figure 17 shows all fatal crashes in Geelong LGA from that time until the end of 2011 shows a reduction in fatal crashes per year in Geelong LGA from high twenties to low tens.

3.3.2 Casualty Crash data 1997- 2011

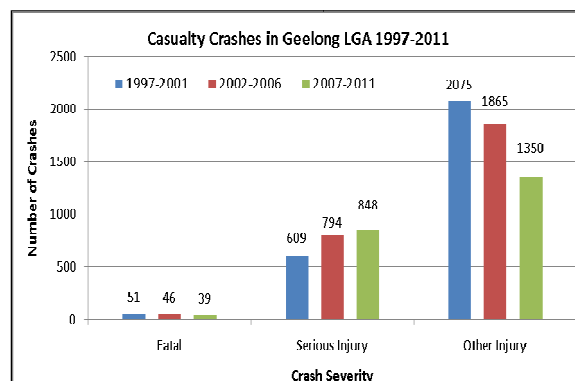


Figure 18 Casualty Crashes in Geelong LGA 1997-2011

Crash Severity (1997-2011) Geelong LGA				
Year	Fatal	Serious injury	Other injury	Total
1997-2001	51	609	2075	2735
2002-2006	46	794	1865	2705
2007-2011	39	848	1350	2237

Table 3: Crash Severity 1997-2011

Table 3 summarises the fatal, serious and other crashes in five year time periods.

3.4 When are Crashes Occurring?

3.4.1 Casualty Crashes by Year

Figure 19 shows the number of casualty crashes in Geelong LGA each year, across a five-year period.



Figure 19 Number of casualty crashes per year 2007-2011

3.4.2 Casualty Crashes by Month

Figure 20 shows no clear monthly patterns, as the number of crashes per month varies from 164 to 213.

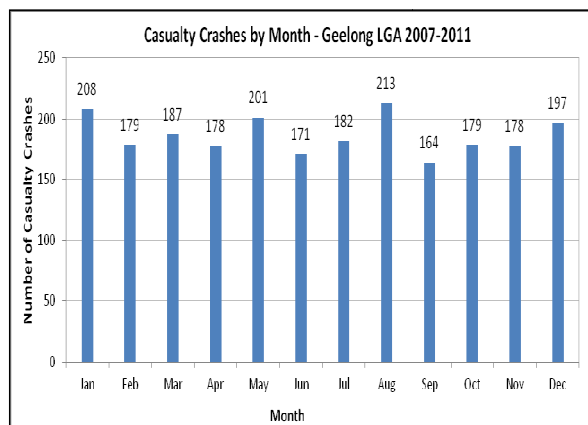


Figure 20 Casualty crashes by month

3.4.3 Casualty Crashes by Day

Figure 21 shows the pattern of casualty crashes by day, with a peak in casualty crashes on Fridays.

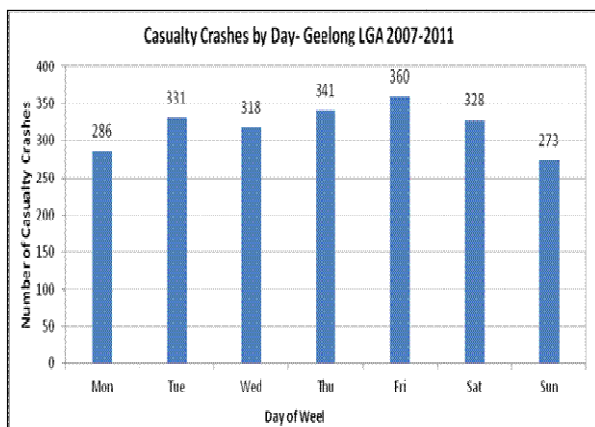


Figure 21 Casualty crashes by day of the week

3.4.4 Casualty Crashes by Hour

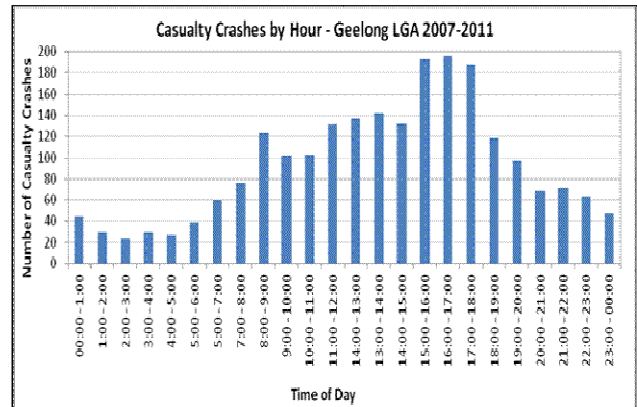


Figure 22 Casualty crashes by hour of the day

Figure 22 shows the casualty crashes by the hour. The highest peak is between 3 pm and 6 pm, with a slight peak also between 8 am and 9 am in the morning. These indicate local crashes are occurring as people are going about their general daily activities, going to and from work; shopping and school drop off and pick up.

3.4.5 Casualty Crashes by Day of Week and Time of Day

Table 4 below uses Police data to highlight 'high crash times', with highest times shown as darkest colour.

	Mon	Tues	Wed	Thur	Fri	Sat	Sun
00:00 - 02:00	12	12	24	15	19	64	54
02:01 - 04:00	15	4	9	11	24	26	38
04:01 - 06:00	17	12	15	11	21	29	28
06:01 - 08:00	28	31	35	41	36	20	24
08:01 - 10:00	57	73	55	61	66	44	37
10:01 - 12:00	44	67	61	70	74	87	57
12:01 - 14:00	76	80	77	76	65	83	62
14:01 - 16:00	90	97	90	92	104	70	76
16:01 - 18:00	93	103	104	104	108	76	74
18:01 - 20:00	45	57	55	63	69	54	49
20:01 - 22:00	27	40	45	38	53	66	36
22:01 - 24:00	16	37	30	34	54	54	31

Table 4 High Crash Time Chart, Data from July 2008 – June 2011
(Source: Victoria Police)

Most crashes occurred during afternoon peak times on weekdays.

3.4.6 Fatality Risk – Collision Speed

Posted speed limits are set according to local land use, road function and average traffic volumes. Figure 23, Shows that the risk of a fatal injury increases greatly with small increases in vehicle speed, across the three main collision types (collision with pedestrian or cyclist; side collision, frontal collision / collision with hard object).

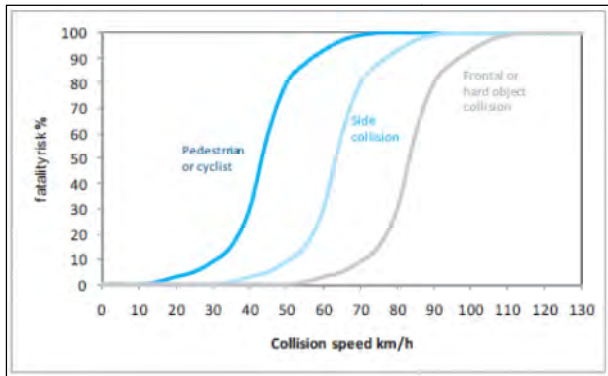


Figure 23 Fatality Risk- Collision Speed

(Source: Towards Zero: Ambitious Road safety Targets and Safe System Approach - OECD/ITF, 2008)

3.4.7 Casualty Crashes by Speed Zones

Figure 24, shows that casualty crashes occurred most frequently in speed zones of 60km/h and 50km/h speed zones.

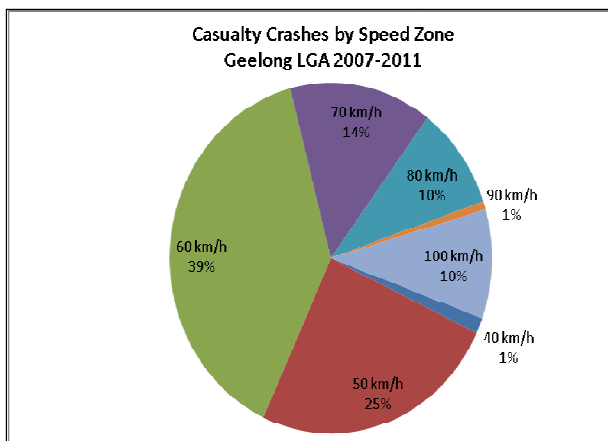


Figure 24 Casualty crashes by speed zone

Figure 25 shows that of all crashes for motor cars, motorcycles and trucks, 39% occurred in the 60 km/h zones, yet only 9.4 per cent of. Geelong LGA roads are classified with a 60km/h speed limit. Geelong LGA has a 50.4 per cent of roads classified with a 50km speed limit and 31.9 per cent of roads with a 100km speed limit.

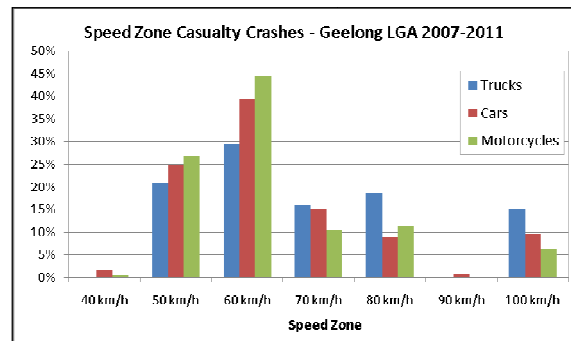


Figure 25 Crashes by speed zone and vehicle type

3.4.8 Casualty Crashes by Vehicle type

As shown in Figure 26, , cars and station wagons made up 2983 casualty crashes, panel vans and utility vehicles had 373 crashes, motorcycles had 204 crashes, bicycles had 210 crashes and heavy vehicles had 122 crashes.

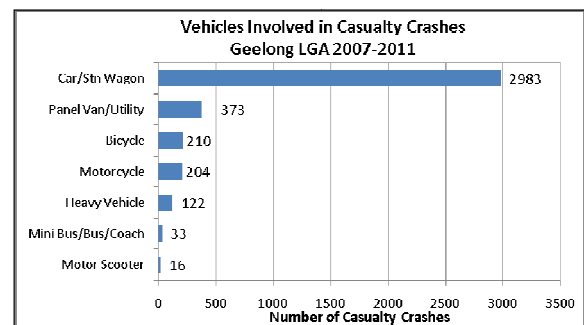


Figure 26 Casualty crashes by vehicle groups

3.4.9 Casualty Crashes by Object Hit

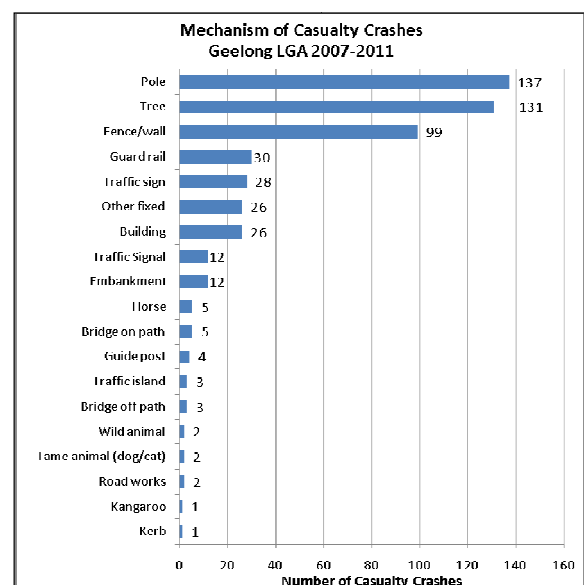


Figure 27 Objects hit in casualty crashes

Figure 27 shows the types of objects hit by vehicles in casualty crashes. Poles (137), Trees (131) and Fences and Walls (99) were the main objects hit.

3.4.10 Mechanism of Casualty Crashes

Figure 28 shows that most common casualty crash types involved ‘off path on straight’ (481) ‘rear end’ (410) and ‘cross traffic’ (228).

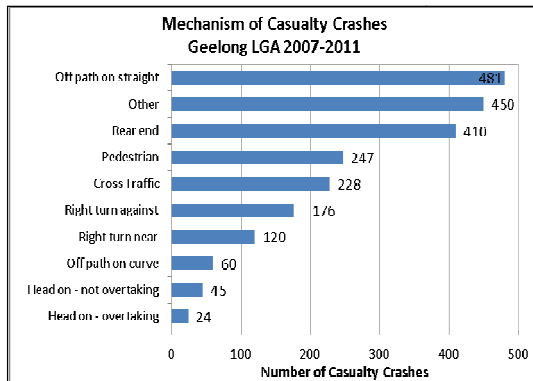


Figure 28 Injury crash types

3.5 Where are Crashes Occurring?

3.5.1 Fatal and Casualty Crashes in Geelong LGA by Suburb

The number of road crashes in Geelong varies between suburbs. The following suburbs recorded the highest number of fatal accidents 2007-2011 as shaded in dark orange in Figure 29:

- Bell Park - 4 fatal crashes
- Belmont - 3 fatal crashes
- Lara - 3 fatal crashes.

Fatal Crashes

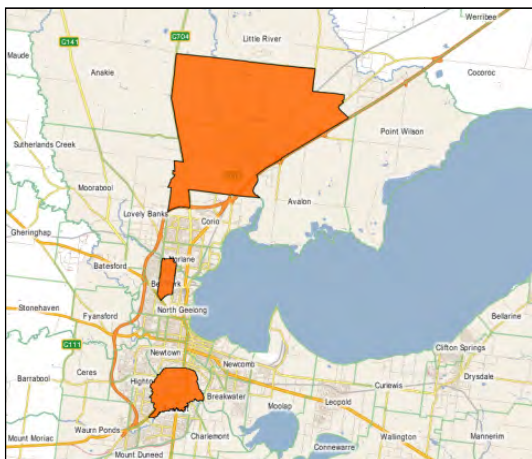


Figure 29 Geelong LGA – Suburbs with the highest number of fatal crashes shaded in dark orange

Serious Crashes

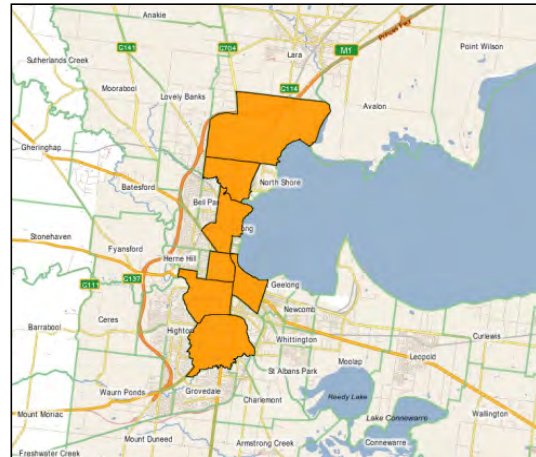


Figure 30 Geelong LGA – Suburbs with the highest number of casualty crashes 2007-2011 shaded in gold

Table 5 shows all the highest number of all types of crashes: total casualty crashes, serious crashes and “other” crashes.

Highest Represented Suburb	Casualty crashes (more than 110 crashes)	Serious crashes (more than 40 crashes)	“Other” crashes (more than 60 crashes)
Geelong	273 crashes	85 crashes	188 crashes
Belmont	193 crashes	72 crashes	118 crashes
Geelong West	169 crashes	62 crashes	107 crashes
Newtown	156 crashes	57 crashes	107 crashes
Corio	142 crashes	49 crashes	83 crashes
North Geelong	115 crashes	46 crashes	68 crashes
Norlane	110 crashes	42 crashes.	66 crashes.

Table 5: Casualty Crashes by Suburbs in Geelong LGA 2007-2011

4 ROAD USER GROUPS

4.1 Road Users killed

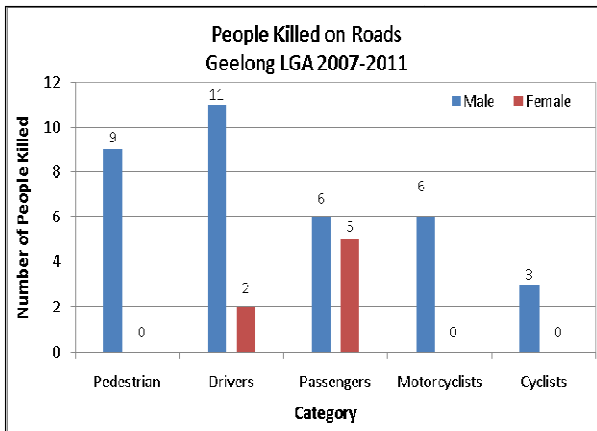


Figure 31 People killed, by road user category

Figure 31 shows that a total of 42 people were killed in the five years 2007 to 2011. This highlights the number of people killed in different road user categories. More males were killed (35) when compared with females (7) over the five year period.

4.2 Age and Gender of People Killed or Injured in Road Crashes

Figure 32 shows that the highest represented age group killed on Geelong roads is young people within the 18-21 year category and that more males than females are killed in nearly every age group.

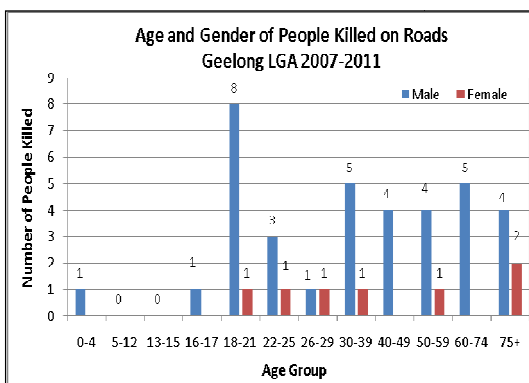


Figure 32 Age and gender of people killed on roads

4.3 Road Users Affected: Pedestrians

Figure 33 shows a total of nine pedestrians – (all males) – were killed in the five years 2007 to 2011. There were a total of 273 pedestrian-related crashes.

Crashes 2007-2011

Fatal	= 9
Serious injuries	= 114
Other Injuries	= 147

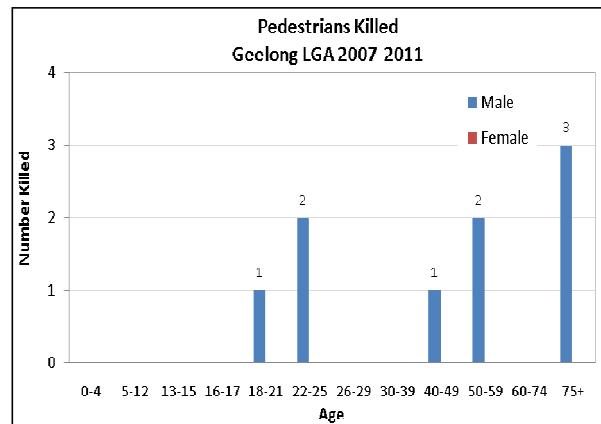


Figure 33 Age and gender of pedestrians killed

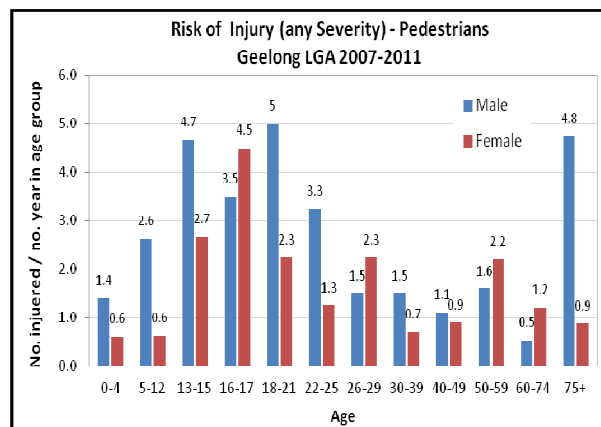


Figure 34 "Risk of injury" to pedestrians

Figure 34 shows age groupings that have been adjusted to reflect the number of years within each group. This is known as "Risk of injury" and this chart shows a high risk of injury to pedestrians in the age group 13 to 25 for males and 16 to 17 year age group for females.

Figure 35 shows the likelihood of a pedestrian being killed (orange line) if hit by a vehicle travelling at various speeds. This shows the importance of keeping speeds down in areas of high pedestrian activity.

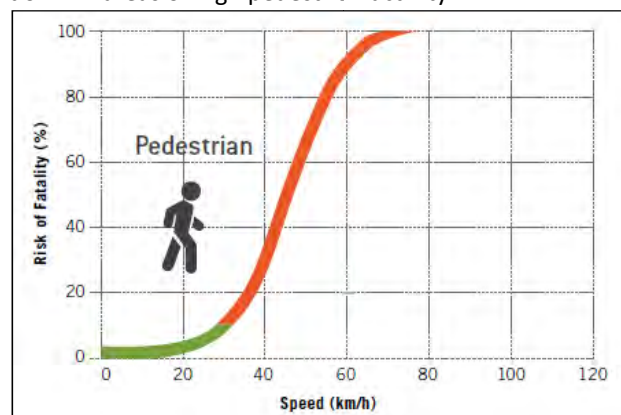


Figure 35 Likelihood of fatality for pedestrians at increasing vehicle speeds.

(Source: Towards Zero Together SA Road Safety Strategy 2020)

4.4 Road Users Affected: Cyclists

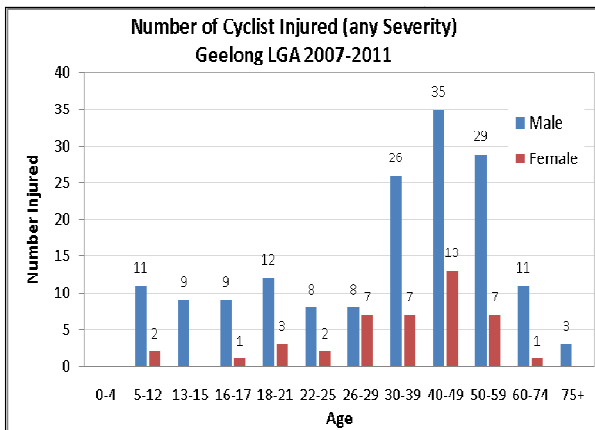


Figure 36 Age and gender of +cyclists injured

Figure 36 Shows the age and gender of cyclists injured (any severity) in Geelong. Approximately four times as many male cyclists were injured compared to females, most likely reflecting the gender profile of cyclists in Geelong.

Crashes 2007-2011

Fatal	= 3
Serious injuries	= 56
Other Injuries	= 148

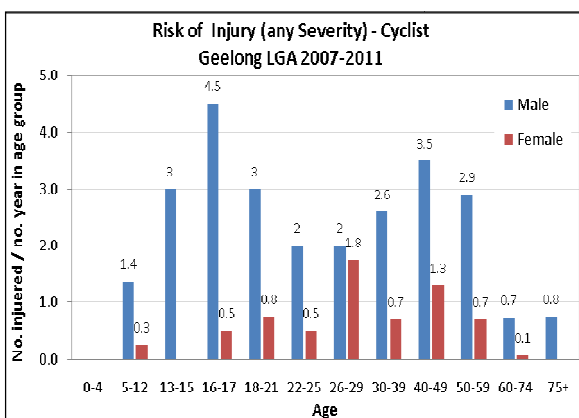


Figure 37 Risk of injury to cyclists

Figure 37 shows age groupings that have been adjusted to reflect the number of years within each age group. This is known as "Risk of injury" and this chart shows that males aged 16 to 17 years are the age group at greatest risk as cyclists

Bicycle safety could be improved by providing the following:

- Space to ride
- A smooth surface
- Speed maintenance
- Sight distance
- Connectivity
- Information

(Source: Cycling Aspects of Austroads Guides, Page 19)

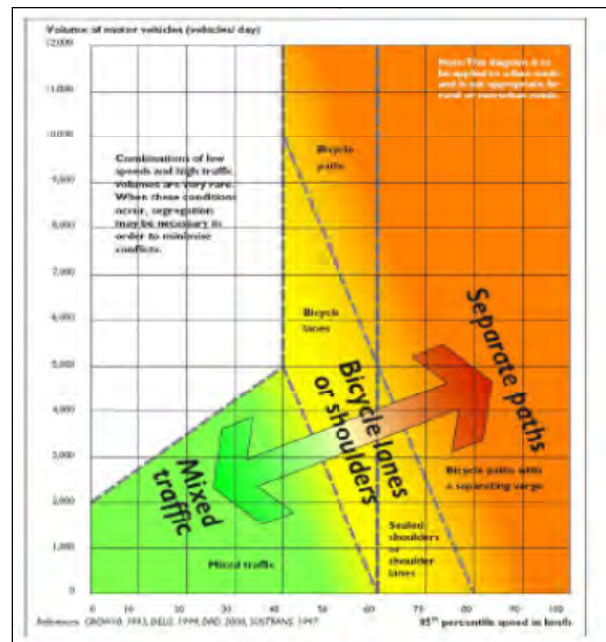


Figure 38 Separation of cyclists and motor vehicles by speed and volume

(Source: Cycling Aspects of Austroads Guides, Page 13)

4.5 Road Users Affected: Motorcyclists

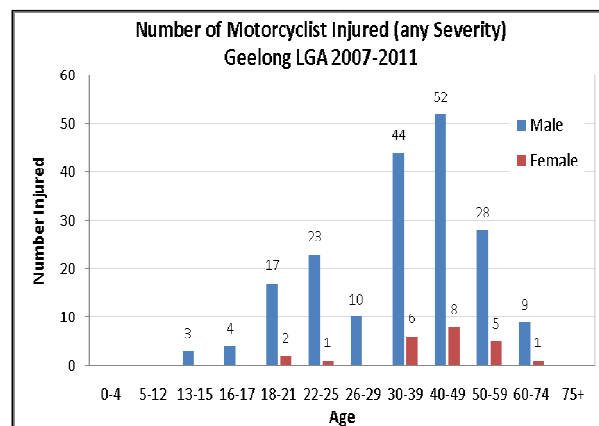


Figure 39 Age and gender of motorcyclists injured

Figure 39 summarises the age and gender profile of motorcyclists (including pillion passengers) injured in crashes in Geelong. Males injured outnumbered females by a factor of 9:1.

Crashes 2007-2011

Fatal	= 6
Serious injuries	= 104
Other Injuries	= 103

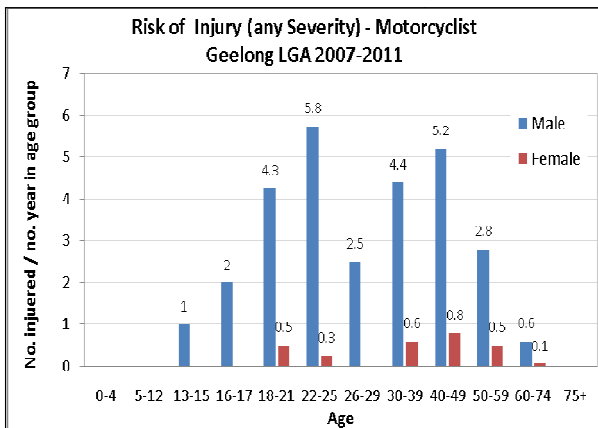


Figure 40 Risk of injury to motorcyclists

Figure 40 shows that the risk of injury as a motorcyclist is greatest for males from 18 to 49 years of age. Run off road crashes are of particular concern.

Crash types 2007-2011

Cross Traffic = 10
Rear End = 13
Right Turn Against= 17
Off-Path Straight = 79

4.6 Road Users Affected: Car Drivers

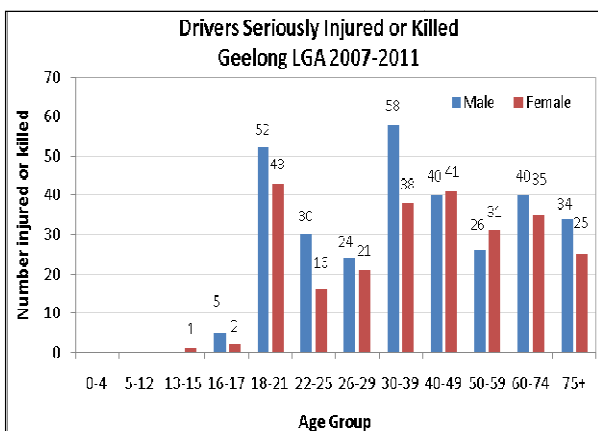


Figure 41 Number of drivers seriously injured or killed

(NB: VicRoads CrashStats data is grouped according to age groups that will help inform local communities to develop, deliver and monitor programs that aim to address road trauma across various road users and age groups).

For instance:

- 0-4 years reflects young babies to toddlers, whose families are accessible via 'early childhood' services, such as childcare, maternal and child health centres, playgroup and pre-school.
- The age group 5-12 years covers children attending primary school

- The 13-15 year olds and 'learner' drivers 16-17 years are generally provided with road safety programs delivered via secondary school.
- Older age groups represent various stages of life and use of the road network, whether as drivers, passengers, cyclists, pedestrians, motorcyclists or those using motorised mobility devices or 'gophers'.

Figure 41, shows where the adjusted data is referred to as the "Risk of Injury" at various age groups and in similar graphs in subsequent pages.

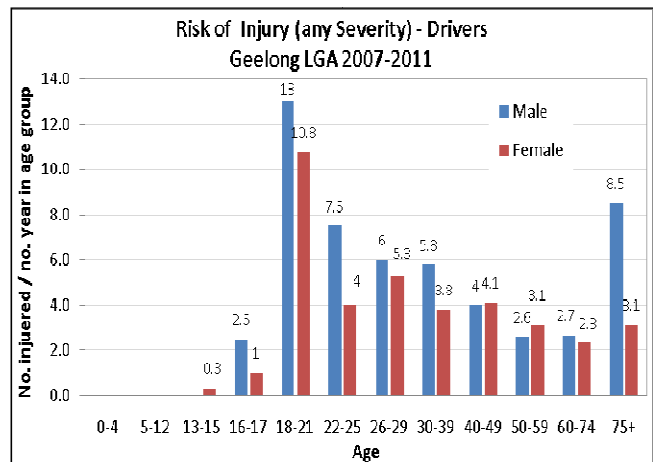


Figure 42 Risk of injury to drivers

The Figure 42 shows age groupings that have been adjusted for the number of years within each age group. This graph clearly shows that younger drivers are experiencing a relatively high number of serious injuries.

4.7 Road Users Affected: Car Passengers

Figure 43 shows that three male and five female passengers were killed locally in this time period. Of note is that all three males killed were aged between 18-25 years. Another age group that features in this data is females over 75 years

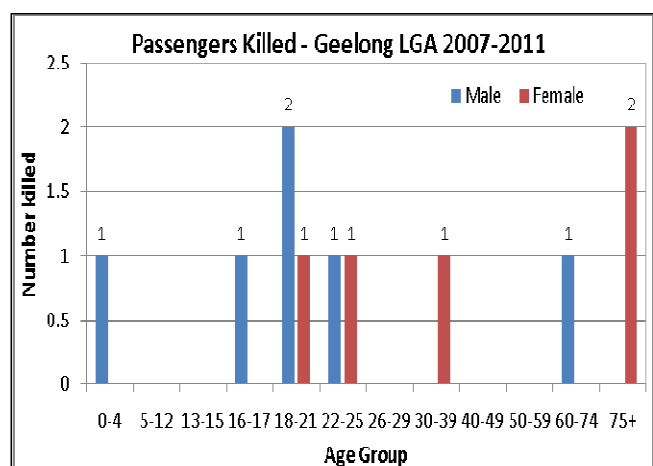


Figure 43 Age and gender of passengers killed

4.8 Road Users Affected: Heavy Vehicles

Figure 43 shows that over the five year period 2007-2011, total truck crashes averaged around 22 per year, with a prevalence of 'rear end' crashes.

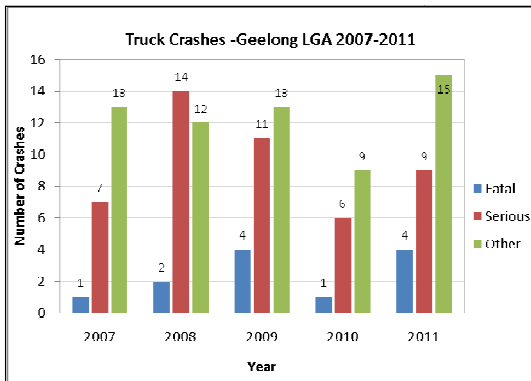


Figure 44 Truck Crashes in Geelong LGA

Crashes 2007-2011

Fatal = 12
 Serious Injuries = 47
 Other Injuries = 62

Crash types 2007-2011

Rear End = 42
 Off-Path Straight = 16
 Pedestrian = 11

Fatal truck crashes averaged 2.4 per year, serious crashes averaged 9.4 per year and other injury crashes averaged 12 per year for the period 2007-2011.

4.9 Road and Atmospheric Conditions

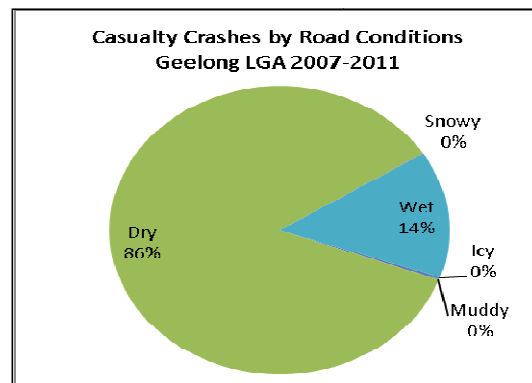


Figure 45 Road Conditions

Figure 45 shows that most casualty crashes (86%) occurred during dry conditions, as shown here in green.

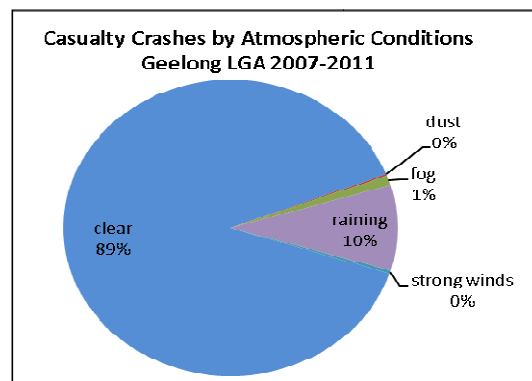


Figure 46 Atmospheric Conditions

Figure 46 shows that most casualty crashes (89%) occurred during clear atmospheric conditions, shown here in blue

4.10 The Australian and Victorian Road Toll

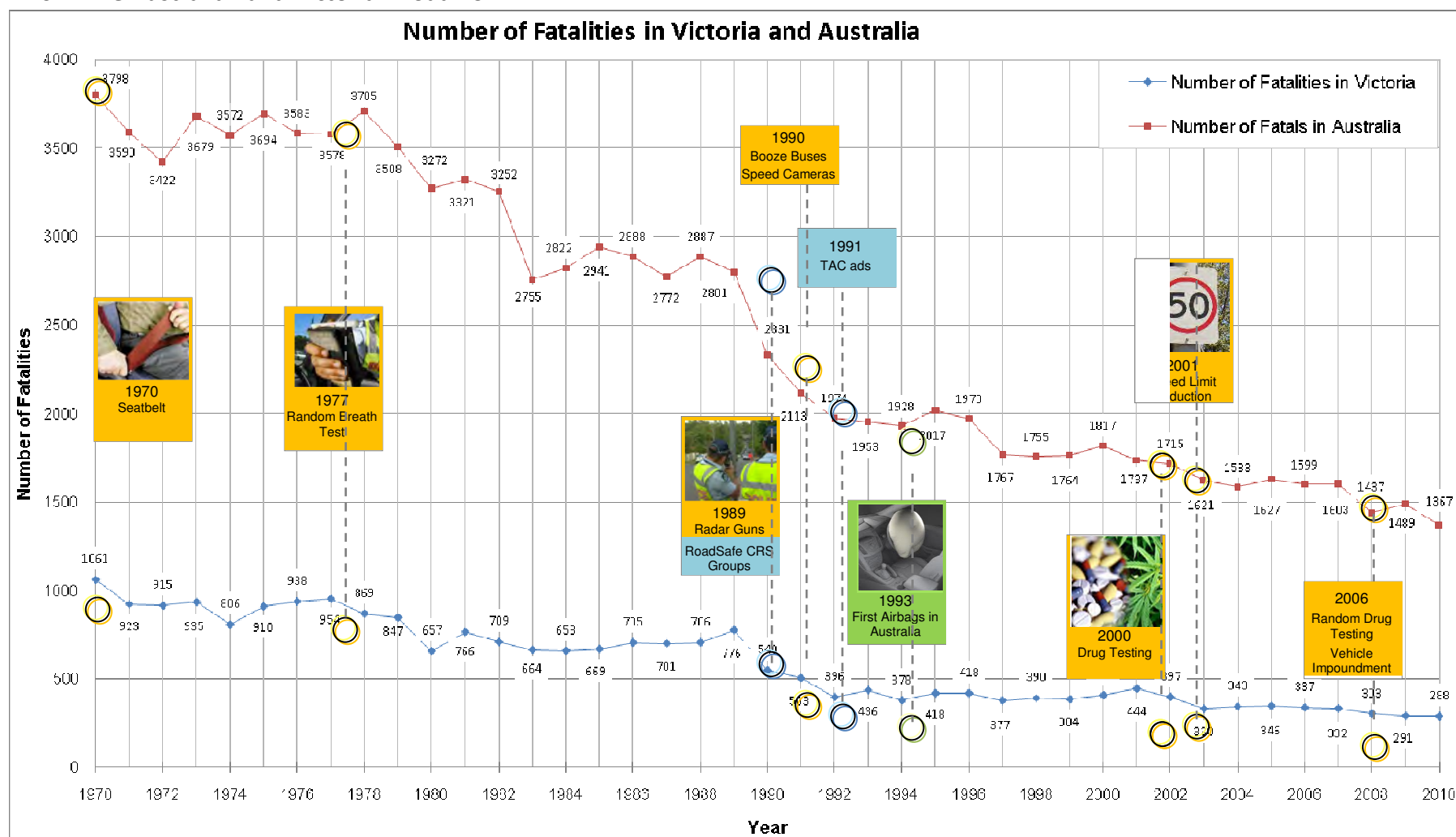


Figure 47 Number of Fatalities in Victoria and Australia 1970 – 2010, showing introduction of targeted road safety initiatives

Figure 47 charts the reduction in the number of fatal crashes to present levels, Nationally and across Victoria. This highlights the relationship between the road toll and a range of key changes and strategies introduced to reduce speeds, improve vehicles and road user behaviour for improved road safety, through specific legislative changes and (primarily) Police enforcement initiatives and activities.

4.11 The Victorian and Geelong Road Toll

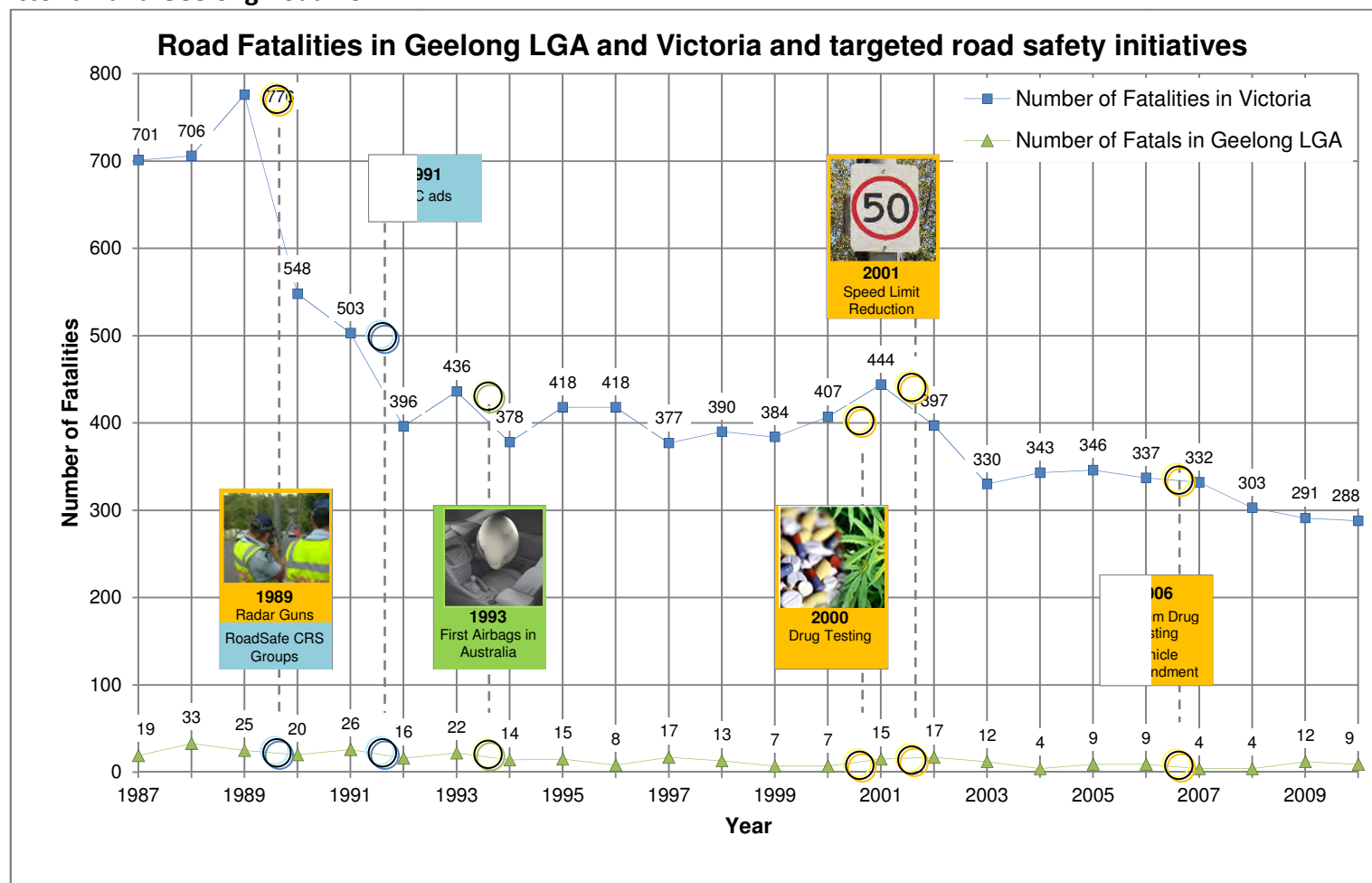


Figure 48 Number of Fatalities in Victoria and Geelong LGA 1987 -2010

Figure 48 shows the direct impact that various road safety initiatives have had on reducing fatalities on roads across Victoria, with a similar decline in the road toll for Geelong LGA for the same time period. This chart highlights a range of key changes and strategies introduced across Victoria to reduce speeds, improve vehicles and road user behaviour for improved road safety outcomes. This approach has seen a gradual decline in road fatalities across the State. In Geelong, the number of road fatalities has also reduced to present levels due to (primarily) Police enforcement initiatives and activities, road safety specific legislative changes and implementation of a range of targeted strategies and programs that aim to reduce speeds, improve road user behaviour, improve vehicles and create a safer road and roadside environment.

5 Road Safety Strategy

5.1 Safe System Approach

Victoria's move towards a "Safe System" approach to road safety represents a significant shift in thinking about road safety. By taking a TOTAL view of the COMBINED factors involved in road trauma and road safety, this approach aims to design and build a whole road system that will protect all road users and reduce the number of deaths and serious injuries (Figure 49).

Elements of a Safe System

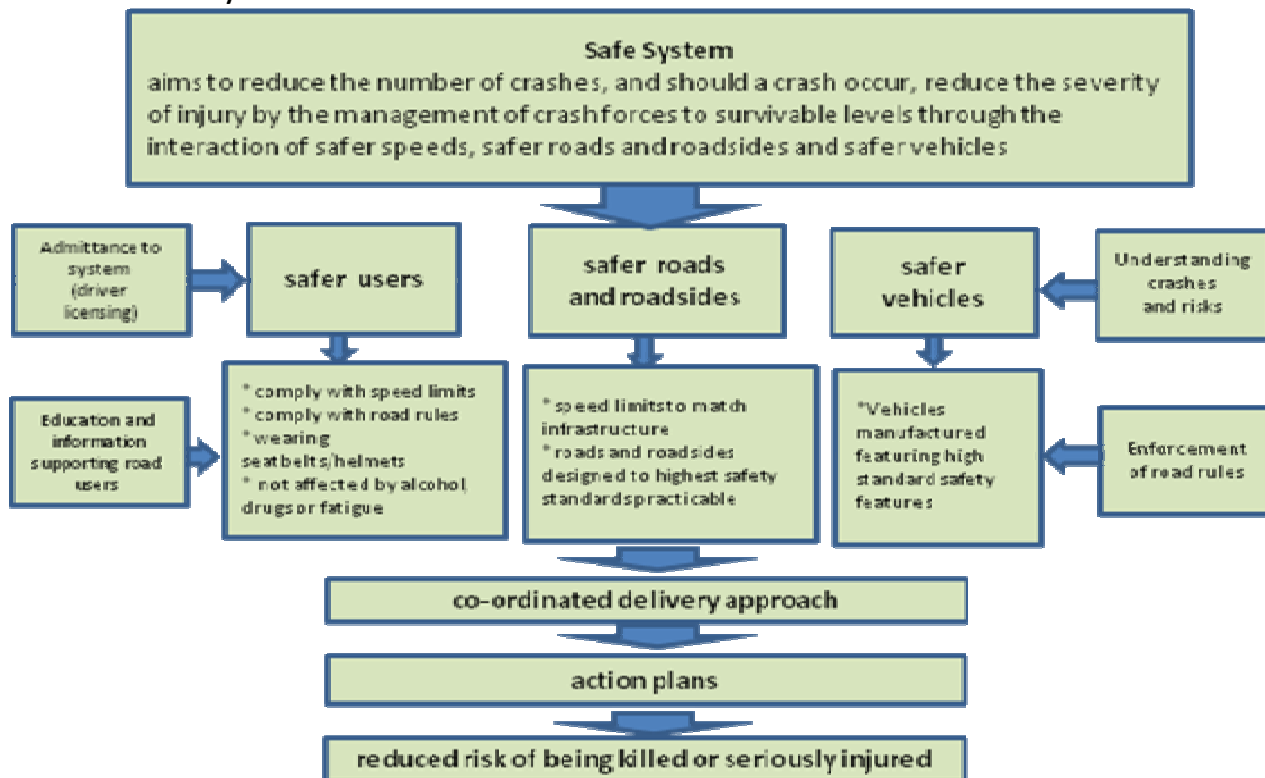


Figure 49 VicRoads Safe System Approach Framework

(Adapted from: VicRoads, Further information on this approach is available at www.vicroads.vic.gov.au).

Creating a safer system includes many agencies and the general public, working together in partnership to:

- Advise, educate and encourage road users to comply with road rules, be unimpaired and alert, and drive according to the prevailing conditions;
- Encourage consumers to purchase safer vehicles with primary safety features that reduce crash likelihood, such as Electronic Stability Control (ESC) and secondary safety features that reduce injury severity in a crash, such as curtain (side) airbags.
- Encourage road users to use the road and roadside in compliance with road rules and community expectations;
- Set speed limits according to the safety of the road and roadside;
- Design and maintain roads and roadsides to reduce risk to as low as reasonably practical;

5.1.1 Safer Roads and Roadside Environments

A "road" by definition in the Local Government Act 1989 includes a street; right of way; cul de sac; by-pass; bridge or ford; footpath, bicycle path or nature strip; any culvert or kerbing or other land or works forming part of the road. "Arterial Roads" are Freeways, Highways & Declared Main Roads which are managed by the State Government through

VicRoads. The "roadside" includes all the land abutting a road between adjacent property boundaries.

Desirable:

- Appropriate road and roadside design, including speed limits that are appropriate for the environment, land use and road function. Speed limits and road designs need to cater for current road use and volumes and evolve for road use and

volumes into the future. (Eg/ improved physical separation of road user travel modes, to maximise safety.)

- Regular and high quality maintenance regime, covering issues such as road surface, line marking, signage and maintenance of 'clear zones'. Maintenance needs to be a comprehensive, regular 'pro-active' program of works with capacity to be responsive as needed

Undesirable:

- Poor road design for the current and/or future use of the network, catering neither for the traffic volumes nor road user safety requirements across all travel modes.

The 'road side environment' relates to the type of road and the road function, assets and services in the road and road side, the land use for the area and the speed limit applied to the road.

Figure 50 shows the likelihood of fatal injury (orange line) in side-impact and head-on crashes at various speeds.

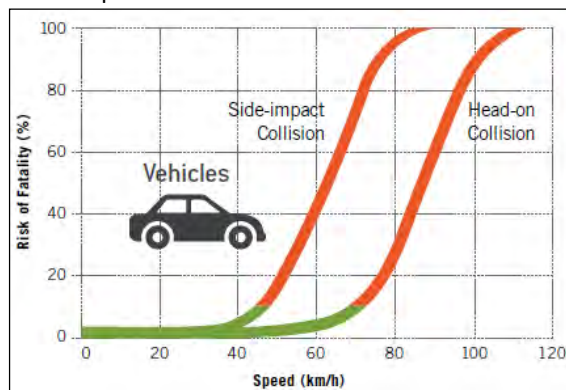


Figure 50 Likelihood of fatality at increasing speed for vehicle occupants

(Source: Towards Zero Together
SA Road Safety Strategy 2020)

5.1.2 Safer Road Users

It is essential for the safe road system to work by having safer road users. Victoria Police Geelong Highway Patrol indicate that key factors in local road crashes are speeding, driving under the influence of drugs or alcohol, failure to drive according to the road conditions and a lack of road user compliance.

Police operations aim to curb these negative road user behaviours and the Police also partner with several key stakeholders to develop local programs to effectively target identified issues and specific sites across Geelong.

The Transport Accident Commission (TAC) supports enforcement activity with additional funding in areas with high road toll and aims for behavioural change through their high profile, mass-media

campaigns across print media, strategically placed billboards, radio and television advertising. Local groups such as RoadSafe Barwon work in partnership with Police, TAC, VicRoads, The City of Greater Geelong, schools, local agencies and the local community to help raise awareness of road safety issues, aiming to improve road user behaviour, skills and compliance.

Road users vary widely and may be identified according to:

- Travel mode, whether travelling as pedestrians, cyclists, motorcyclists, public transport users, drivers, passengers and truck drivers;
- Age group, ranging from the very young to the older people in our community;
- Physical and cognitive ability, whether fully able or with physical or cognitive impairments, or using the road network while distracted, fatigued or under the influence of a substance;

Desirable:

- Appropriate level of knowledge of road rules and regulations and full compliance with those requirements (eg. comprehension of the meaning of signs and lines and each individual's responsibilities within our road network and licensing system)
- High level of knowledge and relevant skills, tested to a minimum standard, as per licensing requirements across relevant range of vehicle types and licences
- Experienced to the point where ability to handle unfamiliar environment, situations and vehicles is well developed and utilised
- 'Fit for the task' – alert and unimpaired, whether the user is a pedestrian, rider or a driver.

Road users should have regular monitoring and self regulation of physical condition(s) and their own personal 'Fitness to drive' (ride or walk) by all road users, with regard for adverse effects of fatigue, substance use, and vision, cognitive or physical impairments)

Undesirable:

- Unaware of road rules and regulations and associated road safety rationale behind those
- Non-compliant with road rules and regulations, including erratic or extreme 'anti-social' [driving] behaviours, such as 'hoon' or 'exhibition' driving /riding, speeding above posted speed limits, driving whilst impaired by substances or medical conditions or careless, illegal, unsafe road crossing as a pedestrian (as individuals or under 'peer' influence).
- Lack of experience relevant to the task (eg. poor judgement / lack of competency) with associated inability to handle / manage unfamiliar vehicles,

unfamiliar or adverse driving conditions and environments or unexpected situations

- Not 'driving to the conditions' (road, weather, traffic or available daylight or lighting conditions)
- Personally unfit for the driving / riding / walking task, losing skills and/or capacity or impaired by fatigue, diminishing cognitive and/or physical ability, or under the influence of alcohol or other drugs (including prescription medications).

5.1.3 Safer Vehicles

Crash avoidance features are of primary importance, to reduce the number of incidents by reducing the likelihood of being involved in a crash. If a crash does occur, it is important that the vehicle is fitted with crash protection features to reduce the severity of the impact and associated injuries. These features aim to reduce repercussion/consequence of the kinetic energy transfer in a crash situation, whether it is a side impact, frontal impact, 'head on' or pedestrian crash.

Desirable:

- The most desirable qualities in all types of vehicles are protective features that prevent crashing in the first place (eg. Electronic Stability Control (ESC), in-car technologies such as GIS-based speed assists and enhanced braking systems). Enhanced safety features are available for trucks, cars and motorcycles.
- Features that offer improved crash protection for vehicle occupants and for pedestrians if a crash occurs (such as improved integrity of vehicle passenger cell, airbags – frontal, side thoracic and side 'curtain' airbags for driver and all occupants) and external vehicle design, to minimise injury to all persons involved in a crash.
- Regular vehicle service and maintenance is required to ensure vehicle operates as designed:
 - Weekly maintenance checks (by driver) of the condition and operation of features such as lights, windscreen, wipers and washers, engine oil and water and tyre pressure and condition

- Regular scheduled servicing according to the manufacturer's service schedule by appropriately qualified vehicle service personnel, with particular attention to tyre and brake replacements as needed.

Eventual replacement of the state-wide 'fleet' by vehicles with enhanced safety features, as corporate 'fleet' buyers purchase safer vehicles and these vehicles move into the state-wide fleet (through on-sales) and as State Government regulations (such as those introduced in January 2011) dictate enhanced vehicle safety features as mandatory in new car specifications.

Undesirable:

- It is undesirable to have few or none of these protective features, as this can lead to vehicle occupants being more likely to crash, due to loss of control, or to be more seriously injured if involved in a crash.
- There is a higher risk of injury in a crash for our ageing population, given the increased likelihood of injury with advancing age and frailty.
- However, not all road users have access to safer vehicles due to limitations such as finance, knowledge and availability (eg. fleet vehicles).
- Vehicles that have lower safety standards and ratings may either lack some of the known 'protective' features, being either not available in older or cheaper models or not functioning properly in vehicles that are not well maintained or that have been modified.
- An emerging road safety issue is the noticeable level of increased vehicle incompatibility, with an associated increase in potential vehicle 'conflict' on the public road system between road users of diverse 'mass'. This is expected to become a greater problem as unprotected road user travel modes increase with greater adoption of 'active travel' and with more uptake of 'lighter' vehicles, due to concerns about climate change issues and fuel prices.

These issues should be raised for consideration when promoting safer vehicles to fleet and private vehicle purchasers.

Type of Assistance	New Safety Features					
Braking	Active Braking Systems	Brake Assist System	Antilock Braking System			
Airbags	Curtain Airbags	Thorax Airbags With Head	Drivers Knee Airbag	Front Airbags Driver	Front Airbags Passenger	Passenger Knee Airbag
Speed Assist	Intelligent Speed Assist ISA	Active Cruise Control				
Lights	Fog Lamps	Day Time Running Lights				
Transverse/ Reversing	Reversing Camera	Blind spot Warning System				
Motor Vehicle Stability	Traction Control	Electronic Stability Control	Pre-crash Safety System			
Restraints	Seatbelt Rear 3 Point	Head Restraints	Seatbelt Pretensioner Driver	Seatbelt Pretensioner Passenger		
Driver Assist	Adjustable Steering Column	Headup Display	Type Pressure Monitor	Lane keeping Assist		
Crash Avoidance Technology	Moving Object Detection	Collision Warning	Full Auto Brake			

Table 5: Range of Vehicle Safety Features

As shown in Table 5, there is a wide range of available safety features that have been introduced to Australian vehicles. Many of these features are standard, 'factory fitted' in new vehicles, and many features are or will become mandatory in new vehicles through Federal legislation.

6 Workshop Summary

The main intent of the road safety strategy workshop held was to identify any existing road safety issues in Geelong LGA and to raise the profile of road safety issues at every level of community and to gain support for local initiatives, to reduce the incidence and severity of road crashes and associated road trauma in Geelong.

For this workshop, key stakeholders from various organizations (public sector, private sector and community representatives) were invited to discuss road safety problems and possible solutions in Geelong. The main issues identified at the workshop are listed below.

6.1 Pedestrian Issues

- Auditing of pedestrian paths and routes to key destinations

- Provision of infrastructure to support "active travel" and Investigation of "road crossing opportunities".
- Navigation assistance / "Wayfinding" support
- Improved uptake of Traffic Safety Education in schools
- Enhanced level of liaison between CoGG, School Principals and School Councils
- Promotion of improved footpath and cycling networks

6.2 Vulnerable Road Users

- Provision of accessible paths for people with additional needs, including new CoGG initiative implementing "Preferred Path Routes" for visually impaired groups to access the City centre
- Monitoring of and improved access to public transport for people with additional needs
- Coordination of design and implementation of Tactile Ground Surface Indicators (TGSIs) and

wayfinding signs along “Preferred Path Routes” and at key public transport connections

- Increased use of seat belts and child restraints, chosen and fitted appropriately
- Increased uptake of safer vehicles by vulnerable novice drivers and by older drivers
 - Provision of “first on scene” crash management skills and promotion of appropriate protective gear
 - Improved rates of hazard reporting to VicRoads and CoGG and hazard elimination
 - Regular maintenance programs to improve road conditions and road surface markings
 - Provision of local motorcycle safety initiatives, especially promoting rider compliance regarding speed and riding under the influence
- Visibility of motorcycles and increased use of appropriate protective gear

6.3 Cyclists

- Promotion of cyclist safety across a range of cyclist issues and target groups

6.4 Motorcyclists

- Improved maintenance of roads and roadsides to cater specifically for motorcyclists
- Provision of on-road and off road bicycle infrastructure
- Liaison with schools to promote safe cycling to schools and other activity centres

6.5 General Issues

- Speeding – in residential streets, through school zones and strip shopping centres
- Aggressive driving, tailgating, ‘hoon’ driving
- Drivers driving under the influence of alcohol and other drugs, or driving while fatigued
- Driver distraction (through ‘external’ and ‘in-car’ distractions)
- “Road network auditing” to identify and target “Black Spot” areas
- Intelligence-driven enforcement through mapping of crash locations and traffic offence data
- Maintenance programs to identify and reduce hazardous locations
- Improved safety for students walking and cycling to school
- Increased road user awareness of and compliance with relevant Road Rules
- Review of phasing of traffic signals
- Planning of bus stops, routes and progress through intersections

- Increased uptake of safer, well maintained vehicles across the domestic and ‘commercial’ fleet

The workshop also concluded that the City could influence good design in relation to road safety as part of core Planning functions, especially in relation to pedestrian access to major developments and also between major developments and key destinations. All listed road safety issues are summarised in Section 7 and within detailed “Road Safety Strategy Action Plans” within Section 8. These action plans are divided into three major sections with initiatives and activities listed according to the “Safe System Approach”:

- Safer Roads and Road Environments
- Safer Vehicles
- Safer Road Users

Targeted actions are then grouped into “The Four E’s”: Education, Engineering, Enforcement and Encouragement

7 Road Safety Strategy Action Plans

7.1 Road Users by Age Group

7.1.1 Road Users by Age Group			Young Children (babies to Pre-school age)			
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User	as pedestrians	Education	Informing parents about road safety for children	"Starting Out Safely" (SOS) Early Childhood Road Safety Program for use across Early Childhood sector	VicRoads and contracted SOS providers: Early Learning Association of Australia, Kidsafe Victoria	SOS kit and parent resources is available to Early Childhood Centres and Services, such as Maternal and Child Health, Pre-schools, childcare, Family Day Care (FDC) Educators
			Promotion of 'active travel' to improve safety around centres and in car parks	"Journey to School" DVD (and associated parent booklet)	CoGG	Ideal viewing for families with children about to go into Prep; Early Childhood sector is well placed to promote active travel
		Engineering	Provision of appropriate infrastructure	Capital Works Programs	VicRoads, CoGG	as per Capital Works Schedule
		Enforcement	Enforcement of road rules near centres	Enforcement Programs	Victoria Police, CoGG	as per Police/CoGG programs
		Encouragement	Parents protecting children near roads and setting a good example, role modelling safe & appropriate behaviour	"Starting Out Safely" (SOS) Early Childhood Road Safety Program parent information	VicRoads and contracted SOS providers (as above)	Available to Early Childhood Centres and Services (as above)
	Associated Communications			CoGG	Promote via relevant networks	
	as cyclists, tri-cyclists and scooter users	Education	Informing parents and carers about road safety for child cyclists: - close adult supervision of children on bikes, tricycles and scooters - appropriate choice of bicycle - proper maintenance of bicycles - appropriate choice of approved helmets and correct fitment - mandatory helmet wearing for all cyclists and for scooters too - helmet use recommended for backyard and 'playspace' environments	Parent materials and activity sheets from Starting Out Safely (SOS) program	VicRoads and contracted SOS program providers (as above)	SOS kit and resources available to Early Childhood Centres and Services as above
				Victorian Road Rules including 2009 amendment requiring scooter riders to wear an approved bicycle helmet		Road Rules updates suitable
		Engineering	Provision of connecting cycle networks and safe routes for all users, including family groups to/from activity centres	Geelong Cycling Strategy	VicRoads, CoGG	as per Capital Works and Maintenance Programs
	Monitoring and improvement in uptake of approved helmets and correct fitment		Observational surveys via Early Childhood Centres and Services Relevant educational resources	CoGG	Early Childhood sector is well placed to help improve helmet use	

7.1.1 Road Users by Age Group Young Children (babies to Pre-school age)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User		Enforcement	Heightened awareness of relevant road rules for cyclists, re use of approved bicycle helmets, bells and lights and cyclist road rules	Enforcement and related media highlighting safety issues behind the road rules	Victoria Police, CoGG	Early Childhood sector can help improve helmet use, supporting Police/CoGG enforcement/communications
		Encouragement	Promotion of 'active travel' modes to families using early childhood services	Starting Out Safely (SOS) Journey To School DVD	CoGG	Early Childhood Centres and Services are well placed to promote 'active' travel, ideally as children transition to Prep
Vehicle	as vehicle occupant	Education	Informing parents about road safety for children as vehicle occupants	"Starting out safely" (SOS) Early Childhood Road Safety Program VicRoads and RACV information on appropriate selection and correct use of child restraints	VicRoads and SOS providers: Early Learning Association of Australia, Kidsafe Victoria	SOS resources, VicRoads and RACV information is available to Early Childhood Centres and Services (as above)
			Inform parents and carers of relevant Victorian Road Rules and product Standards, highlighting age and size appropriate child restraint choice, correct use and installation of restraints, fitted to the vehicle and adjusted to fit the child correctly for every trip	Promotion of correct choice, use and fitting of child restraints fitment using available materials, via relevant communication methods: Greater Geelong Early Childhood and Education E-Bulletin, media releases, websites	VicRoads and SOS providers: Early Learning Association of Australia, KidSafe Victoria RACV	Early Childhood Centres and Services are well placed to help improve correct choice and use of child restraints CoGG can promote key messages
			Provision of restraint fitting information			
		Enforcement	Enforcement of child restraint road rules	Enforcement and associated publicity	Victoria Police	As per Police programs
		Encouragement	Promotion of 'best practice' professional fitting, supplemented by regular checks by parents and carers	Professional fitting services promoted as 'best practice' through SOS trainers and via child restraint checking/fitting days and associated promotions	VicRoads RoadSafe Barwon(RSB) Professional, accredited restraint fitters CoGG	CoGG/RSB Restraint fitting events offer opportunity to highlight the importance of appropriate choice, correct use and fitting of child restraints
Road Environment	using the road and road reserve	Education	Inform parents of the importance of protecting young children in and near traffic and modelling safe behaviours	"Starting Out Safely" (SOS) Early Childhood Road Safety Program	VicRoads and SOS providers: Early Learning Association of Australia, Kidsafe Victoria	Early Childhood Centres and Services are well placed to promote key messages around safety for child pedestrians
		Engineering	Provide safe intersections and carriageways, walking paths and crossing points	Capital Works Programs Maintenance Programs Communication Programs	VicRoads, CoGG	As per Capital Works and Maintenance Programs
			Infrastructure maintained to a good standard			

7.1.1 Road Users by Age Group		Young Children (babies to Pre-school age)				
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	using the road and road reserve	Enforcement	Provide relevant enforcement for safe and equitable access and use of the road network	Victoria Police enforcement CoGG enforcement regarding AI Fresco policy infringements	Victoria Police, CoGG	Community members encouraged to comply and to report non-compliance
		Encouragement	Promote appropriate reporting of hazards and missing or damaged infrastructure	Capital Works Programs Maintenance Programs Communication Programs	CoGG, VicRoads	Broader community encouraged to report identified infrastructure issues / needs

7.1.2 Road Users by Age Group		Children of Primary School age				
Safe System		Four E's	Challenges	Programs: Existing / Potential	Program source / 'owner'	Comments
Road User	as pedestrians	Education	Informing parents about road safety for children as pedestrians	"Kids On The Move (KOTM)" school policy and curriculum kit on road safety, including class activities, parent tips, activities and KOTM parent DVD "A Child's World of Traffic" promoting adults as role models, protectors of children near traffic "Safe To School" webpages "Walk This Way" Diversitat DVD	VicRoads, TAC Diversitat Providers of settlement services for people from newly-arrived or refugee background	Schools can influence road safety outcomes, using KOTM 'whole of school' policies and use of kit and other well regarded programs within curriculum, plus 'take-home' activities and parent tips and KOTM/Diversitat DVDs showing adults as role models /protectors
			Teaching children about road safety	KOTM in schools "Street Scene" class program	VicRoads, TAC RACV	Schools to implement KOTM road safety policies / activities and to book RACV sessions
			Promotion of Active Travel uptake by schools and parents	KOTM in schools Journey to School DVD /booklet Smart Steps for Primary Schools and for Families Promotion of 'active travel' special events	VicRoads, TAC CoGG Victoria Walks Agencies promoting events: Ride2School; Pedestrian Council of Australia; Victoria Walks/VicHealth	Schools can promote active travel as 'the norm' for their school. Journey To School DVD is ideal viewing for parents, especially at Prep Orientation meetings; Smart Steps and events help promote 'active' travel modes
			Relevant Road Rules: for children and for parents and carers too	Communication about Rules via KOTM in schools Safe To School parent materials	VicRoads, TAC	Schools can promote Road Rules via KOTM and 'Safe To School'
		Engineering	Provision of relevant infrastructure Provision of school crossings and supervisors where criteria is met	Capital Works programs School Crossing Supervisor programs	VicRoads, CoGG	As per Capital Works As per School Crossing programs
		Enforcement	Enforcement of Road Rules	Victoria Police enforcement CoGG Local Laws enforcement around schools and Al Fresco policy infringements	Victoria Police, CoGG	As per Police programs As per CoGG enforcement
		Encouragement	Promotion of available resources	Communication programs raising awareness of availability of KOTM and other programs as listed above	Department of Education and Early Childhood Development (DEECD) Senior Programs Officer, Traffic Safety Education	DEECD representative to promote uptake of KOTM by local schools; CoGG/RSB to help raise awareness of KOTM and other programs
			Promotion of 'active travel' events - Ride2School Day; Walk Safely To School Day; Walk To School	Online program materials Incentives for schools to promote active travel through special events	Agencies promoting events: Ride2School (Bicycle Network); Pedestrian Council of Australia; Victoria Walks	Schools can access program information and registration online via key agencies CoGG offers incentives too

7.1.2 Road Users by Age Group		Children of Primary School age				
Safe System		Four E's	Challenges	Programs: Existing / Potential	Program source / 'owner'	Comments
	as cyclists	Education	Teaching children about road safety and practical cycling skills, via Bike Ed, using existing local resources: RoadSafe Barwon trailer of bikes; local Criterium	KOTM in schools "Bike Ed" program Bike Ed trailer of bicycles Criterium (at Belmont)	VicRoads, TAC RoadSafe Barwon Local Cycling Clubs	Schools can use KOTM cyclist safety chapters Schools can run Bike Ed programs for senior levels Ride2School and RSB can assist with trainers or training
			Training of primary school teachers and volunteers to teach Bike Ed in schools	Bicycle Safety Education Instructor Training	Wilcare Services (Cycle Safe)	
			Informing parents about road safety for child cyclists Providing cycle safety information to parents of children transitioning to secondary college via parent meetings	Parent materials, activity sheets and parent DVD "A Child's World of Traffic" from KOTM kit Resources available from key cycling safety agencies	VicRoads, TAC Ride2School (Bicycle Network), Cycling Promotion Fund, Amy Gillett Foundation	Schools can use KOTM kit cyclist safety chapters and parent DVD and can provide relevant cyclist safety tips to children 'transitioning' to Year 7 and their parents
			Active transport uptake by schools and parents	KOTM Journey To School DVD Active Travel Events	Vic Rd Safety Ref Grp CoGG	
		Engineering	Provide connecting cycle networks and safe routes for users	Geelong Cycling Strategy Capital Works programs	VicRoads, CoGG	As per Geelong Cycling Strategy and Capital Works programs
		Enforcement	Enforce road rules Enforce helmet wearing/ bike light use	Police enforcement operations	Victoria Police	As per Police programs and associated Communications
		Encouragement	Encourage safe riding practices Promote purchase of size-appropriate, well equipped bicycles and regular maintenance of those Provide secure bicycle storage facilities	Bike Ed program Bicycle storage funding grants	VicRoads / Wilcare Services Bicycle Network	CoGG and RSB can lend support / provide referral
Vehicle	as vehicle occupants	Education	Inform parents and carers of relevant Road Rules and product Standards, highlight age and size appropriate child restraint choice, correct use and installation of restraints, correctly fitted to the vehicle and adjusted to fit the child for every trip	KOTM kit, including parent DVD Restraint fitting tip sheet for parents and carers Child restraint checking/fitting days / provision of information	VicRoads, TAC RACV CoGG, RSB	Schools can provide relevant child restraint and seatbelt use tips directly to parents and can use KOTM kit in class and use parent DVD and school newsletters CoGG and RSB can assist
			Using appropriate child restraints and seatbelts in vehicles			
		Enforcement	Enforcement of road rules as drivers	Police enforcement operations	Victoria Police	As per Police programs
			Enforcement of appropriate child restraint choice and use			
		Encouragement	Provide parents / carers with information on child restraint choice and correct use	KOTM kit, including parent DVD VicRoads / RACV websites	VicRoads, TAC RACV	Schools can communicate with parents as noted above

7.1.2 Road Users by Age Group		Children of Primary School age				
Safe System		Four E's	Challenges	Programs: Existing / Potential	Program source / 'owner'	Comments
Road Environment	using the road and road reserve	Education	Communication with road users around safer use of the road network	Communications that raise awareness of responsibilities KOTM in schools KOTM parent materials used, including parent DVD	VicRoads, TAC	Schools can learn via use of KOTM kit within curriculum Schools can communicate key messages to parents via newsletters and through use of parent materials within KOTM kit, including DVD. Key partners are available to assist with this: CoGG, RSB Victoria Police
		Engineering	Provide safe intersections Provide safe carriage ways Maintain roads to a high standard Provide and maintain safe walking paths and crossing facilities	Capital Works and Maintenance Programs Promote appropriate reporting of hazards and missing or damaged infrastructure	VicRoads, CoGG Local community can report infrastructure issues directly to VicRoads and to CoGG	As per Capital Works Programs School community and broader community encouraged to report identified infrastructure issues / needs
			Provide school crossings and supervisors where criteria is met	School Crossing Supervisor Program	VicRoads, CoGG	School crossing service provided and monitored
		Enforcement	Operations targeting school zones	Police and CoGG enforcement programs targeting school zones	Victoria Police, CoGG	Enforcement operations targeting school precincts
		Encouragement	Provide relevant information via targeted communication: to schools, to families and to the students themselves	KOTM "Safe To School" web pages	CoGG	CoGG Traffic Management Procedure for parking and safety around schools and supporting parent resources provided, via direct liaison with Principals

7.1.3 Road Users by Age Group: Secondary, VCAL / VCE and Technical college students / apprentices

Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User	as pedestrians	Education	Provide pedestrian safety information, via curriculum and other relevant means	"Traffic Safety Essentials" (TSE) curriculum resource	VicRoads, TAC	DEECD - schools
			Promote the importance of planning ahead to avoid road trauma as a pedestrian under the influence of alcohol or other drugs	"Fit2Drive" (F2D) Year 11 half day road safety workshop program	Fit2Drive Foundation	Schools can host a F2D Year 11 workshop via CoGG and RSB, coordinated via F2D Statewide Coordination Committee, supported by DEECD, Victoria Police, SES
				"Looking After Our Mates" (LAOM) Year 12 information session	VicRoads	Schools can host LAOM Year 12 session, booked via RoadSafe Barwon
		Engineering	Provide relevant infrastructure	Capital Works and Maintenance Programs	VicRoads, CoGG	As per Capital Works and maintenance programs
		Enforcement	Provide targeted enforcement	Police enforcement operations	Victoria Police	As per Police programs
		Encouragement	Provide information re transport options	Night Bus and Taxi services	CoGG, Geelong Taxi Network	Promote use of alternative transport options via schools
	as cyclists	Education	Provide cycle safety information to teenagers via curriculum	"Traffic Safety Essentials" (TSE) Practical skills programs	VicRoads, TAC	DEECD - schools
		Engineering	Provide connecting cycle networks and safe routes for users		VicRoads, CoGG	As per Capital Works and Maintenance programs Geelong Cycling Strategy, Principle Bicycle Network
						Promote reporting of hazards and damaged or missing infrastructure
		Enforcement	Enforcement of road rules	Enforcement programs	Victoria Police, CoGG	As per Police programs
		Encouragement	Encourage students to ride to school in a safe fashion and link students to local cycling agencies	TSE curriculum and promotion of the benefits of joining a cycling club	VicRoads, TAC	Schools can promote student cyclist safety and local cycling club contacts
	as learner and novice vehicle drivers	Education	Raise learner and novice drivers' awareness of road safety /road trauma relating to driving and impairments. Provide young drivers with information about road safety, required skills, choices/ responsibilities as a driver or other road user, via Graduated Licensing System / mentoring programs	"Traffic Safety Essentials" curriculum	DEECD	Programs and classes are integrated into school curriculum
				"Keys Please" Year 10 sessions	VicRoads, DEECD	Schools book with VicRoads regional road safety contact
				"Fit2Drive" Year 11 workshops	CoGG, DEECD, SES, RSB, Victoria Police	As above: schools can book a workshop, via CoGG and RoadSafe Barwon

7.1.3 Road Users by Age Group: Secondary, VCAL / VCE and Technical college students / apprentices

Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	as learner and novice vehicle drivers	Education	Raise learner and novice drivers' awareness of road safety /road trauma relating to driving and impairments. Provide young drivers with information about road safety, required skills, choices/ responsibilities as a driver or other road user, via Graduated Licensing System / mentoring programs	"Looking After Our Mates" Year 12	VicRoads	Schools can book a session via RSB
				Connecting the Dots"	TAC	Year 12 program based on a true Australian Story: DVD and teaching resources available online or via TAC
				"Transmission" Community Service Announcement (CSA) And You Tube competition "Make A Film Make A Difference (MAFMAD)" short film competitions	RACV TAC	Annual media competitions for young people to produce road safety themed short films, Community Service Announcements and You Tube clips for peers. Entry details available online
			Promote the importance of parents and carers as role models, when driving and when supervising learners and in providing supervised driving practice in a range of road, traffic and weather conditions Assist disadvantaged young people gain their 120 hours of supervised driving practice Highlight the importance of sharing the road environment with a range of road users and people with accessibility needs, within the learning process	Year 10 "Keys Please" program	VicRoads	Schools book via VicRoads SW Region office
				"Lessons From The Road" parent DVD's online	VicRoads	"Lessons From The Road" DVDs need to be promoted by schools to parents and others supervising learners CoGG and RSB can assist
				L2P" learner driver mentor program and similar programs to assist disadvantaged learners obtain their mandatory 120 hours	VicRoads, CoGG	CoGG coordinate the local L2P program, taking new learners on via referral and prioritising processes
		Engineering	Compliance with relevant road rules re seatbelts and restrictions on use of high powered vehicles by new drivers	Publicity programs, schools programs and targeted components of Graduated Licensing System (GLS)	VicRoads	Graduated Licensing System provides full information on applicable rules
		Enforcement	Enforcement of road rules including recent 'Hoon' legislation/confirmation Detection of undesirable road user behaviour and speeding	Targeted Police operations and related communications Reports to Crimestoppers	Victoria Police Crimestoppers	As per Police programs Community members can report undesirable driving behaviour to Crimestoppers
		Encouragement	Deliver programs exploring the positive aspects of being independently mobile and negative impact of penalties: fines, losing your licence, vehicle confiscation or being involved in or responsible for road trauma	F2D Road Safety Workshop for Year 11	Fit2Drive Foundation	Schools can host a F2D Year 11 workshop via CoGG and RSB

7.1.3 Road Users by Age Group: Secondary, VCAL / VCE and Technical college students / apprentices

Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Vehicle	as vehicle occupants	Education	Raise awareness amongst young learners/ passengers of road safety /road trauma relating to driving and impairments. Provide young drivers with information about road safety, required skills, choices/ responsibilities as a driver or other road user, via Graduated Licensing System / mentoring programs Programs and activities are integrated into the school curriculum	"Traffic Safety Essentials" TSE curriculum resource	VicRoads, TAC	Schools have this resource
				Year 10 Keys Please Year 11 "Fit2Drive"	VicRoads Fit2Drive Foundation VicRoads	Schools can book all these programs as listed above
				Year 12 "Looking After Our Mates"		
				"Connecting the Dots" for Year 12	TAC	Program available online
				"Transmission" Community Service Announcement (CSA) And You Tube competition "Make A Film Make A Difference (MAFMAD)" short film competitions	RACV TAC	Annual media competitions for young people to produce road safety themed short films, Community Service Announcements and You Tube clips for peers. Entry details available online
				VCAL road safety programs online	VicRoads, TAC	Online resources for VCAL
				"Good Sports" accreditation program	Australian Drug Foundation	Sports Clubs book via ADF
				Police "Party Safe" register for party hosts to keep parties safe	Victoria Police	Party hosts register with Police, to help manage any issues arising. Tips for hosts and guests provided.
	selecting / driving a safer vehicle	Engineering	Promote seatbelts and safer cars	Key messages promoted programs listed above, using How Safe Is Your Car and First Cars List resources or stand-alone "Choosing a Safer Car" session	TAC VicRoads CoGG	Schools can provide 'Safer Cars' information to students and their families and can run an interactive session for Year 11 via CoGG
		Enforcement	Compliance with road rules / GLS	Police enforcement	Victoria Police	Police target high risk times and Crimestoppers reports
		Encouragement	Promote Hoon confiscation penalties	Programs highlighting penalties	Communication programs	
		Education	Promote selection of safer new and used cars currently on the market that have safety features that may help prevent a crash and protective features if involved in a crash	"Choosing A Safer Car" interactive presentations at schools, using First Cars List , How Safe is Your Car website ,Australian New Car Assessment Program (ANCAP) Used Car Safety Ratings – or parents targeted directly	Community RoadSafe Mildura VicRoads TAC	CoGG/ RoadSafe Barwon can deliver an interactive session, sourced from Mildura
						Parents can be targeted directly with information, especially the First Cars List
		Engineering	Increase the uptake of safer, well-maintained, legal cars by young drivers	Programs and resources promoting safer vehicles and 'best practice' maintenance	VicRoads	Information on safer vehicles and maintenance provided via schools

7.1.3 Road Users by Age Group: Secondary, VCAL / VCE and Technical college students / apprentices

Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	selecting / driving a safer vehicle	Enforcement	Promote the importance of vehicle maintenance, vehicle restrictions applying to novice drivers, hazards and legal issues around vehicle modification and of driving whilst unauthorised or driving an unroadworthy or, unregistered vehicle	Enforcement of road rules via targeted Police operations. Police operations using Automatic Number Plate Recognition technology, targeting detection of 'unauthorised' drivers or unroadworthy or unregistered vehicles	Victoria Police	As per Police programs Provide information about purchasing safer vehicles directly to students and also to their parents.
		Encouragement	Promote uptake of vehicles with enhanced safety features and four to five star 'safety ratings' by young people Highlight the availability of 'affordable' safer cars in a range of price categories Promote regular checks and the importance of 'preventative', routine vehicle maintenance			CoGG/ RSB can deliver an interactive session, sourced from Community RoadSafeMildura Parents can be targeted directly with information, especially the First Cars List
Road Environment	using the road and road reserve	Education	Promotion of the individual's responsibilities as a road user within a Safe System	School based curriculum resource Traffic Safety Essentials (TSE) used in schools PLUS delivery of school-based programs as listed above		Schools can access TSE resources and programs as listed above
		Engineering	Provide safe intersections and carriageways.	Promote appropriate reporting of hazards and missing or damaged infrastructure	VicRoads, CoGG VicRoads, CoGG	As per Capital Works and Maintenance Programs
			Keep roads maintained to a good standard			
			Provide safe walking paths and crossing facilities			
		Enforcement	Target 'hoon' and anti-social driving behaviours such as speeding over the speed limit	Police operations Communication of key messages	Victoria Police	As per Police programs
		Encouragement	Promote appropriate reporting of hazards and missing or damaged infrastructure	VicRoads and CoGG Customer Service / reporting processes (online and by phone)	VicRoads, CoGG	Local Community can report infrastructure issues directly to VicRoads and to CoGG

7.1.4 Road Users by Age Group: Older Road Users (see also 'Additional Needs / Accessibility' tables)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User	as pedestrians	Education	Provide programs and information that inform older road users of safe habits as pedestrians	"Being a Safer Walker" tips for older pedestrians Information on walking while under the influence of alcohol, prescription medicines, or physical / cognitive impairments	VicRoads	Booklet provides tips ; associated presentation available soon Issues of walking whilst impaired covered off within several programs as below
			Provide users of 'Motorised Mobility Devices' best safety practice tips for use of these, plus relevant road rules	MMD presentation MMD brochures	VicRoads VicRoads	Sessions available to groups Detailed brochure on choosing and using MMD's available
		Engineering	Provide safe routes and crossing points and "Way finding" signage		VicRoads, CoGG	'Best practice' installations to cover additional, key routes
		Enforcement	Target pedestrians not utilising existing crossing facilities	Police operations and relevant leaflets	Victoria Police	As per Police Programs
		Encouragement			VicRoads	Information provided to enhance understanding of road safety rules and benefits
	as cyclists	Education	Provide cyclist safety information to adult/veteran and senior cyclists via community groups and cycling clubs	Promote 'best practice' in bicycle selection, maintenance, helmets, protective and reflective gear	Bicycle Network	Key partners are available to assist with communication of safety information, including BikeSafe, Bicycle Users Geelong, Geelong Cycling Club, Geelong Veteran Cycling Club
		Engineering	Provide connecting cycle networks and safe routes for users	Promote reporting of damaged / missing infrastructure	VicRoads, CoGG	As per Capital Works and Maintenance Programs and Geelong Cycling Strategy / Principal Bicycle Network
		Enforcement	Enforcement of road rules	Promote relevant road rules to help improve compliance	Victoria Police	As per Police programs
		Encouragement	Encourage adults to improve their cycling skills through more frequent riding and promote membership of cycling clubs for enhanced opportunities	Help promote the work and activities of local cycling clubs	BikeSafe, Bicycle Users Geelong, Geelong Cycling Club, Geelong Veteran Cycling Club etc.	Clubs provide opportunities to ride at appropriate skill levels and can help identify appropriate routes and riding opportunities
	as motorcyclists	Education	Provide "first on scene" crash management courses specifically for motorcyclists	"Accident scene management" courses for motorcyclists and pillion passengers	Accident Scene Management Australia (ASMA)	Courses offered State wide via ASMA and supported locally via CoGG / RSB

7.1.4 Road Users by Age Group: Older Road Users (see also 'Additional Needs / Accessibility' tables)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	as motorcyclists	Education	Provide motorcycle safety information including promotion of protective clothing, road safety and rider tips for regional riding on some of the best motor cycle rides in Victoria	TAC resources including "Spokes" website and VicRoads online resources and handout materials, especially on protective gear for motorcyclists	TAC VicRoads	Local retailers plus clubs such as Ulysees and Harley Owners Group (Geelong) can assist with delivery of key messages to motorcyclists
			Promote safer riding on trail bikes in approved areas	"Ride For Tomorrow" trail bike ("off road") program	Department of Sustainability and Environment (DSE)	CoGG can refer on re: where to ride off road, plus rider tips
			Cater for visitors from interstate and overseas, providing tips for riding in this region (via targeted tourism/safety brochures)	Partner with Tourism sector, motorcycle hirers (here and in Melbourne), VicRoads and TAC re 'state-wide' resources	Geelong Otway Tourism; TAC	Road safety groups across the State produce and promote regional riding maps and safety tips
			Provide relevant information to Learners through rider trainers and retailers	Provide key road safety resources and tips to this group	VicRoads TAC	CoGG, RSB Motorcycle retailers/trainers
		Engineering	Implement road design and maintenance that takes into account the needs of motorcyclist	Making Roads Motorcycle Friendly program for delivery to Local Government personnel	VicRoads RSB	Via: CoGG Engineering / Design, Construction and depot maintenance personnel
		Enforcement	Enforcement of road rules	Police enforcement	Victoria Police	As per Police programs
		Encouragement	Promote 'best practice' safety tips	Programs suitable for this group	As above	As above
	as drivers	Education	Provide programs that inform older users on safety and of limitations due to ageing, the importance of avoiding driving while under the influence of alcohol, prescription medicines or physical / cognitive impairments and also discuss reliance on vehicles and mobility alternatives	"Older drivers" safety and mobility presentations	VicRoads, RSB	RSB funding: Hosted by / at seniors' groups and venues
				"Years Ahead" program	RACV	RSB funding: Hosted by / at seniors' groups and venues
				"Community Mobility for Older People" presentations	TAC / La Trobe University	
		Engineering	Provide a safer road environment as per guidelines on designing for an ageing population	Guidelines on designing for an ageing population and Victorian Speed Limit Review guidelines	VicRoads, CoGG	Key principles / recommendations as per guidelines
		Enforcement	Enforcement of road rules, including rules re 'Fitness to Drive'	"Assessing Fitness To Drive" National publication	VicRoads	CoGG, RSB via Communication programs
		Encouragement	Promote safer driving via enhanced knowledge of road rules and personal responsibilities and promotion/ provision of viable alternative transport options	Educational programs as listed above, plus promotions around Community Transport, taxi and Public Transport options / MYKI	VicRoads, RSB	RSB funding: Hosted by / at seniors' groups and venues; Communication of transport options and road rules

7.1.4 Road Users by Age Group: Older Road Users (see also 'Additional Needs / Accessibility' tables)

Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Vehicle	as motorcyclists	Education	Research /promote safer motorcycle features currently available.	Sources of this information as per Parliamentary Road Safety Committee <i>Inquiry into Motorcycle Safety</i>		Local retailers plus clubs such as Ulysees and Harley Owners Group (Geelong) can assist with delivery of key messages to motorcyclists
		Engineering	Promote 'best practice' motorcyclist and pillion passenger protective gear, that is well maintained and functional and that includes not just helmets, but also protective motorcycle jackets, pants, gloves and footwear	TAC resources including website www.spokes.com.au VicRoads online resources and brochures	RSB, CoGG	
			Motorcycle maintenance and registration issues	TAC and VicRoads online information Police enforcement	Victoria Police	As per Police programs
		Enforcement	Enforcement of the road rules	Police enforcement	Victoria Police	As per Police programs
		Encouragement	Promotion of 'best practice' safety tips	TAC, VicRoads online resources	CoGG, RSB	Local Communications
	as vehicle occupants	Education	Research safer new and used cars that are currently on the market. Highlight importance and increased availability of safer vehicles for older road users to promote selection of vehicles with safety features that may help prevent a crash and protective features if involved in a crash	RACV "Make The Right Choice" Australian New Car Assessment Program (ANCAP) Promote new and used car safety ratings How Safe is Your Car? online resource First Cars List	ANCAP Australian Transport Safety Bureau TAC VicRoads	Promotion of safer vehicles through delivery of RSB funded programs, hosted by / at seniors' groups and venues and through targeted communication
		Engineering	Consistent use of seatbelts			Promotion via RSB as above
		Enforcement	Enforcement of road rules	Police enforcement	Victoria Police	Communication programs
		Encouragement	Promote uptake of safer vehicles by older drivers	As above: programs / resources promoting safer vehicles	As above	Promotion via RSB as above
Road Environment	using the road and road reserve	Education	Promote responsible use of existing infrastructure and the importance of planning routes	"Don't Take Risks: being a safer walker" brochure and associated VicRoads pedestrian and MMD presentations	CoGG, VicRoads, RSB	Promotion via RSB as above
		Engineering	Provide safe intersections and carriageways. Keep roads maintained to a good standard	Capital Works and Maintenance Programs Programs encouraging reporting of damaged or missing infrastructure	VicRoads, CoGG	As per Capital Works and Maintenance programs

7.1.4 Road Users by Age Group: Older Road Users (see also 'Additional Needs / Accessibility' tables)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road Environment	using the road and road reserve		Provide safe walking paths and crossing facilities	Al Fresco footpath trading policy guidelines Promote appropriate reporting of hazards and missing or damaged infrastructure	CoGG, VicRoads Victoria Police	Promotions targeting local traders, highlighting safety issues Local community can report infrastructure issues directly to VicRoads and to CoGG
		Enforcement	Provide planning and enforcement guidance regarding roadside signage and billboards Address 'Al Fresco' policy infringements by retailers and hospitality premises	Provide planning and enforcement targeting infringements of existing policies and laws regarding roadside signage, billboards and advertising hoardings, including Al Fresco trading and A-frames	COGG, Vic Roads	Local community can report infringements of footpath use directly to CoGG.
		Encouragement	Provide programs that inform older road users about risks and their responsibilities and options for improved safety	Older road users' safety and mobility programs, presentations and handout materials as above	VicRoads, CoGG	Promotion via RSB as above

7.2 Additional Needs/ Accessibility

7.2 Additional Needs/ Accessibility

Safe System		Four 'E's		Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road users	as pedestrians	Education	Provide programs and information to inform people with additional needs using the roads of safe habits as pedestrians, including choice of clothing, choosing appropriate places to cross (in consultation with specialist trainers from Guide Dogs Victoria and Vision Australia Mobility instructor and CoGG Rural Access)		"Being a safer Walker" tips for people with all abilities. Safe travel for people with physical or cognitive disability or impairment/s. Include awareness of the hazards of travelling whilst under the influence of alcohol, drugs including prescription medicines.	Vic Roads, RSB	Delivery of RSB funded programs, hosted by / at relevant community groups and venues and through targeted communication
			Provide users of Motorised Mobility Devices (MMD's) with 'best practice' safety tips and road rules including speed limit for footpath use.		MMD presentations Community Education Education for MMD suppliers (including scooters)	Vic Roads, RSB	Delivery of sessions to local community groups via RSB Promotions via Medicare Local network
		Engineering	Audit ALL controlled and uncontrolled crossings – to identify infrastructure shortfalls and to provide safe routes and crossing points: correct placement of Tactile Ground Surface Indicator (TGSi) pads, audio tactile / audible traffic lights (working correctly) and all traffic islands meeting footpaths with accessible routes (pram crossings).		Infrastructure audit (progressive) program	Vic Roads, CoGG	As per Capital Works and Maintenance programs
			Provide and expand upon routes with high level of infrastructure support for people with disabilities; Improve crossings		"Preferred Paths or Routes" established to/from key local destinations	CoGG, VicRoads,	Work in partnership with key agencies including Blind Citizens Australia (Geelong) and Vision Australia to identify and expand to more routes
		Enforcement	Target pedestrians not using existing crossings, facilities or pathways Focus on unauthorised use of footpath where prohibited by adult cyclists and by MMD users travelling at illegal speeds		Police operations (via TAC additional enforcement funding) Provision of relevant leaflets and promotions on these issues	Victoria Police /TAC Vic Roads	Seek support for Police initiatives and road rules compliance from CoGG, RSB Local community groups Medicare Local network Retailers of MMD
		Encouragement	Promote 'best practice' crossing tips and publicise 'Preferred Paths or Routes' as those are developed locally Promote safer walking		Relevant communications re these issues, via presentations to groups and relevant means, such as Vision Australia Radio	CoGG	Liaise with key stakeholders on promotion of key safety messages and promotion of routes once established

7.2 Additional Needs/ Accessibility							
Safe System		Four 'E's		Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Vehicle	As vehicle occupants and patrons of public transport	Education	- Taxi Travel – Provide safe, convenient travel through using vehicles that fit the requirements, supporting initiatives that help promote use of maxi taxis, and provide information to newly arrived residents who will be needing taxis. - Bus Travel – Promote the use of low floor buses and services to newly arrived residents who will need low floor buses and bus travel information. - Train Travel – Promote the use of train services to newly arrived residents, train travel information.	Develop and deliver new program “Preferred travel for people with needs”, designed for people with needs about using - taxi - bus - train services Include initiatives that promote availability of taxi subsidy scheme, Department of Veterans’ Affairs (DVA) :Gold Card” services, Disability parking MYKI information and enhanced local access to MYKI cards and “top-up” options	* New program to be initiated	CoGG (to develop) from resources available from Public Transport providers	
		Engineering	Promotion of available options for Transportation Of all Children and Youth with Additional Needs (TOCAN)	Provide opportunity to highlight transportation options for this group locally: for families, carers and local professionals	TOCAN (via Safety Centre at the Royal Children's Hospital)	CoGG to organise local seminars for families, carers and local professionals	
			Provide lighting, shelters and seating as required	Capital Works programs	CoGG, PTV	As per Capital Works program	
		Enforcement	DDA compliance	Capital Works programs	VicRoads, CoGG, PTV	Local community can report infrastructure issues directly to VicRoads and to CoGG	
		Encouragement	Encourage people with additional needs to utilise available transport options, offering accompanied travel	Travellers’ Aid accompaniment	CoGG	CoGG to pursue development of accompaniment programs	
	As drivers	Education	Provide community programs that inform people with additional needs, their families and their carers on safety and of possible dangers whilst navigating road use. Highlight the importance of not using a vehicle whilst under the influence of alcohol, drugs or prescription	People with additional needs safety and mobility presentations	RACV TAC / LaTrobe University	Promote availability of programs for delivery via RSB	
				‘Years Ahead’ program “Community Mobility For Older People” Refresher Lessons for Mature Aged Drivers	Driving instructors	Communication programs	

7.2 Additional Needs/ Accessibility							
Safe System		Four 'E's		Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	As drivers	Education	medication or medical conditions that adversely affect driving, as defined by "Assessing Fitness To Drive" National guidelines document. Promote the range of mobility options available, including the potential for vehicle modifications to allow people with a disability to drive, subject to Occupational Therapist assessment and professional vehicle modifications.	Provide programs promoting mobility options for people with disability/ impairment, their carers and families; highlighting available support services such as Vision Australia orientation and mobility instruction, Disability Parking Permit and aids and facilities that can help provide improved access, such as 'Preferred Paths / Routes'.	* New program to be initiated	CoGG (to develop) from resources available from relevant /responsible agencies Promote program through local community groups and venues and relevant, service providers, such as Diversitat and relevant networks including Street Access Advisory Committee for the Aged and People with Disabilities and Disability Advisory Committee	
		Engineering	Provide training for Engineers, managers and their contracted agencies on effective installation of accessible street aids - Tactile Ground Surface Indicators (TGSi), accessible footpath and kerb design, audio-tactile traffic signals and way-finding signage	"Be access ready"(new) training to be developed that all relevant managers and contractors are to complete as part of their induction to working with COGG or Vic Roads	* New program to be initiated	CoGG (to develop) from resources available from relevant /responsible agencies and to promote to key personnel working with CoGG, VicRoads and contractors	
		Enforcement	Develop relevant training about provision of equitable 'street' access. Provide to existing staff and contractors as 'experiential' training and embed this training into staff induction processes.	"Be access ready" (new) training to be developed that all relevant managers and contractors are to complete as part of their induction to working with COGG or Vic Roads	* New program to be initiated	CoGG (to provide) once program is developed from resources available from relevant /responsible agencies and to promote to key personnel working with CoGG, VicRoads and contractors	
		Encouragement	Promote the uptake of the training program in order to encourage implementation of the 'best practice' principles covered within that training	Promote the benefits to workers and the people they are servicing, offering opportunity to view their outcomes of their work with physical access outcomes	* New program to be initiated	CoGG (to promote) once program is developed and provided, highlighting 'best practice' to other agencies.	

7.2 Additional Needs/ Accessibility						
Safe System		Four 'E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road Environment	Using the road, road reserve and pathways	Education	Offer education to ALL community road environment users about safety and people of ALL abilities sharing the pathways Develop a “code of practice” for people using different aids on public pathways: be aware of others / personal responsibilities	“Access for ALL” community education training General communication via a range of media options	* New program to be initiated	CoGG to take a leadership role in development of new program and delivery across the community, considering
		Engineering	Users with varying speeds = potential conflict: all those considered “pedestrians” travelling below 10km/h and road users travelling at faster speeds have different requirements	Conduct audit of (existing) shared pathways Consider creation of separate paths where practicable in new developments	COGG, Vic Roads	As per Inspection and Capital Works programs
			Provide clean swept pathways and roadsides to prevent puncture or tripping hazards and falls or tipping incidents and injuries as a result Promote appropriate reporting of hazards and missing or damaged infrastructure	Assign cleaners (as per the road sweeper team) to conduct weekly pathways maintenance. VicRoads and CoGG Customer Service / reporting processes (online and by phone)	COGG,Vic Roads	As per Maintenance schedules As per VicRoads and CoGG Customer Service
		Enforcement	Provide planning and enforcement guidance regarding roadside signage and billboards Address ‘Al Fresco’ policy infringements by retailers and hospitality premises	Provide planning and enforcement targeting infringements of existing policies and laws regarding roadside signage, billboards and advertising hoardings, including Al Fresco trading and A-frames	COGG, Vic Roads	Local community can report infringements of footpath use directly to CoGG. Communicate the safety and access issues / purpose behind guidelines and policies
		Encouragement	Provide programs that inform people with additional needs and their families and carers who are road users about the risks and their responsibilities and options for improved safety	People with Additional Needs safety and mobility programs, presentations and handout materials (hard copy and audible and Braille versions)	* New program to be initiated	Program suitable for promotion and delivery as relevant across community

7.3 Other Road Users

7.3.1 Other Road Users: International Road Users / Visitors to Geelong						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User	as pedestrians	Education	Adults understanding local traffic and Victorian rules, using safer crossing procedures, keeping children safe near traffic: protecting, supervising, holding hands, role-modelling safe behaviours	"Walk This Way" pedestrian safety DVD and poster kit for in English classes	Diversitat	Diversitat is using DVD and poster kit, as providers of Adult Migrant English Programs and local settlement services
		Engineering	Provide infrastructure and information to assist way finding for people of all abilities Promote these to key groups	"Way finding" signs Tactile Ground Surface Indicators (TGSi)	VicRoads, CoGG	Promote existing and new facilities and resources via Tourism and Education sectors
			Provide and expand upon routes with high level of infrastructure support for people with disabilities; Improve crossings	"Preferred Paths or Routes" established to/from key local destinations	CoGG, VicRoads, Blind Citizens Australia (Geelong)	Work in partnership with key agencies including Blind Citizens Australia (Geelong) and Vision Australia to identify and expand to more routes
		Enforcement	Target pedestrians not using existing crossings, facilities or pathways Focus on unauthorised use of footpath where prohibited by adult cyclists and by MMD users travelling at illegal speeds	Police operations (via TAC additional enforcement funding) Provision of relevant leaflets and promotions on these issues	Victoria Police /TAC Vic Roads	Seek support for Police initiatives and road rules compliance from CoGG, RSB Local community groups Medicare Local network Retailers of MMD
		Encouragement	Promote existing routes and facilities	Promotions via Tourism, Tertiary and Adult Education	CoGG,	CoGG to work with Diversitat, Universities/Tourism sector
	as cyclists	Education	Link road safety / cyclist safety agencies to local programs involving renovation /restoration of used or abandoned bicycles later supplied to people to use for transport	Promote rider skills courses and cycling safety information for new arrivals and those new to cycling	Diversitat, Bike Safe, Victoria Police	Diversitat and other community groups can also access/hire RoadSafe Barwon Bike Ed trailer of bicycles
		Engineering	Provide appropriate signage, infrastructure / information and relevant enforcement for safe, considerate use of space by International road users and visitors to Geelong	Infrastructure programs	VicRoads, CoGG	
		Enforcement		Police enforcement	Victoria Police	As per Police operations
		Encouragement		Promotions targeting International road users	VicRoads	Promotions
	as motorcyclists	Education	Provide "first on scene" crash management courses specifically for motorcyclists	"Accident scene management" courses for motorcyclists and pillion passengers	Accident Scene Management Australia (ASMA)	Courses offered State wide via ASMA and supported locally via CoGG / RSB
			Provide relevant information about Victorian road rules and rider	TAC resources and campaigns including website	TAC, VicRoads	Tourism sector including motorcycle hire companies

7.3.1 Other Road Users: International Road Users / Visitors to Geelong							
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments	
	as motorcyclists	Education	responsibilities and specific motorcycle safety information including promotion of protective clothing, road safety and rider tips for regional riding on some of the best motor cycle rides in Victoria and the importance of riding to local conditions	www.spokes.com.au VicRoads online resources		(local and in Melbourne) can assist with delivery of key messages for this group of motorcyclists; CoGG can provide referral/ source information	
			Cater for visitors from interstate and overseas, providing tips for riding in this region	TAC resources and campaigns VicRoads resources Road safety groups across the state produce regional riding maps motorcyclist safety tips	TAC, VicRoads	New CoGG partnership with Tourism sector, including Geelong Otway Tourism, motorcycle hire companies (here and in Melbourne) and key resource providers	
			Promote safer riding on trail bikes in approved areas by referring local people to resources about safe riding on trail bikes and All Terrain Vehicles	"Ride For Tomorrow" trail bike ("off road") program	Department of Sustainability and Environment	CoGG can refer tourism sector / Marcus Oldham College to information: where to ride off road, plus rider tips	
		Engineering	Implement road design and maintenance that takes into account the needs of motorcyclists	Motorcyclist infrastructure funding programs (State) Making Roads Motorcycle Friendly (local design and maintenance)	TAC, VicRoads VicRoads	As per Capital Works and Maintenance programs Delivery of program to Engineering Design, Construction and depot/maintenance staff	
			Enforcement	Enforcement of road rules	Police enforcement operations	Victoria Police	As per Police programs
			Encouragement	Delivery of targeted road safety messages	Communication programs relevant to this target group		
	as drivers	Education	Provide relevant information about Victorian road rules and driver responsibilities and information about local conditions	Communication programs relevant to this target group	VicRoads	CoGG and RSB can assist to get this information to these groups	
Engineering		Provide a safe road network	Capital Works and Maintenance programs	VicRoads	As per Capital Works and Maintenance programs		
Enforcement		Enforcement of road rules	Police enforcement	Victoria Police	As per Police programs		
Encouragement		Raise awareness of safety issues, road rules, related road trauma and applicable infringements	Communication programs relevant to this target group	VicRoads	CoGG and RSB can assist to get this information to these groups		

7.3.1 Other Road Users:		International Road Users / Visitors to Geelong				
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Vehicle	Cyclists	Refer also to specific 'Cyclists' section				
	Motorcyclists	Refer also to specific 'Motorcyclists' section				
	as vehicle occupants	Education	Promote use of seat belts and correct child restraint selection and use to keep young children safe in the car, on every trip, by supporting initiatives that aim to promote restraint use by disadvantaged groups, including those from newly arrived communities and taxi users	Geelong pilot of taxi child restraint pilot	CoGG Royal Children's Hospital Safety Centre Geelong Taxi Network	Targeted communication via main 'settings' – tourism, education, settlement services: CoGG can assist
				Child restraint checking / fitting days and related communication	CoGG RSB	Promoted via Early Childhood Services sector
		Engineering	Provide a safe road network and promote safer vehicles	Capital works and maintenance programs	CoGG VicRoads	As per Capital Works and Maintenance programs
		Enforcement	Provide road rules enforcement	Police enforcement operations	Victoria Police	As per Police programs
		Encouragement	Raise awareness of Victorian road rules	Communication using existing resources developed especially	VicRoads	CoGG can assist to get this information through
	as drivers	Education	Provide road safety information, including vehicle safety information, for hard to reach groups and newly arrived communities, including International students	Road Rules and Responsibilities First Cars List Mentoring programs targeting young people from newly arrived communities and programs supplemented with funding from 'Statewide' sources	VicRoads	Mentoring programs currently run through a range of agencies, many linked to VicRoads/CoGG "L2P" program for learner drivers Tertiary institutions are well placed to target overseas students
			Provide road safety information for International students studying in Geelong	Deakin University/ Gordon TAFE programs for International students and Marcus Oldham host farm students	CoGG, Diversitat; Tertiary institutions	CoGG can assist to get this information through
		Engineering	Provide a safe road network	Capital works and maintenance programs	CoGG VicRoads	As per Capital Works programs
			Promote safer vehicles and appropriate use of seatbelts and child restraints	Programs about safety features		Targeted communication via main 'settings' – tourism, education, settlement services: CoGG can assist
		Enforcement	Enforcement of road rules around vehicle roadworthiness, maintenance and use of seatbelts and child restraints	Police enforcement	Victoria Police	As per Police programs
		Encouragement	Raise awareness of safety issues, road rules, related road trauma and applicable infringements	Communication programs using existing resources	VicRoads, TAC	CoGG can help target groups via tourism, education and settlement services:

7.3.1 Other Road Users:		International Road Users / Visitors to Geelong				
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road Environment	using the road and road reserve	Education	Navigation assistance so visitors to Geelong can navigate the area: Provide information to international tourists, especially those travelling through region to Great Ocean Road, those visiting for international events held locally and international students	"Way finding" maps on poles in city locations	CoGG	Targeted communication and navigational information provided via main 'settings' – tourism, education, settlement services
				Cyclist information	CoGG, BikeSafe	
				Travel smart" maps	DOT/ Deakin University	
				Internet based information for visitors	CoGG	
				"Great Ocean Rd" information booklets	CoGG RSB	
		Engineering	Alert all road users of local road rules and conditions and the need to share space, especially where zones are designated as shared zones and at intersections where drivers need to be aware of wheelchair users and vision-impaired people crossing Provide 'Drive on Left' information and signage where deemed necessary	Promotions that raise awareness of the need for consideration of vulnerable road users Promotions that raise awareness of local conditions	CoGG, VicRoads	Targeted communication and navigational information provided via main 'settings' – tourism, education, settlement services
				"Drive on Left" promotional signage via relevant/ key tourist zones, such as hire car companies, motels, hotels		CoGG to liaise with key stakeholder groups including Vision Australia and Blind Citizens Australia (Geelong and Districts Branch)
		Enforcement	Enforcement of road rules	Police enforcement	Victoria Police	As per Police programs
		Encouragement	Provide targeted information about sharing of space	Promotions that raise awareness of the need for consideration of vulnerable road users	CoGG, VicRoads	Targeted communication provided via main 'settings' – tourism, education, settlement services

7.3.2 Other Road Users: Cyclists (including Visitors to Geelong)							
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments	
Road User	as a rider	Education	Promote bicycle road rules to all road users and highlight road rules that apply to cyclists and to drivers with regard to cyclists	Roll out appropriate communication and media range for road users	Various road safety owners and key stakeholders	CoGG in key consultation with cycling groups and stakeholders (BikeSafe, Bicycle Users Geelong, Geelong Cycling Club, Geelong Veteran Cycling Club etc)	
			Promote road rule knowledge and skill development via cycling clubs and relevant media				
			Promote bicycle use and maintenance of bicycles to all users				
			Promote awareness of bicycles on roads to pedestrians and motorists				
			Promote awareness of bicycles on 'shared paths' to other users and promote courteous use by all users				
			Develop and host a 'Bike Safety Campaign' annually				
		Engineering	Promote opportunities to ride in safe locations , identifying suitability for various riding skill levels	As per Geelong Cycling Strategy action plans	VicRoads , CoGG	As per on-going programs	
			Provide bicycle infrastructure to all				
		Enforcement	Promote key road rules through enforcement agencies	Relevant media campaigns highlighting common	Victoria Police (Geelong Highway Patrol) CoGG (Local Laws)	RSB	
			Provide enforcement at intersections to improve rider compliance with road rules	Police Enforcement	VicPolice	As per police programs	
		Enforcement	Improve compliance with road rules by providing a program to check roadworthiness of bicycles according to road rules (e.g. working headlight)	* New program to be initiated			
		Encouragement	Promote bicycle use to all ages	“Best practice” bicycle parking, storage and “end of trip” facilities	CoGG Bicycle Network PTV	Local traders Local schools Local workplaces Education sector: Deakin University, Gordon TAFE, primary and secondary schools	
			Promote relevant bicycle parking facilities to traders				
			Promote provision of end of trip facilities at public transport hubs, community activity areas, educational facilities and workplaces.				

7.3.2 Other Road Users: Cyclists (including Visitors to Geelong)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	as a rider		Provide information to all bicycle users about existing and new facilities, infrastructure and improvements once finalised, so that these can be promoted online to club members and visitors			
Vehicle	as a rider	Education	Promote bicycle use and maintenance of bicycles to all users	Roll out appropriate communication and media range for road users	Various road safety owners and key stakeholders	CoGG in key consultation with cycling groups and stakeholders (BikeSafe, Bicycle Users Geelong, Geelong Cycling Club, Geelong Veteran Cycling Club etc)
			Promote awareness of bicycles on roads to pedestrians and motorists			
			Promote awareness of bicycles on 'shared paths' to other users and promote courteous use by all users			
		Engineering	Provision of cycling infrastructure as per CoGG Cycling Strategy to Australian Standards	As per Cycling Strategy Programs	VicRoads, CoGG	Provide cycling infrastructure through consultation with key stakeholder groups
			Develop and host an annual 'bike safety' campaign	* New program to be initiated		
		Enforcement	Comply with road rules	As per VicPolice programs	VicPolice	
		Encouragement	Comply with road rules	As per Key Stakeholder group programs		
Road Environment	using the road and road reserve	Education	Provision of bicycle 'network' infrastructure and information regarding 'shared pathways'	As per Key Stakeholder group programs		
		Engineering	Review existing roads and paths and prioritise connection and creation of key North-South and East-West routes	Install new bicycle lanes on 'identified bicycle routes'	VicRoads, CoGG	As per Capital and Maintenance works programs
			Audit bicycle routes and implement infrastructure changes to improve bicycle movement and accessibility	Provide new connectivity		
				Maintain continuous, standard width bike lanes, with minimal disruption to continuity of travel		
			Investigate and coordinate between key bicycle users to install new bicycle lanes and provide new accessibility through "punch throughs"	* New program to be initiated		
			Use new Bicycle Standards in all Engineering works	Provide bicycle connections to key activity areas	VicRoads, CoGG	As per Capital and Maintenance works programs

7.3.2 Other Road Users: Cyclists (including Visitors to Geelong)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road Environment	using the road and road reserve			Provide bicycle connectivity between bicycle loops		
				Improve bicycle safety at roundabouts and at intersections		
				Install 'green treatments' at key locations along bicycle routes		
				Provide bicycle crossing infrastructure		
				Install 'Preferred Route, Bicycle Route' signs along bicycle routes		
				Upgrade existing road shoulders and maintain to a good standard on 'identified bicycle routes'		
				Widen on-road painted bike lanes where possible to shift cyclists away from the 'dooring' zone		
			Use new Bicycle Standards in all Engineering works	Improve and maintain off-road bicycle paths, signs, line marking and infrastructure, including 'way finding' signage		
		Engineering	Adopt new maintenance standards	Ensure that possible infrastructure improvements for bicycles are considered whenever road upgrades, changes, upgrades or renewals are undertaken and ensure that any changes are implemented correctly (i.e. line marking confirmed as suitable for cyclists' needs).	VicRoads, CoGG	As per Capital and Maintenance works programs
			Distribute forward plans of road maintenance works to local bicycle user groups, as they can suggest recommended treatments that will improve the conditions for riding			

7.3.2 Other Road Users: Cyclists (including Visitors to Geelong)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road Environment	using the road and road reserve			Maintain road shoulders to a good standard on 'identified bicycle routes'		
				Maintain existing bicycle lanes and lane markings to a 'good standard'		
				Remove vegetation from bike paths and road shoulders on bicycle routes, to a prescribed standard distance and height		
				Formalise bicycle lane routine inspection and maintenance reporting program		
			Monitor cyclist traffic	Install bicycle data gathering devices on main bicycle routes	CoGG new initiative	
			Coordinate an interagency Bicycle Safety Group, meeting regularly, to identify safety issues and implement a range of pro-active solutions, reporting regularly to Council and the community	Address the full range of issues across Education, Engineering, Enforcement and Encouragement	CoGG new initiative	
			Provision of a responsible officer "Sustainable Transport Officer/Engineer" to review all CoGG infrastructure with regard to cycling "	Responsible officer to: review all CoGG infrastructure with regards to cycling provide advice to other groups Project management of bicycle works , ensuring compliance with Standards and Audit/Maintenance program Coordinate between department and depot about resheeting, new maintenance works and forward planning Seek input from and inform bicycle groups (to put it into their website Source/resource funding for project	CoGG to review	
	Enforcement	Comply with road rules	As per VicPolice programs	Comply with road rules	As per VicPolice programs	
	Encouragement	Comply with road rules	As per Key Stakeholder group programs	Comply with road rules	As per Key Stakeholder group programs	

7.3.3 Other Road Users:		Motorcyclists (including Visitors to Geelong)				
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Road User	as a rider	Education	Local promotions that align with Sate Government recommendations arising from the Inquiry into Motorcycle Safety:			
			Provide motorcycle safety information including promotion of protective clothing, road safety and rider tips for regional riding on some of the best motor cycle rides in Victoria	TAC resources including "Spokes" website and VicRoads online resources and handout materials, especially on protective gear for motorcyclists	TAC VicRoads	Local retailers plus clubs such as Ulysees and Harley Owners Group (Geelong) can assist with delivery of key messages to motorcyclists
			Cater for visitors from interstate and overseas, providing tips for riding in this region	Partner with Tourism sector, motorcycle hirers (here and in Melbourne), VicRoads and TAC re 'state-wide' resources	Geelong Otway Tourism; TAC	CoGG can advise tourism sector of resources from road safety groups across the State providing regional riding maps and rider safety tips
			Provide "first on scene" crash management courses specifically for motorcyclists	"Accident scene management" courses for motorcyclists and pillion passengers	Accident Scene Management Australia	RSB provides courses annually to provide riders with crash scene management
			Promote safer riding on trail bikes in approved areas by referring local people to resources about safe riding on trail bikes and All Terrain Vehicles	"Ride For Tomorrow" trail bike ("off road") program and relevant MUARC / Work Safe programs about off-road and farm bikes	Department of Sustainability and Environment (DSE)	CoGG can refer on: where to ride off road, plus rider tips
			Provide key road safety resources and tips to motorcyclists at point-of-sale	TAC and VicRoads resources targeting motorcyclist safety	TAC VicRoads	CoGG to partner with local motorcycle retailers and clubs
		Engineering	Increase compliance with relevant vehicle (motorcycle) and protective gear Standards and road rules	Police and EPA enforcement	Victoria Police Environment Protection Authority (EPA)	As per Police programs and special operations involving Automatic Number Plate Recognition (ANPR) and external agencies: EPA etc.
		Enforcement	Non-compliance with full range of road rules, including rules specific to motorcycle use	Police enforcement	Victoria Police	
		Encouragement	Promote key messages via incentives	Discount offers promoting safety	RSB	RSB offers discount programs
Vehicle	as a rider	Education	Research / promote safer motorcycles features currently available.	Sources of this information as per Parliamentary Road Safety Committee <i>Inquiry into Motorcycle Safety</i>	CoGG, RSB	CoGG and RSB to provide targeted communications to this group via clubs and retailers
		Engineering	Motorcyclists and pillion passengers to wear protective gear that is well maintained and functional and that includes not just helmets, but also protective motorcycle jackets, pants, gloves and footwear	TAC resources including website www.spokes.com.au VicRoads online resources	CoGG, RSB	
			Motorcycle maintenance	TAC and VicRoads online information	TAC, VicRoads	CoGG and RSB to provide targeted communications to this group via clubs and

7.3.2 Other Road Users: Cyclists (including Visitors to Geelong)						
Safe System		Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
	as a rider					retailers
		Enforcement	Enforcement of the road rules	Police enforcement	Victoria Police	As per Police operations
		Encouragement	Raise awareness of motorcycle safety features and 'best practice' in choosing a motorcycle and protective gear	Sources of this information as per Parliamentary Road Safety Committee <i>Inquiry into Motorcycle Safety</i> and information available online	TAC, VicRoads	CoGG and RSB to provide targeted communications to this group via clubs and retailers
Road Environment	using the road and road reserve	Education	Promote safer riding on trail bikes in approved areas by referring local people to resources about safe riding on trail bikes and All Terrain Vehicles	"Ride For Tomorrow" trail bike ("off road") program and relevant MUARC / Work Safe programs about off-road and farm bikes	Department of Sustainability and Environment (DSE)	CoGG can refer on: where to ride off road, plus rider tips
		Engineering	Implement road and roadside design and maintenance that takes into account the needs of motorcyclists	"Making roads motorcycle friendly" program for delivery to Local Government personnel	VicRoads	Via: CoGG Engineering/Design, Construction and depot maintenance personnel
				Use of VicRoads' road safety / hazard reporting line 131170	VicRoads	CoGG and RSB to promote hazard reporting to target group via clubs and retailers
		Enforcement	Enforcement of the road rules	Police enforcement	Victoria Police	As per Police operations
		Encouragement	Need identified for existing information on rider safety to be promoted directly to motorcyclists	Promote key TAC and VicRoads websites and existing programs Promote discount opportunities	VicRoads, TAC RSB	CoGG and RSB to promote hazard reporting to target group via clubs and retailers

7.3.4 Other Road Users: Heavy Vehicles					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Sharing the Road Responsible driving and loading	Education	Promote awareness of and compliance with freight industry standards and responsibilities under OH&S legislation	'Chain of Responsibility' OH&S Act	WorkSafe Victoria, Victoria Police, VicRoads (Transport Safety Services – TSS) Freight industry, peak bodies, associations, unions	CoGG and RSB can assist with program promotions
		Inform freight sector and individual owner/operators of risks of driving whilst fatigued	Fatigue management programs: Heavy Vehicle Driver Fatigue Reform; National Transport Commission and Transport Industry Safety Group (TISG) materials, 'Drowsy Drivers' DVD Promotions around locations and use of formal rest areas	VicRoads, National Transport Commission (NTC), Victorian Trucking Association (VTA) Transport Industry Safety Group (TISG), Transport Workers' Union (TWU)	
		Highlight legal and safety issues around use of caffeine and illegal stimulants			
		Increase use of formal truck rest areas			
		Inform people about sharing the road with trucks	Road to Respect campaign	VicRoads	Program encourages both truck and car drivers to recognise each have a role to play in sharing the road safely
	Engineering	Provide suitable rest stops and heavy vehicle layovers for road users who travel vast distances, e.g./ heavy vehicles, holiday makers	Truck rest areas, including freeway service centres and formal truck rest areas	VicRoads	CoGG and RSB can assist with program promotions
		Heavy vehicle accreditation and performance standards for vehicles over 4.5 tonnes	National, independent regulator for all vehicles over 4.5 tonnes	National Heavy Vehicle Regulator from January 2013	National Vehicle Accreditation Performance Based Standards More initiatives pending
		Promote increased uptake of heavy vehicles with enhanced safety features plus new fatigue detection technology	Buying a Safer Truck	Transport Industry Safety Group	CoGG and RSB can assist with program promotions
		Promote increased use of seatbelts by heavy vehicle operators	Programs that promote seatbelt use by heavy vehicle operators		
		Develop and manage a road network hierarchy that aims to separate truck and vehicle traffic on key transport routes from public transport users, pedestrians and cyclists	Road hierarchy program	VicRoads, CoGG	Smart Roads program to be used by VicRoads and CoGG
	Enforcement	Mass limits/inspections/dimensions	Enforcement programs	Victoria Police VicRoads (TSS)	As per Police and VicRoads TSS enforcement operations
	Encouragement	Increase uptake of safer behaviours, safety policies and safety features by freight sector	Promote programs targeting freight industry, as above and locations /use of rest areas	VicRoads	CoGG and RSB can assist with program promotions to local freight industry

7.4 Main Identifiable Issues

7.4.1 Main Identifiable Issues: Speeding, 'Hoon' driving, 'Unauthorised' driving /riding					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Undesirable road user behaviours: Driving above posted speed limits Speeding in School speed zones 'Rat runs' - speeding through residential areas 'Hoon' driving 'Unauthorised' driving Trail bike use in residential areas	Education	Raise community perceptions of the likelihood for receiving infringements for speeding and 'hoon' driving behaviours and the consequences of undesirable road behaviour	TAC mass media campaigns including "Wipe off 5", "The Ripple Effect", "Reconstruction"	TAC, Victoria Police	CoGG and RSB provide support for local Police and TAC campaigns about speed
		Raise parents' awareness of product safety and road safety rules and tips relevant to children using 'wheeled toys', motorised scooters, mini-bikes etc.	School-based programs including "Fit2Drive" Year 11 road safety program, "Make A Film, Make A Difference" ("MAFMAD") "Transmission" Promotions through schools, especially via newsletters	Fit 2Drive Foundation TAC RACV	School programs can be booked as above (see 7.1 Users by Age Group). CoGG and RSB provide support for local enforcement programs targeting these issues DEECD and Local schools Youth service providers
	Engineering	Prompts to raise awareness of and to remind drivers of local speed limits and the need to slow down, especially when entering residential areas and in areas of high pedestrian activity	Mobile speed observation trailers rotated through locations of concern Associated wheelie bin reflective stickers displaying '50 IN OUR STREET' and '40 IN OUR STREET' reflective messages	CoGG, VicRoads CoGG	CoGG and VicRoads use mobile speed indication trailers in response to data collection and resident and Victoria Police concerns Local community groups help with sticker rollout: RSB, Lions Club of Lara, Neighbourhood Watch, Rotary Club of Drysdale
		Implement seasonal speed limits in coastal towns	Implement and promote these locally	CoGG, VicRoads	Signage installed December-Easter, with changes promoted annually
		'Gateway treatments' to remind drivers of local speed limits and the need to slow down when entering residential areas / areas of high pedestrian activity	Capital Works programs Infrastructure funding programs	CoGG, VicRoads	As per Capital Works programs and relevant funding opportunities
		Ensure appropriate signage on unsealed roads and in roadwork zones, with speeds and signage set according to conditions	Increase adherence to appropriate traffic management according to all standards and regulations, including recent Victorian Speed Limit Review recommendations and new, related opportunities arising	CoGG, VicRoads	Speed limit review is ongoing as part of core business for CoGG and VicRoads

7.4.1 Main Identifiable Issues: Speeding, 'Hoon' driving, 'Unauthorised' driving /riding					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Undesirable road user behaviours: Driving above posted speed limits Speeding in School speed zones 'Rat runs' - speeding through residential areas 'Hoon' driving 'Unauthorised' driving Trail bike use in residential areas	Enforcement	Drivers and riders speeding along specific stretches of road, including popular 'rat runs'	Victoria Police intelligence driven speed operations	Victoria Police Geelong Highway Patrol	As per Police enforcement operations, including targeted 'additional enforcement' operations funded annually via TAC
		Drivers and riders speeding through school speed zones during school crossing times	Victoria Police Geelong Highway Patrol targeting drivers speeding in school speed zones within crossing times	Victoria Police Geelong Highway Patrol	
		Excessive speed or hoon behaviour, especially in 'built up' / residential areas or areas of high pedestrian activity	Promote reporting of 'hoon' driving to Crimestoppers online or to 1800 333 000	Victoria Police	CoGG and RSB can assist with promotion of key messages to community CoGG has developed promotional materials about calling Police on 000 and about making reports to Crimestoppers
		Immediate notification of excessive speed and 'hoon' driving behaviours to Police when Police attendance is required	Promotion of 'Dial 000 for immediate Police attendance'	Victoria Police	
		'Unauthorised' driving/riding – whilst suspended/disqualified, never licensed, against medical advice or restrictions etc.	Police "Automated Number Plate Recognition (ANPR)" enforcement (van and now via 'in-car' technology)	Victoria Police	As per Police enforcement special operations
	Encouragement	Illegal trail bike use in residential areas	Promote reporting of illegal trail bike riding to Crimestoppers Raise parents' awareness of product safety issues, road safety and road rules re use of trail bikes in these areas	Victoria Police	CoGG can assist with promotion of key messages to community CoGG and Youth service providers can assist with promotions of key messages to parents /carers via schools
		Raise perceptions of likelihood of being detected if driving at excessive speeds and the potential consequences	Communication programs that promote compliance, highlight Police enforcement operations and that promote the potential negative outcomes of excessive speed and 'hoon' driving behaviours and unauthorised driving if detected (including / linking to TAC campaigns)	Victoria Police TAC	CoGG and RSB can assist with promotion of key messages to community
		Increase road user understanding of safer speeds, rationale behind setting of and compliance with appropriate speed limits and 'survivability' of various impact speeds			

7.4 2 Main Identifiable Issues: Driver Distraction					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
"In-car" distractions: Mobile phones, Visual Display Units, Global Positioning Systems (GPS) Entertainment systems: MP3, iPod, iPad, Laptops, DVD player, Radio/CD player Passengers, children, partner "External" distractions: signage, other road users, road and roadside condition	Education	Use of mobile phones and 'in-car' technologies while driving Graduated Licensing System (GLS) requires that P1 ('red P') newly licensed drivers are subject to NIL mobile phone use and peer passenger restrictions. P2 ('green P') and fully-licensed drivers are subject to NIL 'hand-held' mobile phone use	Mass media campaigns and resources targeting distractions such as 'in-car' technologies, including mobile phones. Fit2Drive Year 11 road safety workshop explores safety issues around 'in-car' distractions, such as mobile phones, visual display units (DVD players, mapping systems) and peer passengers Victorian Road Rules Billboard campaigns	TAC Telecommunications providers Fit2Drive Foundation VicRoads TAC, CoGG	Programs available online at key stakeholder websites Fit2Drive Year 11 workshop can be booked as indicated at tables above covering secondary school age groups
	Engineering	Through promotions and enforcement, control style and location of billboards and signage	VicRoads guidelines and VicRoads and CoGG permits as required for roadside / street signage (including billboards and A-frames) and for 'road occupancy', road work and events signage and changes	CoGG, VicRoads	As per VicRoads and CoGG guidelines, policies and permit processes and associated promotional and enforcement programs,
		Control proliferation of billboards, signage and other material displayed			
		Control proliferation of billboards and material displayed			
	Enforcement	Maintain road condition to a high standard - line marking, reflectors, signage, road surface	Capital works, design and maintenance programs	CoGG, VicRoads	As per capital works, design and maintenance programs
		Road design – multi-lane roads, changing lanes etc.	Capital works, design and maintenance programs	CoGG, VicRoads	As per capital works, design and maintenance programs
		Non compliance with road rules around 'in-car' distractions, use of 'hand-held' units while driving and GLS legislation and restrictions for novice drivers, including peer passenger restrictions	Police enforcement		Victorian Road Rules define a range of 'in-car' distractions and associated restrictions
	Encouragement	Enforcement of guidelines, road rules, policies and Local Laws around prolific, distracting or ambiguous signage	VicRoads and CoGG enforcement as relevant	VicRoads, CoGG	As per VicRoads and CoGG enforcement
		Raise awareness of increased likelihood of crashing if distracted Raise perceptions re likelihood of being detected if using handheld devices when driving and applicable penalties	Communications programs, including those accompanying Police enforcement operations	Victoria Police CoGG	Targeted communications programs delivered as relevant to key groups across the community, via appropriate settings, by CoGG and RSB

7.4 3 Main Identifiable Issues: Aggressive Driving					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Sharing of road network with consideration for other road users, across diverse road user types and needs: - Pedestrians - Cyclists - Motorcyclists - Drivers of passenger vehicles - Drivers of heavy vehicles	Education	Lack of consideration for other drivers using the road network	Road To Respect (Road Show) campaign and associated 'sharing the road' materials re trucks/cars	VicRoads	Program principles applicable to mainstream communication, not just as a 'Road Show'
		Minimising 'Road Rage' and the risk of conflict between transport modes: heavy vehicles / car drivers / cyclists / pedestrians (of all ages and abilities)	Promotions advising drivers of specific needs of heavy vehicle drivers on sections of highway where heavy vehicle lane restrictions apply	Victoria Police / Neighbourhood Watch Geelong	Program provides information for placement at highway service centres and is available for broader communication
			"Share the Road" and high visibility campaigns "Leave one metre" bicycle safety campaigns "Look Rider" sticker campaign "Shared Path" pedestrian/cyclist information	Bike Safe Geelong Bellarine, Surf Coast Amy Gillet Foundation VicRoads, Bicycle Network CoGG,RSB	Program messages suitable for delivery through a range of media, such as roadside billboards, community radio, signage on buses, stickers for vehicles etc.
	Engineering	Infrastructure improvements that aim to provide segregation of travel modes where practicable.	Capital Works program	CoGG, VicRoads	As per Capital Works program
		Seasonal influx of road users may require roads to have seasonally adjusted speed limits Flashing, illuminated school speed reduction signs to help reduce 'tailgating'	Seasonally adjusted speed limits Flashing school speed zone signage	CoGG, VicRoads	As per guidelines Large signage and pre-promotion of lowered seasonal speed limits can assist, as can flashing school zone signage
	Enforcement	Enforcement targeting driver fatigue and substances influencing driver reactions and attitudes to other road users	Police enforcement	Victoria Police	As per Police programs
			Enforcement re freight sector Driver Fatigue Reform work schedules and hours	Victoria Police, VicRoads	As per Police and VicRoads programs
		Enforcement of heavy vehicle lane restrictions on highways where applicable	Police and VicRoads (TSS) enforcement operations	Victoria Police, VicRoads	As per Police and VicRoads programs
	Encouragement	Increase empathy and understanding between road users re the needs of each road user group	Programs targeting a range of road users as described above	As described above	As described above, across the full range of road users, ages and abilities
		Minimise 'Road Rage' occurring when a road user has 'cut someone else off	Develop /promote driver signals that indicate 'Sorry' to others	Programs exist through 'Justice' sector	CoGG to explore potential to adopt and promote this idea

7.4 4 Main Identifiable Issues:		Fatigue			
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Shift Workers Heavy Vehicle Operators Young People Students during exams Families with young children Tourists	Education	Driving whilst fatigued, whether due to work, lifestyle or travel issues and choices, as below:	Available programs and appropriate delivery models vary according to target group		
		Fatigue 'self-management' by industry groups, such as freight sector, other professional drivers and shift workers	See programs detailed above at "Heavy Vehicle" tables		
		Fatigue "self-management" for young people busy with educational, social and part-time work commitments	'Fit2Drive' Year 11 road safety program includes fatigue issues Student orientation programs at VCE, VCAL, Technical and Tertiary levels Promotion of 'Powernaps' via mass media campaigns	Fit2Drive Foundation VicRoads, RoadSafe Victoria TAC	F2D Year 11 program booked as described in previous tables Opportunity exists for educational institutions to embed key fatigue and road safety messages to students at key 'transition' points, especially through student orientation sessions
		Fatigue 'self-management' for families with babies and young children	Ante natal / Childbirth Education classes and Maternal and Child Health new parent groups	*New program to be developed from existing resources	CoGG, RSB can assist with development of a suitable program for local families
		Fatigue 'self-management' for tourists and drivers travelling long distances	Promotion of key messages including 'Powernaps' and location maps of rest areas	* New program to be initiated to be developed from existing resources	CoGG, RSB can assist with development of a suitable program for tourists
	Engineering	Provision of appropriately sited rest areas, considering the needs of main groups identified at risk (as per list in left column)	Promotion of location and use of appropriately sited rest stops / rest areas	VicRoads	CoGG, RSB can assist with promotions of key rest areas
	Enforcement	Fatigue enforcement related to freight industry	Pro-active programs targeting fatigue reform compliance and work schedules and hours	VicRoads (TSS) Victoria Police	As per VicRoads and Police programs
		Enforcement of road rules around Driving Under the Influence of illegal substances, especially within freight sector	Police enforcement Freight industry self-monitoring or workplace testing of drivers	VicRoads Freight industry	As per Police enforcement As per workplace testing for illicit drugs
	Encouragement	Promotion of key messages around fatigue and its significant links to road trauma Promotion of programs to a wide range of road users likely to be at risk of driving whilst fatigued	Provide tailored programs on effects of fatigue, its role in road trauma and fatigue management via programs targeting potentially affected road user groups	As listed above and at 'Heavy Vehicles' section	CoGG, RSB can assist with development of suitable programs to target groups identified as being at risk of driving whilst fatigued

7.4.5 Main Identifiable Issues: Driving Under the Influence (DUI)					
Safe System	Four E's	Challenges	Programs: Existing/ Potential	Program source / 'owner'	Comments
Negative effects of: alcohol, prescription medicines, illicit drugs	Education	Inform road users of affects on a person who uses substances and the increased likelihood of crashing. Target those taking prescription medicines or illicit drugs, including older drivers, heavy vehicle operators and anyone taking or combining alcohol, medicines or illicit drugs.	'Fit2Drive' Year 11 workshops 'Looking After Our Mates' for Year 12 Police 'Partysafe Register', 'Know Your Limit' 'Good Sports' Older road user presentations	Fit2Drive Foundation VicRoads Victoria Police RSB Australian Drug Foundation VicRoads, TAC/LaTrobe University, RACV	All these programs are available for delivery across the community, dependent upon the age and 'setting' of the audience or community group or event to be targeted. Contact points are as described above or as per program 'owners' listed.
		'Standard drinks' and breath-test unit practical demonstrations at events where alcohol is served (E.g./ Toast To The Coast, Portarlington Mussel Festival), to community groups that meet on licensed premises and to local workplaces.	"Know Your Limit" "Good Sports" "Looking After Our Mates"	RSB Australian Drug Foundation VicRoads	RSB can provide this program to community groups, workplaces and events as listed
		Increase involvement of licensed venue operators and event promoters in pro-active activities Use posters to highlight applicable fines	Local Alcohol Accord initiatives, "Know Your Limit" program and "So You Know" posters.	CoGG	CoGG links to several key networks suitable for distribution of information and potential delivery of key programs
		Seasonal events (Grand final / Spring Racing / Festive Season/Easter / end of school celebrations).	Communication programs that link TAC media campaigns and seasonal enforcement programs, such as "The Party's Over" and "Only a Little Bit Over?"	TAC, Victoria Police	As per TAC multimedia programs and Police enforcement programs
	Engineering	Detection of road users "Under the Influence"	BAC and drug testing	Victoria Police	As per Police enforcement programs
	Enforcement	Victoria Police operations targeting Driving Under the Influence of alcohol and other drugs	Police enforcement: covert and obvious, plus additional enforcement special operations via TAC funding	Victoria Police	Local agencies can lend support to and link directly to initiatives of State agencies TAC and Victoria Police
	Encouragement	Increase awareness of key safety issues and likelihood of detection	Communication programs	TAC	

7.5 Managing the Action Plans

Communicate and promote key road safety messages, events and campaigns with emphasis on the 'Safe System' prevention approach and the need for road user responsibility /compliance within that framework.

Engineering	Enforcement	Education	Encouragement
Identify and implement engineering solutions to help reduce speeding where relevant and as feasible	Delivery of Victoria Police enforcement targeting speeding and hoon driving behaviours	Raise community awareness of the risks of excessive speed and the potentially negative outcomes of higher speeds Provide community with 'hoonline' contact points	Raise community perceptions of the likelihood of being detected if speeding
Help create a more predictable network in terms of posted speed limits suitable for specific road types and road use.	Liaise with Victoria Police to help identify key stretches of road or 'rat runs' where speeding is a problem	Promote choice of speed as a personal responsibility of drivers and riders	Encourage compliance within posted speed limits by raising awareness of those limits
Provide appropriate rest areas for heavy vehicles	Provide enforcement around 'Chain of Responsibility' schedules and logbook requirements	Provide programs that raise awareness of fatigue issues and fatigue management, tailored for specific target groups including freight sector, young people, students, shift-workers and families with young children	Provide tailored programs delivered onsite where these groups already meet
Utilise available technology to Remove All Impaired Drivers	Provide Police blitzes (both covert and highly visible) and Automatic Number Plate Recognition systems and partnerships to remove impaired drivers and riders and to raise community expectations of the likelihood of detection	Promote tailored programs with key messages about the need to separate drinking and driving and the hazards of driving under the influence of alcohol and other drugs	Help identify and promote quality equipment for self assessment of BAC levels
Increase transport options for residents in regional/outer suburbs	Provide enhanced level of public transport ('community' and commercial operations – bus/taxi))	Heighten awareness of BAC levels, illicit and prescription drug issues and the need to pre-plan travel to avoid driving under the influence	
Ensure road infrastructure is of high quality to minimise driver distraction Ensure signage and billboards are as per best practice guidelines	Victoria Police enforcement around driver distraction and inattention (mobile phone use, poor driving)	Provide basic driver tips	
	Liaison with Victoria Police re 'Road rage' or conflict between modes	Promote relevant road rules and 'share the road' messages	Partner / support and highlight local agencies' road safety campaigns

Engineering	Enforcement	Education	Encouragement
Increase uptake of seatbelt usage and appropriate choice and correct use of child restraints	Liaise with Victoria Police on restraint use and VicRoads TSS on seatbelt use	Promote key messages and tailored activities for freight, youth and family sectors	
Provide quality infrastructure to support pedestrians and 'active' travel including cycling, near schools and across the general community	Provide school crossing supervisors and a Local Laws service to monitor safety at / near crossings	Assist with promotion of 'active travel' in schools to complement road safety education and outcomes Promote and support Traffic Safety Education and associated policies	Promote use of existing 'best practice' Traffic Safety Education programs and resources
	Engage with Victoria Police as enforcement body and other key partners in delivery of secondary school road safety programs	Provide support for Traffic Safety Education and associated policies Address risk taking by young people by provision of relevant programs on vehicle occupant, cyclist and pedestrian safety	Promote use of existing 'best practice' Traffic Safety Education programs and resources and associated 'enrichment activities' in schools
	Victoria Police enforcement around vehicle roadworthiness, vehicle restrictions and use of seatbelts	Increase uptake of safer vehicles and improve vehicle maintenance and use of protective features and equipment	Provide 'safer' vehicle information, especially to vulnerable groups, such as seniors and young people and their families to help inform purchases
	Police enforcement activities targeting speeding and DUI, across the general community but including motorcyclists	Raise motorcyclists' awareness of the importance of quality protective gear (not just mandatory helmets, but also jackets, trousers, gloves and footwear)	
	VicRoads Registration and Licensing area to monitor older driver licensing and reviews	Raise older road users' awareness of key road safety messages relevant to increasing age	Encourage safer road crossing and driving practices and review
Enhance safety for older pedestrians and for people with a disability through provision of appropriate infrastructure and identification of upgraded routes	Police enforcement around pedestrian infringements at traffic lights / urban areas	Raise awareness of key road safety messages relevant to older pedestrians and people with a disability and promote key routes	Encourage and promote safer road crossing practices and specific routes

APPENDIX A

APPENDIX A: Working Group and Terms Of Reference

GEELONG ROAD SAFETY STRATEGY PROJECT TEAM	
Jayantha Withanaarachchi	Team Leader Traffic Strategy and Planning
Lynne Galanti	Road Safety Officer

TERMS OF REFERENCE

1. Summary

- As part of its commitment to Victoria's Road Safety Strategy, CoGG is developing and coordinating The City's "Geelong Road Safety Strategy".
- The Strategy will identify infrastructure works, enforcement opportunities and community education and encouragement initiatives directed at improving road safety within the City.
- A key element of the project will be community education through awareness of the project and its outcomes.

2. Objectives

The purpose of the working group is to ensure the implementation of the Geelong Road Safety Strategy.

The key objectives of the Geelong Road Safety Strategy Project are:

- To reduce the incidence and severity of crashes occurring in the City of Greater Geelong, to provide financial and social savings and benefits through reduced crash and trauma costs to Council and the local community.
- To promote ownership of road safety at a community level and to reinforce the links between key stakeholders, local road safety groups and the broader community.
- To ensure road safety is recognised by Council as requiring a multi-faceted approach that combines Education, Enforcement, Engineering and Encouragement.
- To develop and implement a municipal road safety strategy linked to Council's corporate directions, that provides the basis of a targeted, prioritised program to address key road safety issues.

3. Definitions

Geelong Road Safety Strategy – As part of its commitment to Victoria's Road Safety Strategy, CoGG is developing and coordinating the City's "Geelong Road Safety Strategy"

Key partners include VicRoads, Victoria Police/Victoria Police Geelong Highway Patrol, RoadSafe Barwon, TAC, Department of Education and Early Childhood Development, BikeSafe, Bicycle Users Geelong, Vision Australia, RACV, Blind Citizens Australia (Geelong and Districts Branch, State Emergency Service, Fit2Drive Statewide Coordination Committee and The Victorian Community Road Safety Partnership Program.

The Geelong Road Safety Strategy initiative seeks to improve the safety of road users through enhancing and promoting key local partnerships and existing Local Government services that can directly influence road safety, such as traffic engineering and road management, strategic planning, land use planning, community services, public relations and community participation and awareness campaigns.

CrashStats - This is an information source provided by VicRoads via the Internet that enables municipalities to identify and analyse the main road crash issues in their area.

CrashStats was the primary source of statistical data for this project, augmented by other sources of information, such as speed/traffic surveys, resident concerns and extensive Victoria Police data, detailing location and extent of traffic offences and road crashes.

4. Program Delivery

To achieve the above goals the working group shall perform the following functions:

- Monitor progress and provide direction in meeting the objectives of the project.
- Enhance effectiveness of any road safety programs developed by producing a sense of community ownership through education and encouragement.
- Promote the project and raise awareness of “The Safe System” and road safety across the community.
- Establish an associated Communication Plan, promoting key messages and program highlights, with a ‘seasonal’ focus.
- Ensure consultation with stakeholders and an established (broader) reference group.

APPENDIX B

APPENDIX B: Definitions for Classifying Accidents (“DCA”)



Information Services

DEFINITIONS FOR CLASSIFYING ACCIDENTS

Pedestrian on foot in toy/pram	Vehicles from adjacent directions (intersections only)	Vehicles from opposing directions	Vehicles from same direction	Manoeuvring	Overtaking	On path	Off path on straight	Off path on curve	Passenger and miscellaneous
100	100	100	100	100	100	100	100	100	100
101	101	101	101	101	101	101	101	101	101
102	102	102	102	102	102	102	102	102	102
103	103	103	103	103	103	103	103	103	103
104	104	104	104	104	104	104	104	104	104
105	105	105	105	105	105	105	105	105	105
106	106	106	106	106	106	106	106	106	106
107	107	107	107	107	107	107	107	107	107
108	108	108	108	108	108	108	108	108	108
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Source: VicRoads

APPENDIX C

APPENDIX C: A Positive Shift in Young People's Crash Involvement

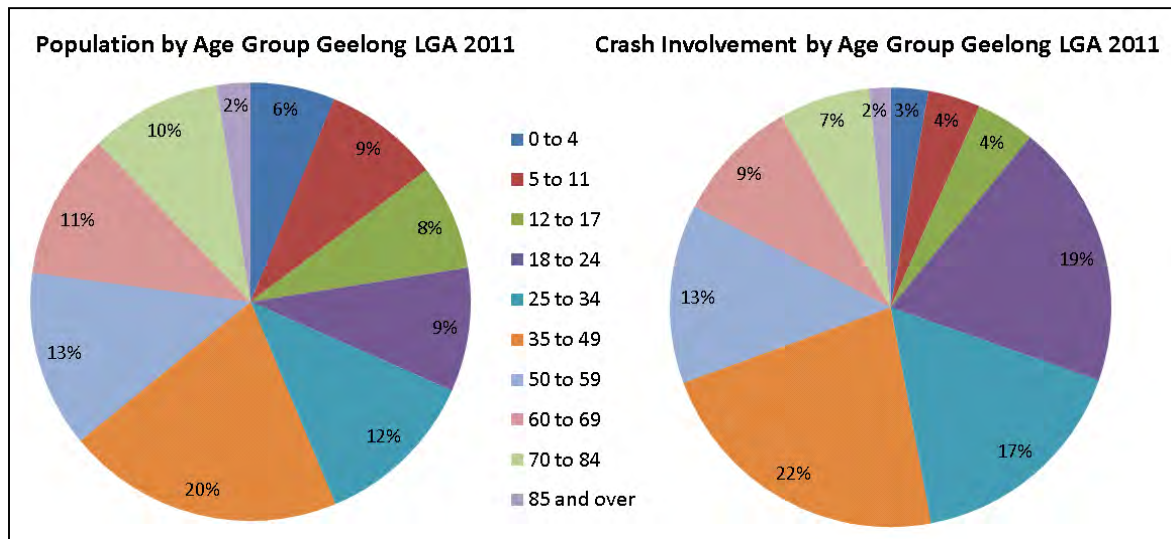


Figure 4: Geelong LGA Population Age Groups and their Involvement in Road Crashes 2011

Source: Australian Bureau of Statistics (ABS) Census 2011 and VicRoads CrashStats for 2011

Figure 49 ('Figure 10' on pg 11) compares the size of various sections of the local population in 2011 with each age group's involvement in crashes. Comparison between the 'population' pie chart on the left and 'crash involvement' on the right highlights the over-representation of young people aged 18 to 24 in road crashes across Geelong (see relevant purple coloured segments for that age group). In 2011, young people in that age group comprised just 9% of the local population, yet were involved in 19% of the road crashes.

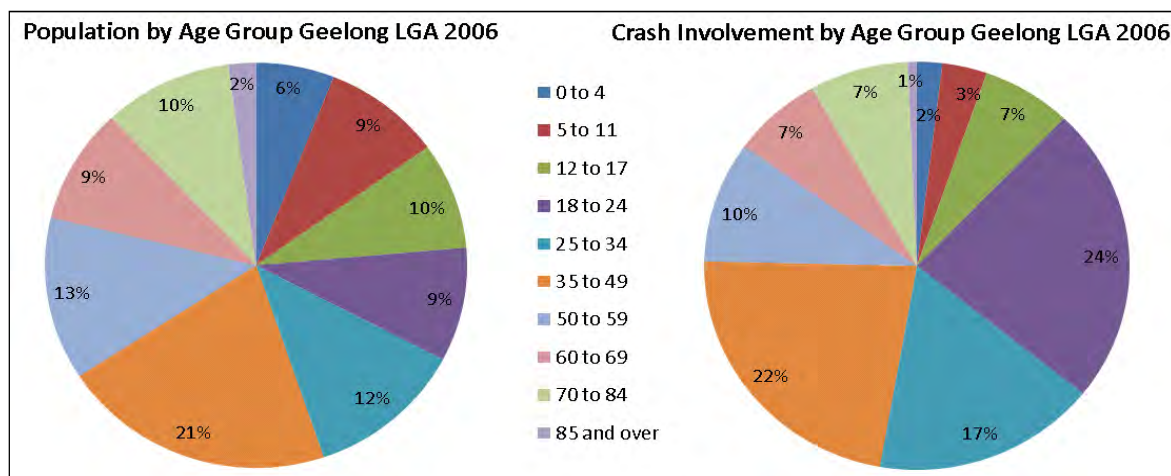


Figure 50: Geelong LGA Population Age Groups and their Involvement in Road Crashes 2006

Source: Australian Bureau of Statistics (ABS) Census 2006 and VicRoads CrashStats for 2006

Similarly, Figure 50 compares the size of various sections of the local population in 2006 with each age group's involvement in crashes. Comparison between the 'population' pie chart on the left and 'crash involvement' on the right again highlights the over-representation of young people aged 18 to 24 in road crashes in Geelong LGA (see relevant purple coloured segments for that age group). In 2006, young people in that age group comprised just 9% of the local population, yet were involved in 24% of the road crashes.

NB: However, comparison of these two sets of charts reveals a marked decline in crash involvement for young people 12 to 17 years and 18 to 24 year olds over the six year period 2006 to 2011. Crash involvement of young people aged 12 to 17 shifted downwards from 7% in 2006 to 4% in 2011 and involvement of 'driving age' 18 to 24 year olds decreased from 24% to 19%. This pattern reflects a statewide downward trend for those age groups, an encouraging development for road safety partners, perhaps linked to the 2007 introduction of the Victorian Graduated Licensing System and a range of local enforcement and education initiatives targeting young people.

APPENDIX D

APPENDIX D: Organisations and Abbreviations

Section 8 details specific programs, responsible agencies and approaches to be taken by a range of key stakeholders. Responsible agencies / supportive partners listed in the Action Plans are as below, with abbreviations where relevant..

Abbreviation	Name of Organisation	Website or contact point
ASMA	Accident Scene Management Australia	www.asma.org.au
	Amy Gillett Foundation	www.amygillet.org.au
	Bicycle Network (formerly Bicycle Victoria)	www.bicyclenetwork.com.au
BUG	Bicycle Users Geelong	www.bicycleusersgeelong.org.au
	Bike Safe Geelong Bellarine	www.bikesafe.com.au
BCA	Blind Citizens Australia (Geelong and Districts Branch)	www.bca.org.au
CoGG	City of Greater Geelong	www.geelongaustralia.com.au
	Country Fire Authority	www.cfa.vic.gov.au
DEECD	Department of Education and Early Childhood Development	www.education.vic.gov.au
DSE	Department of Environment and Primary Industries (Formerly Department of Sustainability and Environment / DSE)	www.dpi.vic.gov.au www.dse.vic.gov.au
DOJ	Department of Justice	www.doj.vic.gov.au
DOT	Department of Transport	www.dot.vic.gov.au
F2D	Fit To Drive Statewide Coordination Committee	www.f2d.com.au
	Geelong Cycling Club	www.geelongcycling.com
	Geelong Local Safety Committee	www.geelongaustralia.com.au
	Geelong Veteran Cycling Club	www.gvcc.net.au
GHOST	Global Health and Occupational Safety Technologies	
	Guide Dogs Victoria	www.guidedogs.com.au/guidedogsvictoria
	Lions Club of Lara	www.home.vicnet.net.au/~laralion/
	Neighborhood Watch	www.nhw.com.au
PTV	Public Transport Victoria	www.ptv.vic.gov.au
	Road Trauma Support Services (Geelong)	www.rtssv.org.au
RSB	RoadSafe Barwon	www.roadsafe.org.au
	Rotary Club of Drysdale	www.drysdalerotary.org.au
RACV	Royal Automobile Club of Victoria	www.racv.com.au
SES	SES (South Barwon)	www.ses.vic.gov.au
	Surf Coast Shire	www.surfcoast.vic.gov.au
TAC	Transport Accident Commission	www.tacsafety.com.au
TWU	Transport Workers Union	www.twu.asn.au
	VicRoads	www.vicroads.vic.gov.au
	Victoria Police	www.police.vic.gov.au
	Victoria Police Geelong Highway Patrol	
VCRSPP	Victorian Community Road Safety Partnership Program (VCRSPP)	www.vicroads.vic.gov.au
VTA	Victorian Transport Association	www.vta.com.au
TOCAN	Victorian Transportation of Children and Youth with Additional Needs Partnership	www.rch.org.au/safetycentre
	Vision Australia	www.visionaustralia.org
	Wilcare Services (Bike Ed trainers) "Cycling Safe"	www.cyclingsafe.com.au

APPENDIX E

APPENDIX E: Formal Feedback Received re Draft Geelong Road Safety Strategy 2012-2017

Feedback was provided through 18 formal submissions, as listed at the last page of this document. This is a summary of submissions and responses.

Number	Item	Issue	Submission Numbers	Response and Recommendations
1	Report	Typing errors, report formatting and report content changes	2 / 7 /11 /14 /15 /16 /17 /18	Most of the report re-formatting was carried out to include and reflect the suggested changes. Sections were placed in more logical order, to enhance document flow and improve correlation of data and text provided.
2	Road Safety	Community Road Safety Promotion	1	Promotion of road safety messages is important and it's possible to remind people of their opportunities to make a difference, through a personal account of loss due to road trauma. Submitter will be invited to be part of CoGG Road Safety Strategy communication/implementation plan.
3	Accessibility Needs	Safety for people with accessibility needs; interface between road user groups	3 / 4 /5	This will be addressed as part of Disability Discrimination Act (DDA) compliance through action plans for ongoing CoGG infrastructure development program. Through this Road Safety Strategy, the importance of DDA and safe, equitable access will be conveyed to all CoGG units.
4	Accessibility Needs	Accessibility infrastructure Improvements	3 / 4 /5	This will be addressed as part of DDA compliance through action plans for ongoing CoGG infrastructure development program. This Road Safety Strategy will convey the importance of DDA to all CoGG units, to integrate DDA compliance into all the infrastructure plans as required and relevant.
5	Accessibility Needs	DDA compliance	3 / 4 /5	This will be addressed as part of DDA compliance through action plans for ongoing CoGG infrastructure development program by including 'Tactile Ground Surface Indicators' (TGSIs). Through this Road Safety Strategy, the importance of DDA will be conveyed to all CoGG units to integrate DDA compliance into all the infrastructure plans as required and relevant.
6	Accessibility Needs	Use of DDA standards in CoGG infrastructure projects	4	Infrastructure will be designed using Australian Standards to comply with DDA requirements. Through this Road Safety Strategy, all CoGG and external stakeholders will be prompted to fully utilise existing Australian Standards to comply with DDA requirements.
7	Footpaths	Shared paths and safety issues	3 / 4 / 10 / 11	Given the high usage of shared paths, it is appropriate to investigate this further to address issues for all users. Requests varied from providing separate paths for cyclists and for pedestrians, addressing non-compliance with road rules and addressing safety on shared paths, to improving infrastructure by widening paths. Through the Road Safety Strategy, the importance of shared paths and those issues will be conveyed to all relevant CoGG units to integrate DDA compliance into all footpath and shared path designs as required and relevant. It is vital to raise community awareness of the need for courtesy and consideration of other path users.
8	Footpaths	To promote active	12 / 13	Due to high demand for footpaths in many parts of Geelong Local Government

		travel and 'walkability'		Area (LGA), it will be appropriate to investigate this further to identify ways to improve active travel modes. Geelong Road Safety Strategy will not be directly responsible for providing/upgrading infrastructure but can assist as a mechanism for advocacy efforts and referral as appropriate.
9	Footpaths	The need for footpath connectivity between residential and key activity areas/centres	12 / 13	Due to high demand for footpaths in many parts of Geelong LGA, it will be appropriate to investigate this further to identify gaps in the footpath network and find ways to improve safety for pedestrians and other users. Geelong Road Safety Strategy will not be directly responsible for providing missing footpath links, but can assist with advocacy/referral as appropriate.
10	Roads	Sealing of roads to improve the amenity of residents	12 / 13	Within Geelong LGA, there are rural roads that are not sealed, for a range of reasons. The Geelong Road Safety Strategy will aim to help address the issue of sealing unmade roads with key CoGG groups. The decision to seal roads will be not be a direct action from this Road Safety Strategy.
11	Road	Safe pedestrian crossing infrastructure	12 / 13	Within Geelong LGA, there are many wide streets which are a challenge to pedestrians trying to cross safely, especially older people, children, tourists and people with additional needs. The options for safe pedestrian crossing facilities across wide streets will be further investigated through the Road Safety Strategy and existing evaluation and prioritisation processes. Identified pedestrian crossing infrastructure will be integrated into ongoing CoGG infrastructure development programs. The type of crossing facility will depend on the formal 'warrants' (measures) set out by VicRoads.
12	Footpath safety	Enforcement of road rules	3	This will be investigated further with key stakeholders, to promote relevant 'cycling' road rules applicable and to address enforcement issues.
13	Cyclist safety	Cycle path maintenance	9	Given the high usage of bicycle paths, it will be appropriate to investigate this further to address and coordinate issues of maintenance of cycle paths, including tree trimming. The responsibility and importance of maintenance of cycle paths will be related to key CoGG and VicRoads stakeholders.
14	Cyclist safety	Improve coordination between road construction and maintenance with road sweeping	9	Given the high usage of on-road lanes and road shoulders for cycling on main roads, it will be appropriate to address road surface issues. Key stakeholders will be made aware of the need to improve cyclist accessibility and safety and the need for coordination when carrying out any road repairs (e.g. potholes, cracks etc.) plus cleaning after works are completed.
15	Cyclist safety	Improve infrastructure needs	8 / 9 / 13	Given the high demand for cycling and pedestrian connectivity across main roads, it will be appropriate to investigate and provide infrastructure to facilitate cycle crossing facilities and other related infrastructure. This will be related to the owners of the Bicycle Strategy to action and will integrate into ongoing CoGG infrastructure programs as relevant.
16	Cyclist safety	Auditing of cycle routes and infrastructure	3	Given the high use of cycling routes by school children and use for fitness, leisure and training purposes, it will be appropriate to have an auditing system to capture infrastructure and safety issues. This will be carried out via ongoing CoGG infrastructure inspection programs.
17	Cyclist safety	Use Cycling Standards to deliver	9	Given the high demand for cycling and pedestrian connectivity using on-road and off-road paths, it will be appropriate to improve the standards of

		infrastructure projects		infrastructure. This will be carried out as part of ongoing CoGG infrastructure programs, by using the relevant Australian standards to comply with the correct widths and referring to the local Bicycle Strategy.
18	Cyclist safety	Stakeholder meeting forum formation	8	Initial meeting of cyclists / CoGG held to gain input into strategy. Given the importance of promoting cycling and increasing popularity of cycling within Geelong LGA, it will be appropriate to investigate further the formation of a key stakeholder group, meeting to identify and address issues pertaining to cycling. The group will help address issues at land use development stages, through to on-road / off-road use by cyclists of all ages and skill levels.
19	Older Drivers	Provide older driver safety programs	13	Given the high crash rates for older drivers, it will be appropriate to investigate this further to address issues. Subsequent to the adoption of the Geelong Road Safety Strategy, program owners and key stakeholders such as VicRoads, TAC and RACV will be invited / requested to deliver older driver education programs, promoting road rules and 'refresher' lessons. Particular attention needs to be paid to providing programs for older road users in townships outside of Geelong city centre and suburban areas, identifying key issues and current challenges.
20	Older Road Users	Promote safer active travel for older people in townships	12 / 13	Given the ageing population, especially in townships outside of Geelong city centre and suburban areas, it will be appropriate to investigate further how to help improve the mobility and safety of older road users, especially those using 'active' travel methods, including users of Motorised Mobility Devices (MMD).
21	Driver behaviour	Hooning and speeding	12	This will be investigated further with key stakeholders to identify ways to help strengthen the impact of enforcement operations and detection rates.
22	Local Area Traffic Management (LATM) works	To improve road safety and driver behaviour	12	Given the importance of road safety across Geelong LGA, it will be appropriate to investigate this further to integrate local infrastructure (LATM) at key locations to improve driver behaviour and safety for all users. Works will be integrated into ongoing CoGG infrastructure programs.
23	Public Transport	Improved safety when using public transport	7	Improvements to public transport and safety when using public transport currently incorporated or being investigated via regional /CoGG strategies.
24	Public transport, active travel routes	Infrastructure and route improvements	7 / 12 / 13	This will be investigated further with key stakeholders to address infrastructure and service action plans.
25	Heavy Vehicles	Truck parking facilities	6	This will be investigated further and coordinated with VicRoads to identify and provide truck parking infrastructure facilities and to promote their use.
26	Heavy Vehicles	End of trip practices and truck 'queuing'	6	This will be investigated further with key stakeholders across freight, Port and business sectors, to promote uptake of 'best practice' models.
27	Road Side Safety	Road Safety Hazard Management	7	Roadside safety improvements will also be investigated further and will be coordinated with VicRoads to identify and address roadside improvements.

Submission Number	Submission from:	Special interest or focus area
1	Norm and Leanne Robinson	Young driver safety
2	Peter Jager	General road safety / OHS / fleet safety
3	Caroline Maplesdon	Pedestrian safety and access, especially for vision impaired
4	Bob Claffey	Pedestrian safety and access, specifically for vision impaired
5	Chary Carlyon	Safety and access for people with additional needs, across a range of disabilities and disadvantage
6	Greg Rowe	General road safety / safety in fleet and freight / heavy vehicle sector
7	Kevin Flynn	Traffic engineering /urban planning
8	Don Bird	Cyclist safety
9	Barton Van Laar	Cyclist safety
10	Brett Cleeland	Cyclist safety
11	Mark Boyanton	Cyclist safety
12	Ingrid Novosel	General road safety, pedestrian safety and 'walkability'
13	Monica Hayes	General road safety, older road users, pedestrian safety and 'walkability'
14	Geraldine Zuninga-Bryant	Community transport, community development
15	Lisa Armstrong-Rowe	Community safety, access and transport
16	Pam Grills	Request to alter caption on chart
17	David Briggs	Traffic engineering
18	Colin Millard	Traffic engineering

9. CITY PLAN PROGRESS REPORT TO JUNE 2013

Portfolio: Governance - Cr Harwood (Acting Mayor)
Source: Corporate Services - Corporate Strategy
General Manager: Jeff Wall
Index Reference: Corporate Management

Purpose

Council at its meeting of 26 June 2012 adopted City Plan 2009-2013, 2012-2013 Update, that outlined the Objectives and Strategies planned by the City over the final year of that four-year period, and the Annual Business Plan Actions planned for 2012-2013.

This report is the final progress report to Council of the organisations achievements against these actions.

Summary

- Attachment A details the status and provides commentary against the Annual Business Plan actions. This report has been generated from the CorVu Performance Management System. The key to the status of actions is:

On Schedule:	Green	105
Completed:	Black	106
Major Issue:	Red	0
Minor Issue:	Yellow	12
Not Started:	White	5
Total Actions		228

Cr Nelson moved, Cr E Kontelj seconded -

That Council receives and notes the City Plan Progress Report to 30 June 2013.

Carried.

Background

That Council at its meeting of 26 June 2012 adopted City Plan 2009-2013, 2012-2013 Update which has been developed within a framework of three strategic directions:

Community Wellbeing

To improve the health and quality of life of all residents of Greater Geelong

Growing the Economy

Securing Geelong's economic future

A Sustainable Built and Natural Environment

The City of Greater Geelong leads the community in sustainable planning and environmental action.

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

Discussion

This report and attachment indicates the status of the actions in City Plan for the 2012-2013 financial year.

Status and comments are provided for each of the 228 actions within the three strategic directions.

There were some significant achievements made against the actions in 2012-2013, including:

Community Wellbeing

Status Summary:

On Schedule:	60	Completed:	71	Major Issue:	0
Minor Issue:	2	Not Started:	3		

- Construction commenced on the Ocean Grove Integrated Children's Centre and is on schedule to be complete by the end of 2013. The Leopold Community Hub and Grovedale Integrated Children's centre are both ready to go to tender, with construction expected to commence in 2013-2014. Architects have been appointed to design the new Windsor Park Children and Family Centre and concept plans have been completed for the Barwon Heads Early Learning Centre.
- A major \$420,000 upgrade of the fOrT Youth Centre was completed. This included a new teaching kitchen, music room, office, storage space and new furniture and equipment.
- The preventative health programs *Healthy Together Geelong* and *Be Active* are underway. The programs aim to improve the health of people where they live, learn, work and play. To date 12 workplaces, 23 primary schools, and 69 early learning centres have registered with the state-wide achievement program.
- New playgrounds were installed at McDonald Reserve Belmont and Russell Sharp Reserve Whittington. A program of playground upgrades were undertaken across the municipality including the Waterfront (near Cunningham Pier), Pettit Park, Rippleside Park, Banksia Reserve, Cohuna Reserve, Donax Reserve, Hinchcliff Reserve, Edison Reserve, Barwon Valley Fun Park and Vega Reserve.
- Recreation facility upgrades completed or well underway in the past financial year include the Alex Rizun pavilion at Hamlyn Park, McDonald Reserve pavilion, new cricket, football and netball facilities at Shell Road Reserve, Manifold Heights Cricket Club clubrooms, resurfacing of netball courts at Queens Park, Thomson Reserve clubrooms, new clubrooms and change rooms for Barwon Soccer Club (Grovedale), Memorial Park Leopold cricket nets, St Leonards Reserve pavilion, North Geelong Cricket Club practice facilities, a new sports field at Lara Recreation Reserve and Friers Reserve clubrooms renovation.

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

- State Government funding was secured for facility upgrades at two key sport and recreation reserves in the north. \$100,000 was allocated to Evans Reserve in Norlane to upgrade soccer facilities with a second pitch, turf irrigation system and two additional light towers. Stead Park in Corio received \$625,000 to go towards the \$1.8 million project to install a second synthetic hockey pitch. The necessity for a new pitch was identified in the G21 Regional Sport and Recreation Infrastructure Strategy as well as the City's 2010 Stead Park Master Plan.

State Government funding was also received for Grinter Reserve BMX track improvements (\$80,000) and Queens Park playground upgrade (\$70,000).

- The Community Arts and Festival Grants program saw a total of \$220,000 allocated to 22 groups for community festivals, and 19 groups for community arts. This increasingly popular program aims to build cultural strengths and raise our profile as a creative region.
- Geelong Children's Week 2012 was one of the largest Children's Week celebrations in Victoria. 66 separate events were hosted by 50 local organisations throughout Children's Week. The diverse range of local events resulted in an estimated participation of 12,000 adults and children, including 400 staff and volunteers.
- Once again the Geelong Seniors Festival was the largest celebration for seniors in regional Victoria, with over 11,000 people attending 100-plus events and activities. This included a huge variety of community hosted events such as theatre, sailing, art shows, traditional afternoon tea and multicultural events. To further celebrate the success, Aged and Disability Services were successful in winning the LGPro Award for Outstanding Program or Project for the festival.
- A number of youth programs and events ran successfully throughout the year including the Geeyoung project, an extensive engagement designed to shape the Geelong Community Youth Strategy, SKAART Festival, Spudfest, numerous skate programs, Switch Magazine and National Youth Week. The Geelong L2P program also received recognition at an annual VicRoads event for program quality and delivery.
- A number of community halls and clubs received upgrades to improve access to their facilities as part of the Disability Access program and Community hall upgrade funding. Centenary Hall, Cobradah House, Norlane Senior Citizens Club, Belmont Senior Citizens Centre, Yooringa Senior Citizens Centre, Whittington Senior Citizens Club, and the Hamlyn Park Tennis Club have all been upgraded. Front entrance ramps, handrails and access to men's and women's toilets have been improved as part of the works. The upgrades will significantly benefit people in our community who live with a disability and will create equal opportunities for everyone to participate in social activities.
- The draft Domestic Animal Management Plan 2013-2017 was developed and released for a four week public consultation period in April 2013. In preparing the draft plan the City took into consideration a wide range of data that had been received from members of the community with regard to their expectations and concerns about animal management issues.

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

Growing Our Economy

Status Summary:

On Schedule: 18 Completed: 12 Major Issue: 0
Minor Issue: 3 Not Started: 0

- Construction will soon begin on the new Geelong Library and Heritage Centre following the completion of the design development phase. The unique and state-of-the-art dome shaped building will offer a vastly increased collection, technology, meeting spaces and access to the region's unique cultural heritage. The Geelong Library and Heritage Centre is jointly funded with the City of Greater Geelong contributing \$20 million, the State Government \$15 million, and the Federal Government \$10 million.
- Geelong was chosen as the site for the National Disability Insurance Agency head office, following a significant community lobbying campaign. This is the first time a Commonwealth agency will be located outside Canberra, and was supported by the Victorian State Government's \$25 million to establish the headquarters. This followed the announcement that Geelong will be one of five 'launch' sites for DisabilityCare Australia. Commencing 1 July 2013, approximately 5000 people with disabilities will be part of the Barwon region launch site.
- Geelong is set to become an expert centre for infectious disease research and development following the successful application for Commonwealth funding through the Regional Development Australia Fund. The Geelong Centre for Emerging Infectious Disease is a collaboration between Deakin University, Barwon Health, CSIRO Australian Animal Health Laboratory and the City of Greater Geelong, and will be Australia's first 'One Health' facility protecting population health, food safety and food security.
- The first ever AFL night game at Simonds Stadium was held on 1 June 2013 following the construction of the Players Stand, and the four 75 metre light towers. This was a symbolic moment for Geelong, confirming our place as one of Australia's leading regional cities and positioning Simonds Stadium within the top rank of sports stadia in Australia.
- 2012-2013 saw another successful major events calendar, ranging from flagship international events to local community celebrations. Just some of the events included the Australian International Airshow, 2013 Men's and Women's Victorian Open Golf Championship, Nitro Circus Live, A Day on the Green music concert (The Hill Winery), Geelong Multi Sport Festival, IBF World Title Weight Eliminator boxing event, Toast to the Coast, Geelong's Streets Are Alive, Australian Water Ski Championships, Great Australian Beer Festival, Just Cars Geelong Revival (Motorsport), New Year's Eve Pier Festival, the Alcoa Australian Corporate Head of the River, the Celtic Festival, the Weet-Bix Kids TRYathlon, Super Rugby Melbourne Rebels at Simonds Stadium, SKI Racing Victoria Grand Prix, Festival of Sails and Mitchelton Bay Cycling Classic.

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

- The continued planning of infrastructure across Armstrong Creek progressed during 2012-2013. Planning permits were issued for the initial stages of development of the 5,400 lot West Precinct. Planning of the Town Centre Precinct is underway with public exhibition of the planning scheme amendment recently completed. The Horseshoe Bend Precinct Structure Plan is expected to be exhibited in the second quarter of 2013-2014.
- Geelong successfully hosted another cruise ship in February 2013 with the 'Seaborn Odyssey' attracting approximately 450 people onshore. The ship made just two Victorian stops on its Australasian tour demonstrating how well Geelong and Melbourne operate as complementary cruise ship destinations - each offering a different visitor experience.
- The final report for Vision 2 was completed, identifying ideas for the next phase of development for Geelong's city centre. Council endorsed the creation of a Central Geelong Task Force, who will develop a master plan that focuses on three key areas of activity; urban design and the Structure Plan for Central Geelong, activities and events, and investment incentives.
- The first stage of the Lara Town Centre project commenced with works on the development of the new Lara Bowling Club at the Lara Recreation Reserve. Once completed, construction of the new Station Lake Road alignment can commence, which will enable the expansion of the town centre including retail and commercial floor space, including a full line supermarket.
- The \$7.4 million stage one of the Geelong Ring Road Employment Precinct was completed. This included the construction of O'Briens Road and associated drainage at the southern end of the precinct, as well as several on site retarding basins. This has created full serviced land ready for development.
- The Geelong Small Business Festival was held in August 2012. Over fifty information sessions, events and networking opportunities were on offer throughout the month at no cost or minimal cost. The City also launched Geelong Business TV (GBTV) in October 2012. GBTV is an initiative to help local Geelong businesses to achieve success, development and growth. The short films feature business big and small, all portraying the message that Geelong is 'open for business'.

A Sustainable Built and Natural Environment

Status Summary:

On Schedule:	27	Completed:	23	Major Issue:	0
Minor Issue:	7	Not Started:	2		

- Another successful program of waste initiatives was conducted to encourage environmentally friendly ways for Geelong households to dispose of their unwanted goods. These initiatives encouraged the disposal of televisions, mattresses, old tyres and general waste. The chemical drop-off day received a huge response from the community with a total of 599 vehicles bringing over 80 cubic metres of material to the event.

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

- Three of the City's buildings are now more energy efficient due to upgrades part-funded through the Federal Government's Community Energy Efficiency Program. \$986,000 was spent on Splashdown (new boiler, lighting upgrades and air-conditioning upgraded), Waterworld (new boiler, air-conditioning upgrade, hot water system and lighting upgrades), and the National Wool Museum (new boiler and chiller replacement).
- The new draft Environment Management Strategy is nearing completion, which will guide Council's environmental management in the Greater Geelong region for the next four years. It is expected to be released for public comment in the first half of 2013-2014.
- The Climate Change Adaptation Toolkit was developed in partnership with RMIT University and NetBalance. The Toolkit guides council staff in considering and responding to the risks of climate change and supports robust strategic planning to manage the complexities and uncertainty of climate change impacts. The Toolkit was launched in October 2012 to State and Local Government, research and other organisations currently considering the impacts of climate change to their business/services/community.
- The City of Greater Geelong was recognised by the Victorian Centre for Climate Change Research (VCCCAR) as a leader for its Climate Change Adaptation Strategy. The strategy was presented at the VCCCAR's Annual Forum which showcases research and leaders in climate change.
- Implementation of the the Greater Geelong Cycle Strategy continued with line marking on the Wallington Road bike lanes, and works to the Boundary Road and Ryrie Street intersection completed. Implementation of projects on Corio Quay bridge and Surf Coast Highway/Waurn Ponds creek were also undertaken. Planning continues for further wayfinding signage and end-of-trip (bike storage) facilities.
- The EcoChallenge@home program was launched by the City and will be delivered by EnviroShop. The program aims to assist residents to better manage the impact of ongoing utility prices by offering a range of energy and water saving products at a competitive price, while reducing greenhouse emissions within the community.
- A new Sustainable Building Policy was completed, which sets out minimum standards for council buildings and renovations. The policy outlines various techniques that will result in improved energy efficiency, reduced greenhouse gas emissions, water conservation, reduced natural resource consumption, increased re-use and recycling, waste avoidance, pollution prevention and enhanced biodiversity.
- Future Proofing Geelong helped to fund energy assessments at seven local businesses and supported six community groups to run sustainability projects. The program also supported the 2013 Sustainable Living Festival which featured more than 45 events.
- The major storm water harvesting system at Eastern Park was completed and reopened to the public. The man made lake was designed to look like a natural part of the landscape. The project will save approximately 30 million litres of mains drinking water a year, recycling storm water and using it to maintain the Geelong Botanic Gardens, which is one of the top five water users for the City.

City Plan Council Report 2012/13

For Quarter Ending: June 2013

Description	Completion Date	Status	Comments
Strategic Direction: Community Wellbeing			
Outcome: Improved healthy eating and physical activity			
Best Start Program - improving the health, development and wellbeing of children from birth to school age		OnS	Consultants engaged to assist with preparation of 3 year strategic plan and annual action plan. Annual report due shortly.
National Partnership Agreement on Preventative Health program		OnS	The Healthy Together Geelong program is leading the State with regard to schools and workplaces signing to become health promoting entities. The program is progressing well with contacts and introductions being made within schools and workplaces within the Local Government Area. Progress reports are being presented to the Governance group.
Regional Football (Soccer) Strategy implementation		OnS	Bell Park Sports Club is complete. North Geelong waiting on invoice for second instalment.
Playground Development Program			
Barwon Valley Fun Park - Stage 2 - playground upgrade		OnS	Contractor has commenced construction.
Early childhood centre-based playground renewal project	Jun-13	C	Stage 1 and 2 are now complete. Installation of 8 new swing combinations are all complete. New landscaping works complete at Greenville Kindergarten and South Barwon Community Centre.
Pettitt Park Playground, park and amenities upgrade	Jun-13	C	Pettit Park upgrade project has been completed and is currently at handover.
Playground Development Program implementation	Jun-13	C	Project is complete.
Steampacket playground replacement project	Dec-12	C	Project is complete.
Recreation Facility Upgrades			
Bareena Bowling Club clubroom renovation	Jun-13	C	Final installment disbursed. Project complete.
Barwon (Grovedale) Soccer Club clubroom replacement	Jun-13	C	Project is completed tending to minor defects.
Barwon Grove Golf Club redevelopment		OnS	Building approval being sought. Permissions to be given.
Barwon River Trail Realignment at Queens Park		OnS	Works and costs confirmed to match scope. Due to start shortly.
Barwon Rowing Club clubroom fit out	Jun-13	C	Second installment disbursed. Project complete.
Bell Post Hill Bowls Club amenity improvements	Feb-13	C	Project is complete.
Bell Post Hill Football, Cricket and Netball Club improvements		OnS	Construction 80% complete. The club are complying with safety management documentation.
Belmont Bowls Club clubroom improvements	Jun-13	C	Second installment disbursed. Project complete.
Corio Sporting Club clubroom upgrade	Dec-12	C	Project is complete.
East Belmont Saints Baseball Club infrastructure works	Jun-13	C	East Belmont Saints Baseball Project has been completed and is currently at handover.
Elcho Park Golf Course track improvements	Jun-13	C	Project is complete.
Elcho Park Golf Course Wash bay	Jun-13	C	Project is complete.

Description	Completion Date	Status	Comments
Geelong Bowls Club synthetic rink upgrade	Jun-13	C	Project is complete.
Geelong Cement Lawn Bowls Club kitchen refurbishment	Dec-12	C	Second instalment disbursed and project evaluation form has been received.
Geelong Rowing Association riverside project		OnS	Club is awaiting approval for project from Corangamite Catchment Management Authority.
Guild Cricket Club clubroom redevelopment		OnS	Builder has been appointed and works are to commence shortly.
Hamlyn Park Reserve pavilion improvements		OnS	Project on schedule.
Highton Reserve pavillion upgrade	Jun-13	C	Project is complete.
Kingston Park infrastructure upgrades		OnS	Discussions have occurred with Councillor and works program to be established.
Lara Sporting Club development		OnS	Project being re-scoped.
Leopold Memorial Park Master Plan implementation		OnS	Memorial Park Masterplan implementation underway.
Manifold Heights Cricket Club clubroom redevelopment		OnS	Manifold Heights Cricket Club verandah construction (stage 1) and kitchen and toilet upgrade (stage 2) has been completed. The change room upgrade (stage 3) is at consultation stage waiting on the outcome of additional funding.
Marshall Cricket Club practice facility improvements	Jun-13	C	Project is complete.
McDonald Reserve clubrooms upgrade	Jun-13	C	Construction has been completed, handover in progress.
Memorial Reserve toilet upgrade		OnS	Quote being sought for toilet upgrade works.
Newcomb Football and Netball Club shower facility upgrade		OnS	Project currently being scoped.
Osborne Park spectator viewing improvements and oval drainage improvements	May-13	C	Project is complete.
Portarlinton Recreation Reserve sports change facilities	Jun-13	C	The Portarlinton Netball Modular Facility has been transported to site and services have been connected.
Shell Road Reserve Master Plan implementation	Jun-13	C	Project is complete.
Shell Road Reserve soccer storage facility		OnS	Charter currently being developed.
Simonds Stadium turf replacement	Mar-13	C	Program complete for 2012/2013 financial year.
Stead Park Softball pavilion concept design	Jun-13	C	Project is complete.
Surfside Tennis Club clubrooms upgrade	Dec-12	C	Project is now complete.
Thomson Reserve Master Plan implementation - pavillion upgrade	Jun-13	C	Project is complete.
Recreation Reserve Upgrades			
Belmont Lions netball court resurface		OnS	Federal funding grant has been approved for project construction. Construction to commence shortly.
Collendina Reserve cricket practice nets improvements		OnS	Club have finished replacing the chainmesh to the nets.
Collendina Reserve sports lighting	Jun-13	C	Project no longer proceeding.
Drysdale Recreation Reserve - Cultural Heritage Management Plan development		OnS	Waiting on rescope from consultant.
East Geelong Football Club floodlights		OnS	Project is on schedule and has now been handed over to Capital projects department to manage further.
Ervin Reserve Master Plan implementation	Dec-12	C	Funds reallocated to another project. Project to be closed.
Evans Reserve improvement works	Mar-13	C	Monument finished and Masterplan has been endorsed by Council.

Description	Completion Date	Status	Comments
Geelong Soccer Club floodlights	Dec-12	C	Project is complete.
Goldsworthy Reserve storage facility construction	Jun-13	C	Project is complete.
Highton Reserve infrastructure upgrade	Mar-13	C	Project is complete.
Lake Lorne Reserve Master Plan implementation		OnS	Contractor completed stage one of the pathway according to the Masterplan. Detailed plans now being prepared for stage two.
Minor Capital Renewal in the Cheetham Ward		OnS	Project currently being scoped.
Murghebuloc Cricket Club practice wicket upgrade	Jun-13	C	Project is complete.
Ocean Grove Park electric barbecue installation	Jun-13	C	Project is complete.
Portarlington Recreation Reserve internal road improvements	Dec-12	NS	Project will not be proceeding, funds transferred to Portarlington Recreation Reserve Sports Change Facilities.
Queens Park Caretakers Cottage removal and reinstatement of car park	Dec-12	C	Project is complete.
Queens Park netball court resurface		OnS	Concrete and landscape works complete, main court handed over. Surfacing of warm-up court delayed until September due to weather conditions.
South Barwon Cricket Club reserve infrastructure works		OnS	Upgrade to the South Barwon Cricket Club turf wicket square has been completed. Storage shed works to begin early July upon the issue of building permit.
St Albans/Breakwater Cricket Club practice net upgrade		OnS	The Cricket Club has started works and they are progressing well.
Stead Park Master Plan implementation	Jun-13	C	Works completed. Handover to be conducted.
Wandana Heights Tennis Club tennis court construction		OnS	Court slab has been poured, lighting poles and fencing to begin shortly. Carpark works to then proceed.
Waurin Ponds Tennis Club court resurfacing	Dec-12	C	Surfacing works and line marking complete.
Windsor Park Master Plan implementation		OnS	Concept plan for netball currently underway. Pathworks and fencing complete.
Swim, Sport and Leisure Upgrades			
Bellarine Aquatic and Sports Centre service road redevelopment		OnS	Carpark and access road complete. Works on southern footpath link completed. Quotes for lighting being sourced.
Bellarine Aquatic and Sports Centre upgrade and repair to aquatic adventure play equipment	May-13	C	Project is complete.
Concrete replacement program at Kardinia Pool, Lara Pool and Waterworld	Apr-13	C	Program is complete.
Geelong Arena Cyclical and Programmed maintenance - 4th year	Jun-13	C	Venue Management completed as required, with a full review of the Hunt Report completed, alongside property maintenance and essential service reports.
Gymnasium equipment replacement program	Jun-13	C	Program is complete.
Kardinia Pool infrastructure and pool maintenance		NS	This project has been deferred to next financial year.
Leisurelink gymnasium extension		OnS	Williams Ross Architects appointed as project architect. Startup meeting completed, Project Control Group to be formed.
Waterworld Precinct Concept Plan		NS	State Government funding has been granted. This project will be rolled over to next year to utilise Government funding.

Description	Completion Date	Status	Comments
Outcome: Increased lifelong learning and literacy			
Children's Week activity program	Jan-13	C	Project complete, report submitted to Council.
Engage: Up and At It - youth civic participation project		OnS	Program of activities in place. Funded projects tied to specific outcomes.
Geelong Kindergarten Association contribution	Mar-13	C	As a result of changes to the State Government's Kindergarten Cluster Management Policy, Council will not be entering into a further service agreement with Geelong Kindergarten Association.
Municipal Children's Infrastructure Planning - Stage two		OnS	Consultant has completed final draft. Currently being edited prior to presentation to Council.
Playgroup support program for disadvantaged groups and families		OnS	New playgroups commenced in Armstrong Creek and Belmont in response to local needs. All playgroups continue to operate successfully.
School Holiday Program		OnS	School Holiday Program commences 29/06/13 for 2 weeks. The School Holiday Program for the summer period was very successful. Newtown Program was assessed under the new regulations and standard and is meeting 5 quality areas and exceeding the remaining 2.
Three-year-old Kindergarten Development Project - Year two	Jun-13	C	Project complete, final project report currently being drafted for presentation to Council.
Community Facility Upgrades - Children Services			
Children Services facilities upgrades to meet changing needs and regulations	Jun-13	C	Twenty-one individual projects were completed in this Capital Improvement Program with the major projects being complete kitchen refurbishments for Clifton Springs Kinder, Rix Street Herne Hill Kinder and Greenville Drive, Grovedale Kinder.
National Quality Standards infrastructure and furniture upgrades	Jun-13	C	Project is complete.
Whittington Primary School kitchen upgrade		OnS	Project is in progress and currently waiting on Funding Agreement to be signed.
Family and Children's Hubs			
Barwon Heads Children's Hub development		OnS	Concept plans complete.
Grovedale Integrated Children's Centre - design and construction		OnS	Project is ready for tender.
Leopold Community Hub - detail design and construction commencement		OnS	Project proceeding to tender.
Ocean Grove Integrated Children's Centre construction		OnS	Project is on schedule and progressing well.
Windsor Park Children and Family Hub development		OnS	Project is currently in the planning and consultation stage. Quantity Surveyor consultant and architect have been appointed and have commenced Phase 1 - Concept Development.
Libraries			
Geelong Regional Library contribution	Jun-13	C	Contributions on track with the library undertaking significant activities including the school holiday program. The Geelong Regional Library Contribution is maintaining excellent results as the year progresses.
Waurin Ponds Library furniture, fittings and equipment	Jul-12	C	Project is now complete.

Description	Completion Date	Status	Comments
Outcome: Liveable neighbourhoods			
CC TV installation in Belmont	Mar-13	C	Project is complete.
Councillor Community Grants Program	Jun-13	C	Council Report presented to Council for grants to end September 2012 and March 2013. Report for final quarter goes to Council in July.
Grants to support Community Arts	Jun-13	C	Professional development applications have all been finalised for this financial year.
Grants to support Community Festivals	Jun-13	C	All invoices have been received and paid, and the majority of festivals held.
Lara RSL upgrade	Jun-13	C	Project is complete.
Ocean Grove Community Garden support	Jun-13	C	Funds have been disbursed to group.
Senior Citizens Week	Nov-12	C	The month of programs was a great success with 12,000 people participating. Evaluations conducted in 2013 in preparation for the next festival. The Seniors Festival Geelong had an extensive program of over 100 events.
Arts and Cultural Projects			
Arts and Culture Strategy (Creativity) renewal		OnS	Brief has been completed, timelines are being reviewed with other major projects.
Arts and Culture website development		Min	Proposed structure being reviewed with external organisation to ensure potential of project is fully realised, resulting in minor delay.
Connecting Identities Mouth to Mountain II		OnS	Further concept development work has been undertaken and major partners confirmed including Deakin University, Corangamite Catchment Management Authority and Barwon Water. Federal Funding of \$25,000 confirmed with further applications in process.
Courthouse Youth Arts support	Jun-13	C	Disbursements have continued and a range of activities and programs have taken place.
Community Events			
Cloverdale Community Centre		OnS	Design has been completed and presented to the community.
Community Carols (Corio)	Dec-12	C	Project is complete.
Lara Food and Wine Festival	Mar-06	C	Project is completed.
Lara Secondary College Youth Festival		OnS	Program of events being developed with Year 7, 8 and 9 students. Additional funding will see a single day Lara Youth event occur - date yet to be set, but likely to be November 2013.
Ocean Grove Music Festival		OnS	Early planning underway for festival to occur in April 2014.
Ocean Grove New Years Eve	Dec-12	C	Project is complete.
Ocean Grove Park Carols by Candlelight	Dec-12	C	Project is complete.
Rosewall Neighbourhood Centre - "Going Potty" Festival	Mar-13	C	Project is completed.
Community Facility Upgrades			
Belmont Senior Citizens - kitchen upgrade	Mar-13	C	Project is complete.
Community hall upgrades - Centenary Hall entrance design and construction and signage upgrades across a number of halls	Jun-13	C	Multiple Projects are being carried out under this program. All works for 2012/13 have been completed.

Description	Completion Date	Status	Comments
Disability access program - Yooringa Senior Citizens accessible toilet upgrade, Whittington Senior Citizens disabled toilets and improving accessibility	Jun-13	C	Program is complete.
Indented Head Hall renovation		Min	Partial funding expected to be released in 2013. Continuing to work with Bellarine Bayside Foreshore Committee regarding this project.
Senior Citizen Centre kitchen upgrades to meet regulation standards	Jun-13	C	Project is complete.
West Town Hall forecourt upgrade		OnS	Tender awarded and on-site works commenced 11th June. Demolition and earthworks stages almost complete.
Domestic Animal Management Plan			
Animal pound upgrade to meet new code of practice		OnS	Re-tender slightly delayed, project on schedule.
Domestic Animal Management Plan 2012-2016 implementation		OnS	Public consultation completed, draft plan revised and updated in accordance with public comment. Finalised plan to be presented to Council July 2013.
Multicultural Action plan			
Diversitat funding		OnS	Milestone payments currently being made.
Multicultural Action Plan implementation		OnS	Multicultural Action Plan implementation on track. Priority actions for 2013/14 identified by Multicultural Action Plan Committee and budget allocated.
Multicultural Policy development	Nov-11	C	Diversity Policy approved November 2010 and Multicultural Action Plan 2011-2014 adopted November 2011.
Neighbourhood Houses			
Grovedale Neighbourhood House support		OnS	Classes and programs established and continuing to run 7 days per week. Quarterly newsletter is the 'Grovedale Grapevine'.
Support to Neighbourhood Houses		OnS	Funding Agreements for 11 Neighbourhood Houses are underway.
Public Toilet Block Upgrades			
Lt Ryrie Street car park public toilet upgrade		OnS	Councillor organising for community group to complete works.
Toilet Block Renewal / Replacement Program		OnS	Vines road has been completed and Geelong West Town Hall commenced. Priorities and drawings for other sites to commence next month.
Streetscapes Improvement Works			
Amenity upgrade at Old Post Office corner	Jun-13	C	Works are complete.
Corio ward roundabout upgrades	Jun-13	C	Project is complete.
Detroit Crescent shopping strip upgrade	Jun-13	C	Project is complete.
Donnybrook Avenue shopping strip upgrade	Jun-13	C	Street furniture and soft landscape planting now complete and under a 12 month maintenance program.
Pakington Street public seating		OnS	Charter currently being developed.
Vines Road, Hamlyn Heights streetscape and amenity improvements	Jun-13	C	Project is complete.
Whittington Community Building and renewal			
Whittington community building and engagement		OnS	'Whittington Voice' newsletter produced and distributed on a monthly basis.
Whittington community renewal	Sep-12	C	Project is complete.
Whittington Link landscape maintenance		OnS	Working with engineering to source the best product for the works.

Description	Completion Date	Status	Comments
<i>Youth Events and Programs</i>			
Youth events including SKAART Festival, Spud Fest 2013, Geelong Impetus Youth Awards		OnS	SKAART Festival will be held in November. Geelong Youth Impetus Awards Ceremony was held in April, conducted by the Youth Development Unit during National Youth Week 5 - 14 April 2013.
Youth programs including Youth Action Teams, L2P Project, SSAGQY Project, Youth Centres and Activities, Regional Youth Strategy development, Piercing Truth Quarterly Magazine and Multicultural Youth Development		OnS	Programs and projects are all continuing with a wide range of activities being undertaken.

Description	Completion Date	Status	Comments
Strategic Direction: Growing the Economy			
Outcome: Plan and develop the Nat Transport and Logistics Precinct			
Freight and Logistics Gateway project		OnS	The final draft of the Geelong Port and Land Freight Infrastructure Plan has been completed. Council will consider a report in July 2013 recommending its endorsement and associated actions.
Geelong Ring Road Employment Precinct design and implementation		OnS	The project is generally on track with the completion of the OBriens Road Precinct. Current funding for the design and implementation of Heales Road (northern catchment) is limited and hence limits progress beyond work which had previously been done on the development of the drainage scheme for this northern catchment. Further progress will require funding to progress the drainage scheme and allow infrastructure to be delivered to this catchment.
Outcome: Development of the cosmopolitan heart			
Cruise ship visits 2012-2013	Jun-13	C	Hosted Seabourn Odyssey 5 February 2013. Awaiting final invoices for traffic management, marquee hire, picket boat services.
Eastern Beach Master Plan implementation - heritage asset rebuild (bluestone kerb and channel)	Mar-13	C	Works under construction by City Services. After works commenced excavation revealed the need for the installation of geotechnical fabric under roadway due to poor substrate from past reclaimed materials. Project to renew bluestone kerb and channel currently out for quotation.
Economic Development - industrial development support	Dec-12	C	Project supported industrial development for manufacturing and subsidiary sectors across Geelong. Projects include business model support re: Osborne House and passenger usage of Avalon Airport contribution to Gross Domestic Product.
Geelong Central City Management programs and activities		OnS	Over 300 programmed events and activities bringing in over \$5 million economic benefit.
Geelong Library and Heritage Centre - detail design and quantity surveying		OnS	Project proceeding to tender.
Arts and Culture			
Belmont area public art project		OnS	Project underway - artists have commenced with 5 schools confirmed.
Clifton Springs public art project		OnS	Final designs have been presented to community and approved. Work is underway.
Courthouse Arts - Police Lane Street Art Project		OnS	Site and project scope have been reviewed and project due to commence shortly.
Cowie ward public art project		Min	Plans have been completed. Project slightly delayed due to other public art priorities.
Geelong Art Gallery contribution	Jun-13	C	Contributions are complete.
Geelong Art Gallery program development and PA system		OnS	Project has commenced with PA system completed.
Old Courthouse - entrance artwork		OnS	Lighting design has been selected and installation to occur shortly.

Description	Completion Date	Status	Comments
Outcome: Managed Growth			
Business events support	Jun-13	C	Over 150 events were hosted for the year 2012-2013. Additional events were held that were not scheduled.
G21 Agribusiness Forum	Dec-12	C	The forum was completed and was a great success.
G21 contribution		OnS	Payments are being made to schedule.
Geelong Manufacturing Council contribution	Aug-12	C	Final payment complete.
Lara Chamber of Commerce contribution	Oct-12	C	Payments complete.
Lara Town Centre expansion project		OnS	Town Centre Rezoning Amendment approved by Minister. Formal notification of successful tender. Contracts between parties signed. Bowling club planning permit issued. Enabling works planning permit application lodged. This project will carryover to the 2013/14 financial year.
Skilled migration program	Jun-13	C	4th claim completed. All activities have been undertaken to transition to Regional Certifying Body (RCB). Gazettal Confirmation provided 1st July 2013. This project is complete.
WiFi Hotspot Expansion project		OnS	The rollout of 11 Wireless Access Points now complete. Expansion to the Waterfront in progress with all preparatory work done, however further progress reliant on further funding. Deakin University has contributed but material costs are greater than expected, thus a shortfall to be in the vicinity of \$15000. Currently investigating ways to address the shortfall in funding.
Armstrong Creek			
Armstrong Creek development contribution plans administration		OnS	Development contributions plan management is now well established with documented procedures for the management of the developer contributions regime across Armstrong Creek and elsewhere within the Municipality. The West Precinct Development Contributions Plan was endorsed in March 2013 and has been uploaded into the Devcap software to allow the management of the precinct to progress in a similar manner to the East Precinct. Further work has been undertaken in the preparation of the Development Contributions Plan for the Armstrong Creek Town Centre which has just finished public exhibition. It is anticipated that work will continue on the Horseshoe Bend Development Contributions Plan with an aim for the plan to be on exhibition in the second quarter of 2013-14.
Armstrong Creek East Neighbourhood Activity Centre pavilion construction		Min	The State Government have recently publicly committed funding for this project and building design has commenced with an aim to having the detailed design completed by end of 2013-14 financial year.

Description	Completion Date	Status	Comments
Armstrong Creek planning and infrastructure implementation		OnS	The continued planning of infrastructure across Armstrong Creek is progressing well. The West Precinct has now been endorsed and incorporated into the Greater Geelong Planning Scheme. Villawood have been issued a planning permit for the first six stages of their west subdivision which represents approximately 350 lots. The Armstrong Creek Town Centre Precinct has recently finished public exhibition and the Horseshoe Bend Precinct Structure Plan is expected to be exhibited in the second quarter of 2013-14 budget.
ICT Cluster			
Employment growth through cluster facilitation	Jun-13	C	Support of Clusters is active.
ICT Cluster support		OnS	Continuing to provide support to the ICT Cluster to foster and support the sector to ultimately increase growth and employment.
Outcome: Growing the Economy - Other Actions			
2013 Australian International Airshow	Mar-13	C	Airshow successfully delivered.
2013 Australian Masters Games		OnS	Event Planning continues and scheduled for October 2013. 57 sports are confirmed. Registrations opened on 18/03/2013 and are tracking well. The event is now less than 100 days.
Conference Marketing and Delegate Boosting programs		OnS	Planning is underway for our major showcase of regional properties in Melbourne on August 7th. A review of the 2012/13 tactical activity has just occurred and from this learning we are building a different tactical model which will be offered via prospectus to industry in the first quarter of 2013/14. We have been involved in two large bid documents recently, Australian Event Awards (3 year contract) and Linux Australasia National Conference. The result of these bids will be made clear in the next month.
Geelong Major Events funding	Jun-13	C	Funding commitments are made by the Geelong Major Events Committee via monthly meetings open to the public.
Provide for tourist information and administrative support centres within the Geelong region		OnS	The Geelong Visitor Information Centres service attracted 148,186 visitors from July 2012-May 2013. 6.6% below the previous year. These statistics include the Information Caravan at Barwon Heads. The majority of visitor inquiries are from people who have booked their accommodation prior to their holiday and are calling into the centres for first hand knowledge of what to do and see in our region once they arrive.
View of Geelong historical marker		Min	Project scope developed but has not progressed further at this stage due to other public art priorities.

Description	Completion Date	Status	Comments
Strategic Direction: Sustainable Built and Natural Environment			
Outcome: Increased use of public and active transport			
Bicycle infrastructure program		OnS	Principle Bicycle Network agreed with minor additions. Discussion held with Barwon Heads 13th Beach road group to work through options report. Programs underway to install minor treatments.
Building Bellarine Connections	Jun-13	C	Project is complete.
Central Geelong Night Bus Service		OnS	Plans to modify service to keep within budget as numbers have levelled out at approx 100 per week. Still awaiting alternative proposal from maxi taxis.
Central Geelong Park and Ride shuttle service		OnS	Average 120 per day. Numbers have levelled out as more worker car parking options have been taken up by Central Geelong workers who used to utilise the Park and Ride service.
Greater Geelong Cycle Strategy implementation	Jul-13	C	Implementation of projects on Corio Quay Road bridge and Surf Coast Highway/Waurn Ponds Creek trail crossing complete. Wayfinding signage project ongoing (70% complete). Development of Cycle Infrastructure Advisory Group initiated to provide guidance on cycle issues in engineering works and strategic direction for cycle projects.
Ocean Grove / Barwon Heads shuttle bus	Jan-13	C	Project completed.
Footpaths			
Ceres footpath project	Jun-13	C	Project is complete.
Footpath renewal program	Jun-13	C	Project is complete.
Ritchie Blvd footpath replacement		Min	Safety issues are being monitored and managed. Project on hold, solutions to meet available funds are being investigated
Outcome: A reduction in the organisation's environmental footprint			
Clean Energy - buildings plant and equipment upgrades		OnS	All sites completed, currently analysing data for final report.
Green Our Streets - Corio ward tree planting	Dec-12	C	Project is complete.
Greenhouse Reduction Local Action Plan		OnS	- The Link CLAC solar system professionally cleaned and tested to ensure it is in good working order. - Contribution towards LED lighting upgrade of stairwells at Civic Centre building, project completed. - Maintenance of Regreening Geelong site in Newtown carried out. - Wind turbine relocated within close proximity of original location due to issues with original footings.
Tree planting, establishment and aftercare	Jun-13	C	Tree establishment works completed by contractors and in house staff. Approx 1,000 street and park trees planted this financial year.
Waste Projects			
Corio Landfill rehabilitation		OnS	Design complete to be tendered late 2013.
Drysdale landfill - design of cell 5 and review cell sequencing		OnS	Design is currently 50% complete.
Drysdale Landfill - replacement of amenities building	Jun-13	C	Project is complete.

Description	Completion Date	Status	Comments
Drysdale Quarry - investigation as future Landfill		Min	Works have been undertaken however they are preliminary in nature. Commencement of substantive project is being delayed due to competing priorities in other areas of waste.
Greenwaste site setup costs - Barro Group Quarry		Min	Lease negotiations are well advanced however not finalised. Setup works on hold and will be scheduled to commence once lease is finalised.
Investigation of possible expansion of Point Henry (Moolap) Transfer Station		OnS	IT have been consulted regarding the logistics for this. Quote received and currently working through its details.
Resource Recovery Centre feasibility study		Min	Project has been scheduled to be commenced in the near future and will carryover to 2013/14 financial year.
Waste education program and initiatives		OnS	Initiatives have been undertaken eg. mattress and discounted bootload promotions. Chemical collection day and Tyre day have also been successfully run.
Water saving initiatives			
Geelong Botanic Gardens irrigation project		OnS	Stage 1 has commenced with tanks installed, pump shed currently underway. Stage 1 and half of stage 2 scheduled to be complete August 2013.
Hume Reserve aquifer recharge and reuse project	Sep-13	C	Project has been deemed as not viable. Design work will be finalised if Council wish to explore this project in the future.
Rippleside(Weddel) stormwater harvesting project		OnS	Works are almost complete with electrical component commencing July 2013. The project is expected to be completed by August 2013.
Water restriction program		OnS	Continuing to monitor and report on water use compared to budget.
Outcome: Agreed standards for sustainable development are in operation			
Progress development of the Environmental Sustainable Development Policy	Dec-12	C	The Sustainable Buildings Policy has been endorsed by Council.
Support the use of Infrastructure Development Guidelines by the development industry		OnS	City Development working with internal departments to ensure the guidelines are adhered to.
Outcome: The climate change adaptation strategy is established			
Climate Change Adaptation Strategy implementation		OnS	-Integrating climate risk into risk management developed. -Final changes to online climate change adaptation Toolkit being undertaken, staff training to be carried out first half of 2013/14 financial year. -Urban Heat Island draft report prepared and Geographic Information System (GIS) thermal imagery maps ready to launch -Investigation into low lying areas with shallow saline water tables and implications of rising sea water in Geelong commenced. -Update of the Sustainable Communities Infrastructure Development Guidelines to incorporate climate change considerations completed. - Workshop held on climate risks.
Drought Recovery			
Significant tree watering project	Apr-13	C	Program complete for 2012/13.
Sports ground renovation program		OnS	Preliminary handover has been conducted, defects to be repaired.

Description	Completion Date	Status	Comments
Future Proofing			
Future Proofing Geelong project implementation		OnS	Project is on schedule.
Outcome: Enhancement and protection of natural areas			
Assessment of CoGG's biodiversity assets		OnS	Draft project brief currently being prepared.
Buckley Park staircase planning and design		Min	Site has been assessed as requiring a Cultural Heritage Management Plan prior to works. Expected delay in beginning on-ground works.
Clifton Springs coastal erosion mitigation works		OnS	The consultant Cardno has delivered an initial report on erosion protection options. Further detailed design work has been completed for the access track, rock revetment and sea wall. A Cultural Heritage Management Plan has been submitted and approved by the Wathaurung, and the approval has been submitted and endorsed by the Department of Planning and Community Development. Construction of the access track has been completed. Tenders have been called and a contractor appointed. Stage 1 of the project has commenced with the partial construction of the seawall and completion of stage 1 scheduled for end of July.
Coastal and conservation reserves and infrastructure maintenance		OnS	Project is on on schedule, some minor delays have been experienced due to weather conditions.
Contribution to the Geelong Environment Council for Barwon River upgrade	Jun-13	C	All invoices have been received and processed.
Council environmental reserves maintenance and improvement works		OnS	A number of minor works have been undertaken. An application to Heritage Victoria is being prepared for the construction of a sand erosion structure at The Dell. Funds will be used to contribute to successful grant applications to construct an additional pontoon and fishing platform at St Helens Boat Harbour. Construction of a new section of track and an erosion protection structure near Point Richards has been scheduled. Other minor capital improvements to environment reserves are being planned this financial year.
Eastern Park tree planting		OnS	Trees planted, project on schedule.
Friends of Buckley Falls contribution	Jun-13	C	Invoices processed.
Geelong Saleyards Conservation Management Plan works		OnS	Awaiting further information, project on schedule.
Mt Brandon Master Plan implementation		Min	Quotes for Mt Brandon track will need to undertake new staged tender process.
Parks and reserves maintenance	Jun-13	C	Program finished for 2012/2013 financial year. Parks and Reserve maintenance is in place and ongoing.
Protection of Nationally Significant Roadsides program - CoGG endangered plants		OnS	Final designs completed. Quotes for works received.
Stewarts Reserve (Armstrong Creek) Management Plan - biodiversity and fire protection		Min	Delays in completing the plan have been experienced. Expected completion - September 2013.
Tree Inventory System - data collection	Nov-12	C	Majority of trees have been located on system. Project has now been finalised.

Description	Completion Date	Status	Comments
Heritage Projects			
Indented Head heritage study		OnS	The Indented Head heritage study is well progressed with the completion to final draft stage of the heritage study for the Indented Head foreshore area. This will be the subject of a report to Council and ultimately potentially planning scheme amendment subject to Council consideration.
Investigation of heritage operation for Geelong to Ballarat railway line	Mar-13	NS	This project has not commenced and not intended to progress further. The capital money has been redirected to alternate projects.
St Leonards heritage signage		OnS	Sites agreed; signs being fabricated; installation to occur over coming weeks.
Water Programs			
Geelong Healthy Waterways program		OnS	Completed for this financial year however project is ongoing. Detailed aquatic assessments undertaken and maintenance program developed for Balyang Sanctuary, Begola Wetland Reserve, Seabreeze Wetland and Ashwood Close Wetland. Detailed investigations into gross pollutant trap sites. Preparation of the Jerringot Wetland Reserve Masterplan (going to Council in August to be adopted).
Stormwater Quality Management Plan implementation		OnS	New Drysdale Gross Pollutant Trap (GPT) and Belmont GPT installed and operational. Corio GPT project still underway due to complications with sourcing drainage plan of Corio Village Shopping Centre. Completion expected for 2013/2014 financial year.
Water Quality Programs	Mar-13	C	Program complete for 2012/2013 financial year. Ongoing works occurring at waterbodies and creek lines, including fencing, weed and rabbit control.
Outcome: Sustainable Built and Natural Environment - Other actions			
Bridge upgrades - major renewal works	Jun-13	C	Project is complete.
Brougham Street drainage works (NESP development)		NS	Project not proceeding and to be closed.
Drainage design and construction program	Jun-13	C	Project is complete.
Drysdale Drainage Mitigation Works (Stages 1 - 5)	Dec-12	C	Project is complete.
Kerb and channel renewal program	Jun-13	C	Program is complete.
Roads - construction and design including local roads, Federal Roads Program and Vic Funded works	Jun-13	C	Program is complete. Savings in this program to offset additional costs in the asphalt resurfacing program.
Special rates and charges to carry out roads, footpaths, kerb and channel, and drainage works	Jun-13	C	Program complete for 2012/2013. The terrace construction to carryover into 2013/14.
Traffic management - investigation, design and construction	Jun-13	C	Project is Complete.
End of Report			

9. CITY PLAN PROGRESS REPORT TO JUNE 2013 (CONT'D)

Environmental Implications

There are several actions under the Sustainable Built and Natural Environment Strategic Direction within City Plan that aim to increase the use of public and active transport within the municipality, reduce the organisation's environmental footprint, enhance and protect our natural areas, and develop a Climate Change Adaption Strategy.

Financial Implications

The City's Annual Budget provides the Resource Plan to support the initiatives identified within the adopted Annual Business Plan.

Policy/Legal/Statutory Implications

The City's external auditors will undertake a Performance Audit of the planned Key Strategic Activities and prepare a report as part of the 'sign off' of the Annual Accounts.

Alignment to City Plan

This report is the progress report of the organisations achievements against the adopted City Plan 2009-2013, 2012-2013 actions.

Officer Direct or Indirect Interest

There is no conflict of interest to be disclosed.

Risk Assessment

The risks arising from the actions are managed within the framework of the City's adopted Policies, Procedures and Risk Management strategies.

Social Considerations

Several of the actions identified within City Plan are aimed at improving the quality of life for the resident in the City of Greater Geelong. This is particularly the case for actions within the Community Wellbeing Strategic Direction.

Human Rights Charter

There are no known positive or negative effects.

Consultation and Communication

A comprehensive report on the 2012-2013 City Plan actions will be published in the City of Greater Geelong Annual Report by 30 September 2013, which will be submitted to the Minister for Local Government and available to the public in hard copy and on the Geelong Australia website.

10. 2013-2014 BUDGET AMENDMENTS

Portfolio:	Finance – Cr S Kontelj
Source	Corporate Services – Financial Services
General Manager:	Jeff Wall
Index Reference	Subject: Financial Management \ Reporting

Purpose

Amend the 2013-2014 Budget that was adopted on 25 June 2013.

Summary

- Preliminary financial results for 2012-2013 highlight a recurrent surplus of \$5.8M or \$21.6M favourable to amended budget and Capital expenditure of \$60.0M or \$30.4M lower than authorised Capital Program. These results reflect a number of programs that are incomplete and are required to carryover into 2013-2014.
- In order to avoid unnecessary variance reporting and commentary during 2013-2014 it is recommended that the 2013-2014 Budget be amended to recognise the prior year funding for Capital and Non Capital projects.
- The incomplete programs, together with favourable operating performance increased Council's year end cash balance to a total of \$71.4M or \$20.8M higher than projected.
- A review of the Capital program at 30 June 2013 indicates that \$40.39M expenditure and \$1.67M income is required to be carried over for completion in 2013-2014. Together with other budget amendments the 2013-2014 Capital budget will increase to \$98.85M expenditure and \$15.65M income or a net of \$83.20M. This program is fully funded and will have no impact on the closing cash position as outlined in the adopted 2013-2014 Budget.
- A review of the Non-Capital program at 30 June 2013 indicates that funding of \$8.41M is required to be carried forward for completion in 2013-2014. In addition, following early receipt of 2013-2014 grants commission funding, there is a need to lower total receipts expected in 2013-2014 by \$9.90M.
- Together with other minor budget amendments, the amended recurrent operating expenditure will increase to \$283.35M and recurrent income will reduce to \$265.43M or a net recurrent deficit of (\$17.92M). The Non Capital program is fully funded and these amendments will have no impact on the closing cash position as forecast in the adopted 2013-2014 Budget.

Cr S Kontelj moved, Cr Macdonald seconded -

That Council amends the adopted 2013-2014 Budget to include the following:

- 1) Capital Programs carryover as per Appendix 1, other budget amendments affecting Capital projects as per Table 1.**
- 2) Non Capital Programs carryover as per Appendix 2, other budget amendments affecting the recurrent position as per Table 2.**

Cr Fisher left the meeting room at 8.22pm

Cr Fisher re-entered the meeting room at 8.26pm

Carried.

10. 2013-2014 BUDGET AMENDMENTS (CONT'D)

Background

At 30 June each year Council reviews the preliminary financial results to determine funded Capital and Non Capital programs that are incomplete and are required to be carried over into the subsequent financial year. These carryover requirements are recommended to be incorporated as amendments to the adopted budget. This practice avoids unnecessary variance reporting, given there is no impact on the budgeted closing cash position.

The review has been undertaken in the following key areas:

- Carryover requirements to complete 2012-2013 Capital projects in 2013-2014.
- Carryover requirements to complete 2012-2013 Non Capital projects in 2013-2014.
- Other budget amendments requested or influenced by year end accounting matters.

2012-2013 Preliminary Financial Results Summary

	Full Year Actual \$M	Full Year Amended Budget \$M	Variance Fav / (Unfav) \$M
Recurrent Surplus/(Deficit)	5.76	(15.81)	21.57
Non-Recurrent Surplus/(Deficit)	53.43	46.27	7.16
Net Surplus/(Deficit)	59.19	30.46	28.73
Capital Expenditure	60.02	90.41	30.39
Closing Net Cash Positive/(Negative)	71.40	50.59	20.81

Discussion

Capital Projects Budget Amendments

Carryover requirements

Of the 288 projects listed in 2012-2013, project managers have advised that 153 projects have been fully completed, with 135 projects identified as requiring some carryover funds in 2013-2014 to complete works.

During the 2013-2014 Budget development the Capital carryover was projected to be \$25M. At the end of the 2012-2013 financial year a review was carried out to determine the actual Capital Program carryover requirements. The review indicates a net carryover of \$38.71M (refer to Appendix 1 for details) comprising of \$40.39M expenditure and \$1.67M income is required to complete the projects planned for 2012-2013.

The net variance between actual Net (\$38.71M) and estimate included in 2013-2014 Budget (\$25.00M) is \$13.71M.

10. 2013-2014 BUDGET AMENDMENTS (CONT'D)

Main increases are: – Higher carryover than estimated on Ocean Grove Integrated Children's Centre \$1.49M, Corio Landfill Rehabilitation \$1.75M, Barwon Heads Early Learning Centre \$0.33M. Other incomplete projects – Heavy & Dedicated Plant Replacement \$0.88M, Laneways & Linkages Projects \$0.87M, Griggs Creek Rehabilitation \$0.75M, Elcho Basin \$0.45M, Memorial Park Masterplan \$0.39M, Lara Sporting Club Redevelopment \$0.39M, Drainage Construction \$0.30M, Corio Norlane Regeneration \$0.29M, Geelong Library & Heritage Centre \$0.29M, Apollo Place Preschool Upgrade \$0.29M, Walter Conservatory Repairs \$0.27M, Local Roads Construction \$0.27M and West Town Hall Forecourt \$0.26M.

Other Capital Program amendments

- Clean Energy – Buildings, Plant & Equipment Upgrade – Grant application not successful, project to be deleted from budget – Expenditure \$0.99M and Income \$0.66M.
- Geelong Library & Heritage Centre Car Park – Included in budget document at \$2.0M. Transfer \$0.8M from this project to a discretionary project for the first contribution to Geelong Library Corporation for Collections for new library.
- Ocean Grove Neighbourhood House – Include in budget at \$0.4M, funding brought forward from 2014-2015.
- Bell Post Hill Football & Netball Change Room Facilities – SRV Football & Netball grant approved \$0.085M (not previously included in budget document).
- Leopold Community Hub – Federal Grant \$0.5M approved (not previously included in budget document). Will reduce loan requirement.

Table 1 – Amended 2013-2014 Capital Program

Council adopted the 2013-2014 Budget on 25 June 2013 that included a gross Capital Projects Program of \$78.77M with Capital Income of \$14.05M – Net \$64.72M.

The net 2013-2014 Capital Program is recommended for amendment to \$83.20M to reflect the additional \$38.71M carried over from 2012-2013 plus other Budget amendments as indicated in table 1 below.

	Expenditure \$M	Income \$M	Net Expenditure \$M
Council adopted 2013-2014 Budget - New Capital Funding (excluding Carryover)	78,766,546	14,046,190	64,720,356
2012-2013 Capital Carryover Requests	40,386,249	1,674,282	38,711,967
<i>Other Budget Amendments:</i>			
Clean Energy – Buildings, Plant Upgrade	(990,000)	(660,000)	(330,000)
Geelong Library & Heritage Centre	(800,000)	0	(800,000)
Ocean Grove Neighbourhood House	400,000	0	400,000
Bell Post Hill Football & Netball Change Rooms	85,000	85,000	0
Leopold Community Hub	0	500,000	(500,000)
Adjusted 2013-2014 Capital Program	117,847,795	15,645,472	102,202,323
Planned Carryover into 2014-2015 (June 2014)	(19,000,000)	0	(19,000,000)
Amended 2013-2014 Capital Program	98,847,795	15,645,472	83,202,323

10. 2013-2014 BUDGET AMENDMENTS (CONT'D)

Operating Budget Amendments

Non Capital Projects Carryover requirements

In addition to the Capital Program, Project Managers have undertaken a review of the Non Capital Projects budgeted for in 2012-2013 that have been requested to be carried over into the 2013-2014 financial year.

The 2012-2013 Recurrent Operating result was favourably impacted by \$8.41M of incomplete Non Capital programs as per Appendix 2.

Requested Discretionary Program Carryover:

	\$
Expenditure	8,353,312
Income	(56,342)
Net Expenditure	8,409,654

Other Operating Budget amendments

- Grants Commission – Recurrent budget to be adjusted due to early receipt of 50% 2013-2014 yearly grant or \$9.880M in June 2013.
- Grants Commission – Recurrent budget to be reduced by \$0.35M due to preliminary advice of estimated grant amount for 2013-2014.
- Interest Paid – Recurrent budget for interest to be paid on loans to be reduced by \$0.37M due to lower than budgeted interest rate.
- Contribution for GLHC Collections – Transfer \$0.8M from Capital project for the GLHC Car Park to discretionary project for first contribution to Geelong Library Corporation for Collections for new library.
- Sales Proceeds on Plant & Equipment – Estimated sales proceeds on:
 - (1) Light Fleet unsold vehicles at end of financial year and vehicle sales relating to carried over purchases - \$316,215 (estimated written down value \$324,000).
 - (2) Heavy & Dedicated Plant sales relating to carried over purchases - \$244,000 (estimated written down value \$98,000).

The impact of the requested Discretionary Program Carryover, along with the other Budget amendments that affect the recurrent position, is on the 2013-2014 recurrent surplus / (deficit) (Refer Table 2 below).

10. 2013-2014 BUDGET AMENDMENTS (CONT'D)

Table 2 – Amended 2013-2014 Recurrent Surplus / (Deficit)

	Expenditure \$	Income \$	Surplus / (Deficit) \$
Council adopted 2013-2014 Budget - Recurrent Surplus / (Deficit)	274,712,610	275,720,541	1,007,931
2012-2013 Discretionary Carryover Requests	8,353,312	(56,342)	(8,409,654)
<i>Other Budget Amendments:</i>			
Grants Commission – in advance	0	(9,880,027)	(9,880,027)
Grants Commission – reduction	0	(351,000)	(351,000)
Interest Paid	(370,000)	0	370,000
Contribution for GLHC Collection	800,000	0	(800,000)
Gain/(Loss) on Sales Plant & Equipment	(138,215)	0	138,215
Amended 2013-2014 Recurrent Surplus / (Deficit)	283,357,707	265,433,172	(17,924,535)

Environmental Implications

The adoption of the 2012-2013 carryover program provides the required funding to complete the environmental programs previously approved as part of the 2012-2013 Budget.

Financial Implications

There are no funding implications associated with this report, with higher than projected cash balances as at 30 June 2013 funding additional budgeted expenditure in 2013-2014.

The program variances and carryover requests are detailed within the accompanying financial reports (refer Appendices 1 & 2).

Policy/Legal/Statutory Implications

Section 144A part 1 of the Local Government Act states “A Council must prepare a revised budget if circumstances arise which cause a material change in the budget and which affect the financial operations and position of Council.”

In the context of the total budget the recommended variation to the budget is not considered material.

Alignment to City Plan

This amended budget report contributes to responsible and sustainable financial management as aligned in Council’s City Plan objective on How We Do Business.

Officer Direct or Indirect Interest

Council staff preparing this report have no direct or indirect interest.

APPENDIX 1 - 2012-2013 CAPITAL PROJECTS PROGRAM
Projects Requiring Carryover to 2013-2014

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C02301	Street Construction Sub Program - Special Rates & Charges - Core Program	1,250,000	1,250,000	467,474	782,526	180,000	682,000	682,000	38,461	643,539	300,000	Pending the terrace costs - committed contract
C02303	Footpath Construction Sub Program - Special Rates & Charges - Core Program	513,000	558,000	536,290	21,710	21,710	160,000	160,000	13,661	146,339	60,000	Pending marshalltown road costs - committed contract
C02317	Drainage Construction Sub Program - Flood & Drainage Management - Core Program	5,372,099	4,585,899	4,285,398	300,501	300,501	959,500	21,300	21,291	9	0	Committed to Barwon Heads Pump Station contract
C02323	Local Roads Construction Sub Program - Road & Street Management - Core Program	938,602	1,138,602	864,669	273,933	273,933	0	100,000	100,000	0	0	Committed to upsizing works in Barwarre Road associated with development, also grant funding for works in Grovedale/Marshall
C02342	Reseal - Road Surfacing Program - Core Program	1,602,000	1,643,773	1,509,805	133,968	133,968	0	41,773	41,773	0	0	Savings to fund existing works being done for VicRoads Program. In particular, the Pakington St Sign upgrade project.
C08305	Car Park Construction at 9 Belmont Street, Belmont	191,273	191,273	6,620	184,653	184,653	111,000	111,000	0	111,000	111,000	SRC project at VCAT July, pending approval
C09320	Leopold Footpath linkages	40,075	240,075	54,293	185,782	185,782	0	200,000	160,000	40,000	40,000	Grant funding , project ongoing
C10301	Geelong Saleyards Conservation Management Plan Works	242,364	242,364	15,441	226,923	226,923	0	0	0	0	0	Delayed due to fire.
C11303	Griggs Creek Rehabilitation	766,943	766,943	14,836	752,107	752,107	185,200	185,200	0	185,200	185,200	Works to be tendered 2013/14 associated with development Jetty Road
C11312	Belmont Car Park Beautification	100,000	100,000	0	100,000	100,000	0	0	0	0	0	Associated with SRC belmont project
C12320	Federal Roads Program (Roads to Recovery)	1,550,000	1,550,000	1,386,860	163,140	163,140	1,550,000	1,550,000	1,549,764	236	0	Pringles Rd project delayed due to weather issues.
C12321	East - West Traffic Improvements - 3rd Year	102,722	102,722	9,510	93,212	93,212	0	0	0	0	0	Parking and Access Strategy, Central Geelong Links Study - Trial Freight movements
C12325	Corio - Norlane Regeneration Project	924,874	924,874	631,854	293,020	293,020	0	0	0	0	0	Grant funding in 2013/14 to finalise this project
C13324	Separation Street, Bell Park parking management improvements	15,000	15,000	2,462	12,538	12,538	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13325	Speed Calming – Cowie ward, in particular Hedgeley Road, Bell Park.	45,000	45,000	40,606	4,394	4,394	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13326	Ceres Footpath	80,000	80,000	53,928	26,072	26,073	0	0	0	0	0	Final seal proposed for path
C03601	Stormwater Quality Management Plan Implementation	366,770	366,770	279,233	87,537	84,602	0	0	0	0	0	Committed cost towards Mt Pleasant Rd, Mitchell st, Belmont
C08308	Environment Reserves Capital Improvement Program	149,000	149,000	124,825	24,175	24,175	0	0	0	0	0	Add'l funding required Clifton Springs / satellite station works
C09306	Greenhouse Program	125,962	120,962	102,698	18,264	18,264	0	0	0	0	0	Committed works on the wind turbine.
C12304	Field Computers	13,505	13,505	689	12,816	12,816	0	0	0	0	0	Funds for hardware purchase for CRT as part of MMS
C13302	Clifton Springs Coastal Erosion Mitigation Works	500,000	250,000	143,424	106,576	106,576	250,000	0	0	0	0	The project has progressed slowly due to running a tender process, weather conditions and complex OHS issues.
C13304	Mt Brandon Master Plan Implementation	195,000	205,000	460	204,540	204,540	160,000	10,000	10,000	0	0	Combined COGG funding and grant received; amended tender document to be re-advertised in July13, works to be in accordance with the cultural heritage management plan.
C13305	Protection of Nationally Significant Roadsides	125,000	125,000	6,426	118,574	118,574	0	0	0	0	0	Works committed to be completed by late July for the fencing of the old Melb rd and Peck School rd project.
C02313	Light Fleet Program	2,488,300	2,662,300	2,064,911	597,389	101,633	0	0	0	0	0	Delivery delays of 3 vehicles for both imported and locally manufactured vehicles.
C02314	Heavy and Dedicated Plant Replacement - Core Program	2,929,600	2,957,400	1,520,856	1,436,544	883,978	0	0	0	0	0	Construction delays by truck body manufacturers for 2 Maint truck; Road Sweeper and Garbage Compactor.

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C10302	Bulk Fuel Facilities Compliance - 2nd Year	270,210	270,210	45,962	224,248	224,248	0	0	0	0	0	Final seal for Drysdale tank; Scope of project for Belmont tank has changed due to initial tests of contaminated soil to start in July 13; anakie rd awaiting commencement date. Addl funding will be required.
C10303	Workshop Safety Compliance - 2nd Year	62,423	62,423	10,976	51,447	51,447	0	0	0	0	0	Awaiting building permit application for the proposed oil storage shed. Exp on hold pending approval of permit.
C12306	Fleet Management Software	70,000	70,000	0	70,000	70,000	0	0	0	0	0	Hansen 8 upgrade deferred to 2013/14
C13303	Subdivision Engineer Vehicle	30,000	30,000	0	30,000	30,000	0	0	0	0	0	Recruitment deferred to 2013-14 as per Gary Van Driel
	CITY SERVICES TOTAL					4,882,807					696,200	
C13501	Operating System for HACC program	400,000	400,000	157,650	242,350	242,350	50,000	50,000	50,000	0	0	Project being rolled out over a 2 year period and is expected to be completed by June 2014. The implementation program is on schedule with a test version of carelink due to be operating in parallel during August. Going live is still on target for March 2014. As at May 2013 a timeframe has been adopted for the implementation of the software transfer by March/April 2014. Gap analysis complete and the project is progressing in accordance with the timelines.
C09505	Potato Shed Facility Renewal	46,207	46,207	49,905	(3,698)	(3,703)	17,577	17,577	17,572	5	0	12/13 budget and carry-over from prior years have been over spent. Negative carryover required to adjust 13/14 expenditure budget due to maintenance completed in June
C10507	St Leonards Heritage Signs Frames	0	30,000	9,196	20,804	20,804	0	0	0	0	0	Project timelines expanded due to stakeholder negotiations. Sites agreed; signs being fabricated; installation to occur over coming weeks.
C13506	View of Geelong Historical Marker	15,000	15,000	0	15,000	15,000	0	0	0	0	0	Site inspections complete, scope developed. Artist yet to be engaged. Project has not progressed further at this stage due to other public art priorities.
C13507	Ocean Grove Library Circulation Desk	35,000	35,000	6,750	28,250	28,250	0	0	0	0	0	QS has costed at increased cost. Quotes being sourced. Project may need to be re-scoped
C13508	Old Courthouse Building Entrance Artwork	5,000	2,500	0	2,500	2,500	0	0	0	0	0	Lighting design has been selected and installation within next few weeks.
C13509	Public Art - Belmont Area	40,000	40,000	0	40,000	40,000	0	0	0	0	0	Artists have commenced, 5 schools confirmed, project underway.
C13510	Public Art and Round About Beatification Project, particularly Rollins Road - Braund Avenue, Bell Post Hill.	5,000	5,000	0	5,000	5,000	0	0	0	0	0	Plans completed. Project slightly delayed due to other public art priorities.
C13511	Installation Public Art Clifton Springs	20,000	20,000	0	20,000	20,000	0	0	0	0	0	Final designs presented to community and approved. Work underway.
C14513	Restoration of King Edward Statue	0	0	10,000	(10,000)	(10,000)	0	0	25,000	(25,000)	(25,000)	Funding for the restoration of King Edward Statue has been received in advance. Artist has been assigned and project commenced. Negative carryover required to adjust 13/14 adopted budget
C09506	Bellarine Living & Learning Centre Master Plan	17,442	17,442	0	17,442	17,442	0	0	0	0	0	Unsuccessful funding application to State Government. Project is being re-scoped. Other options being explored
C13503	Windsor Park Land Purchase	110,000	110,000	8,690	101,310	101,310	0	0	0	0	0	Land transfer delayed due to need to carry out sewerage works to enable subdivision. Expect transfer to be completed later in 2013
	COMMUNITY SERVICES TOTAL					478,953					(25,000)	
C03200	IDMS Optimisation and Enhancements	30,249	30,249	16,177	14,072	14,072	0	0	0	0	0	Project is ongoing but progressing well
C12201	Business Continuity Management - Preparation Corio Leisuretime Centre - Year 2	45,000	45,000	33,675	11,325	11,325	0	0	0	0	0	Wireless technology to be installed next couple of months to provide a flexible and responsive facility for BCM purposes.

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C09203	Roof Safety Access Program	50,000	50,000	4,936	45,064	45,064	0	0	0	0	0	Project deferred until 2013-2014 at the request of GM Corporate Services, on the basis that the funds would be made available in 2013-2014. The funds are now required to continue the program in 2013-2014.
C09207	Lightning Strike Protection	75,000	48,000	18,350	29,650	29,650	0	0	0	0	0	Project deferred until 2013-2014 at the request of GM Corporate Services, on the basis that the funds would be made available in 2013-2014. The funds are now required to continue the program in 2013-2014.
C10206	Toilet Block Renewal / Replacement Program	17,455	17,455	1,820	15,635	15,635	0	0	0	0	0	Savings on the 2012-2013 Program to be carried forward to supplement 2013-2014 funding.
C11206	New Corio / New Station Estates Voluntary Purchase Scheme	189,448	189,448	45,471	143,977	143,977	0	0	0	0	0	Voluntary Purchase Scheme continues and funding required.
C12202	Building Renewal Works	1,000,000	892,000	689,385	202,615	202,616	0	0	0	0	0	Work Orders placed for the value of these works as part of the 2012-2013 Building Renewal Works program.
C05207	Minor Acquisitions Program - Core Program	216,328	369,086	302,146	66,940	66,940	0	0	0	0	0	Funds transferred from other departments for building footprints capture. Work package underway but was not complete prior to 30 June so order not received
C05208	IT Asset Replacement Program - Core Program	1,451,652	1,374,793	1,316,277	58,516	58,516	0	0	0	0	0	Orders raised for hardware at years end still not received
C10207	A&DS Mobile Device Purchases	146,250	180,250	279	179,971	179,971	0	0	0	0	0	To fund Carelink handheld replacement units for Aged Care project
C11205	Mobile Computing Refresh & Expansion - RMB	5,000	5,000	850	4,150	4,150	0	0	0	0	0	Slated to buy IS based units to support the MMS
C12203	Mobile Phone Applications	10,000	10,000	3,028	6,972	6,972	0	0	0	0	0	Funds needed for testing on Stage 2 Mobile
	CORPORATE SERVICES TOTAL					778,888					0	
C68052	DCP - Armstrong Creek East - NAC Pavilion	661,834	661,834	28,581	633,253	133,253	500,000	500,000	0	500,000	0	State Government Grant
C12605	Community Pavilion - Armstrong Creek East	6,946,568	6,946,568	7,641	6,938,927	138,927	6,800,000	6,800,000	0	6,800,000	0	State Government Grant
C13601	Elcho Basin	0	500,000	54,867	445,133	445,133	0	0	0	0	0	Tender to be let in July 2013
	ECONOMIC DEVELOPMENT, PLANNING & TOURISM TOTAL					717,313					0	
C09856	Geelong Rangers Soccer Club Clubroom Upgrade	38,278	4,520	926	3,594	3,594	10,000	10,000	10,000	0	0	Community priority project to be finalised in 2013/14
C10814	West Oval Change Facilities Redevelopment	47,074	47,074	37,963	9,111	9,111	6,000	6,000	6,000	0	0	Community priority project to be finalised in 2013/14
C10845	Eastern Park Storm Water Harvesting - 2nd year	170,477	250,477	151,021	99,456	99,456	0	200,000	200,000	0	0	Required to complete project
C11708	West Town Hall - Forecourt upgrade	300,000	340,000	77,774	262,226	262,226	0	10,000	10,000	0	0	Community priority project to be finalised in 2013/14
C11709	Streetscape Works - Near Old Post Office	31,444	31,444	19,069	12,375	12,375	0	0	0	0	0	Community priority project to be finalised in 2013/14
C11801	Ocean Grove Neighbourhood House Upgrade	190,678	190,678	3,950	186,728	186,728	0	0	0	0	0	Required to complete project
C11817	Lara Recreation Reserve - New Sports Field	44,176	44,176	35,878	8,298	8,298	0	0	0	0	0	Required to complete project
C11820	Waurin Ponds Library	0	0	0	0	0	300,000	300,000	150,000	150,000	150,000	Developer Contribution - Not due until 2014/15
C11827	Shell Road Reserve Masterplan Implementation	170,643	166,643	128,023	38,620	38,620	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12801	Ocean Grove Integrated Children's Centre	7,861,046	7,876,046	3,383,622	4,492,424	4,492,424	0	0	0	0	0	Required to complete project
C12814	Flood Light Core Program	88,929	88,929	27,827	61,102	61,102	0	0	0	0	0	Required to complete project
C12817	East Geelong Football Club	4,200	181,350	49,283	132,067	132,067	0	0	0	0	0	Community priority project to be finalised in 2013/14

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C12818	St Leonards Recreation Reserve	598,984	714,385	532,383	182,002	182,002	0	50,000	50,000	0	0	Community priority project to be finalised in 2013/14
C12819	Cloverdale Community Centre	60,000	60,000	15,583	44,417	44,000	0	0	0	0	0	Has been transferred out by NOM 9 July 2013
C12823	Minor Capital Renewal - Cheetham Ward	39,888	44,888	36,576	8,312	8,312	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12824	Memorial Park Masterplan	685,222	762,320	375,257	387,063	387,063	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12826	Thomson Reserve Masterplan	595,458	627,671	482,328	145,343	145,343	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12827	Barwon Heads Early Learning Centre	1,897,954	2,147,954	20,984	2,126,970	2,126,970	500,000	750,000	750,000	0	0	Required to complete project
C12828	Grovedale Integrated Children's Centre	1,798,568	1,998,568	265,759	1,732,809	1,732,809	1,500,000	1,700,000	1,700,000	0	0	Required to complete project
C12831	Hamlyn Park Reserve Improvements.	0	0	0	0	0	270,000	290,000	243,000	47,000	47,000	Project complete. Balance of SRV grant
C12832	Wandana Heights Tennis Club	187,400	182,400	66,690	115,710	115,710	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12836	Barwon (Grovedale) Soccer Club	839,092	784,092	761,932	22,160	22,160	240,000	240,000	200,000	40,000	40,000	Community priority project to be finalised in 2013/14
C12844	Manifold Heights Cricket Pavilion Upgrade	147,356	147,356	94,231	53,125	53,125	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12852	Potato Shed Masterplan	73,000	73,000	10,034	62,966	62,966	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12854	Thomson Reserve Tennis Redevelopment	73,580	258,168	215,050	43,118	43,118	6,000	128,688	122,688	6,000	6,000	Community priority project to be finalised in 2013/14
C12856	Geelong Library Heritage Centre	2,274,395	2,274,395	1,983,856	290,539	290,540	0	0	0	0	0	Required to complete project
C12857	Rosewall Kindergarten Rebuild	1,118,620	1,118,620	0	1,118,620	1,118,620	0	0	0	0	0	Required to complete project
C12858	Shell Road Reserve Sporting Infrastructure	0	0	0	0	0	1,771,600	1,771,600	1,019,518	752,082	752,082	Project complete. Balance of grant owing
C12861	Irrigation Geelong Botanic Gardens	396,227	396,227	353,161	43,066	43,066	0	0	0	0	0	Required to complete project
C12862	Cressy Place - Laneways & Linkages Project	20,000	20,000	0	20,000	20,000	0	0	0	0	0	Required to complete project
C12863	Steampacket Place - Laneways & Linkages Project	245,000	451,652	76,843	374,809	374,809	0	0	0	0	0	Required to complete project
C12866	Star St - Laneways & Linkages Project	40,000	40,000	8,035	31,965	31,965	0	0	0	0	0	Required to complete project
C13802	Windsor Park Family & Children's Hub	1,232,333	2,235,333	0	2,235,333	2,235,333	500,000	1,503,000	1,503,000	0	0	Required to complete project
C13803	Leopold Community Hub	2,871,290	4,146,290	497,467	3,648,823	3,648,823	783,000	2,058,000	2,058,000	0	0	Required to complete project
C13808	Leisurelink Gymnasium Extension	125,000	111,000	3,000	108,000	108,000	0	0	0	0	0	Required to complete project
C13810	Barwon River Trail Realignment at Queens Park	100,000	125,000	15,450	109,550	109,550	0	25,000	25,000	0	0	Required to complete project
C13811	Supervised Playground Renewal	130,000	130,000	87,071	42,929	42,929	0	0	0	0	0	Required to complete project
C13812	Children Services Facilities Upgrades	395,000	404,100	305,423	98,677	98,677	0	0	0	0	0	Required to complete project
C13815	Capital Projects Design Program	43,000	43,000	23,351	19,649	19,649	0	0	0	0	0	Required to complete project
C13816	Drysdale Landfill - Replacement of Amenities Building	250,000	250,000	215,399	34,601	34,601	0	0	0	0	0	Required to complete project
C13817	Animal Pound Upgrade	200,000	200,000	13,680	186,320	186,320	0	0	0	0	0	Required to complete project
C13820	Collendina Reserve Sports Lighting	46,540	46,540	1,395	45,145	45,145	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13823	Barwon Soccer Club Sports Lighting	0	55,000	3,367	51,633	51,633	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13824	Drysdale Recreation Reserve	30,000	30,000	0	30,000	30,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13825	Windsor Park Master Plan Implementation	20,000	20,000	3,380	16,620	16,620	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13826	Memorial Reserve Toilet Upgrade	120,000	50,000	0	50,000	50,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13827	Geelong West - Pakington Street	10,000	10,000	0	10,000	10,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13828	Stead Park - Master Plan Implementation	220,000	220,000	213,911	6,089	6,089	0	0	0	0	0	Community priority project to be finalised in 2013/14

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C13831	Portarlinton Recreation Reserve - Sports Change Facilities	300,000	289,516	276,331	13,185	13,185	100,000	0	0	0	0	Community priority project to be finalised in 2013/14
C13833	Bell Post Hill Football, Cricket & Netball Club Improvements	22,000	22,000	20,021	1,979	1,979	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13834	Osborne Park improvements - North Geelong Football & Netball Club and North Geelong Cricket Club	60,000	60,000	54,642	5,358	5,358	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13835	Pettitt Park Play Ground, Park and Amenities Upgrade	60,000	70,000	61,064	8,936	8,936	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13837	Highton Reserve Pavilion Upgrade	70,000	102,500	94,081	8,419	8,419	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13840	Queens Park - Netball Court Resurface	60,000	100,000	92,025	7,975	7,975	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13841	Barwon Valley Fun Park - Stage 2 - Playground Upgrade	240,000	220,000	125,211	94,789	94,789	200,000	180,000	172,000	8,000	8,000	Community priority project to be finalised in 2013/14
C13843	South Barwon Cricket Club	30,000	30,000	14,910	15,090	15,090	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13844	Belmont Lions Netball Courts	140,000	48,117	8,826	39,291	39,291	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13846	Grovedale Sports Club Kitchen Upgrade	0	80,000	48,000	32,000	32,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13847	Lara Sporting Club Development	400,000	400,000	11,960	388,040	388,040	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13852	Evans Reserve Improvements	50,000	50,000	24,018	25,982	25,982	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13853	Geelong West Town Hall Toilet Upgrade	250,000	250,000	15,544	234,456	234,456	0	0	0	0	0	Required to complete project
C13855	Walter Conservatory Repairs	291,672	291,672	25,259	266,413	266,413	0	0	0	0	0	Required to complete project
C13857	Corio Landfill Rehabilitation	0	10,923,300	171,412	10,751,888	10,751,888	0	0	0	0	0	Required to complete project
C13859	Drysdale Landfill - Design of cell 5 and 6	0	100,000	87,410	12,590	12,590	0	0	0	0	0	Required to complete project
C13860	Apollo Place Preschool Upgrade	0	285,908	0	285,908	285,908	0	285,908	285,908	0	0	Required to complete project
C13861	North Shore Netball Verandah	0	19,912	0	19,912	19,912	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13862	Coryule Ward - Parks & Playgrounds Improvements	0	63,579	53,700	9,879	9,879	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13863	Laneways & Linkages	0	545,513	475	545,038	545,038	0	500,000	500,000	0	0	Required to complete project
C13864	Kingston Park Upgrades	0	30,600	0	30,600	30,600	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13865	Weddell Rd Stormwater Harvesting & Reuse	0	810,000	677,464	132,536	132,536	0	600,000	600,000	0	0	Required to complete project
C13866	Queens Park Masterplan - Lights Stinton Oval	0	15,000	0	15,000	15,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C13867	Hamlyn Park LED Scoreboard	0	24,000	0	24,000	24,000	0	0	0	0	0	Required to complete project
C14802	Geelong Library & Heritage Centre Carpark	0	0	37,353	(37,353)	(37,353)	0	0	0	0	0	Spent in advance of 2013-14 Budget funding
C14826	Queens Park Playground Upgrade	0	12,500	0	12,500	12,500	0	12,500	12,500	0	0	Required to complete project
C14831	Memorial Park Masterplan	0	40,000	0	40,000	40,000	0	0	0	0	0	Community priority project to be finalised in 2013/14
C14874	Kenworthy Reserve Upgrade	0	6,894	0	6,894	6,894	0	0	0	0	0	Community priority project to be finalised in 2013/14
C12701	Baywalk Bollards Replacement	54,000	54,000	0	54,000	54,000	0	0	0	0	0	Expenditure has been committed for purchase of new timber, removal of timber rot and consultant services for bracket design and timber condition reports. Some works were completed last FY but invoices have not been sent yet.
C12706	Melbourne Road Promotional Signage - Extension	85,386	85,386	0	85,386	85,386	0	0	0	0	0	Joint project with GOT. Decision will be made this year on replacement for Melb Rd signs.
C13703	Ritchie Blvd Footpath Replacement	250,000	250,000	20,756	229,244	229,244	0	0	0	0	0	Design completed. Awaiting on additional funding from 14/15 budget to undertake works.

Project Number	Project Name	EXPENDITURE					INCOME					Comments
		Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	Full Year Amended Budget \$	Full Year Projection \$	Full Year Actual \$	Variation (Projection v Actual) \$	Requested Carryover to 13-14 \$	
C05508	Open Space Networks Study and Acquisitions Plan Implementation	629,000	629,000	0	629,000	629,000	0	0	0	0	0	Project line is used to acquire land and funds need to be banked to allow sufficient funds to be available to enable purchase
C08807	Geelong Motocross Club - Relocation from Breakwater Road	660,000	660,000	0	660,000	660,000	0	0	0	0	0	Funds have been carried over for a number of years. These funds are a previous Council Commitment to assist with the development of facilities at the Haines Road Motocross Facility (located in the Surfcoast Shire). Planning issue have prevent the release of these funds with the matter hopefully resolved at VCAT later this month.
C09805	Cycle Strategy Implementation	201,689	101,689	90,019	11,670	11,670	0	0	0	0	0	These funds are connected an existing contract with Visual Voice Pty Ltd. The contract is due for completion by September 2013.
C12705	Little Malop Street Retail Booths	100,000	100,000	34,265	65,735	65,735	0	0	0	0	0	Required to complete project
	PROJECTS, RECREATION & CENTRAL GEELONG TOTAL					33,528,288					1,003,082	
	TOTAL CARRYOVER					40,386,249					1,674,282	

APPENDIX 2 - 2012-2013 NON CAPITAL (Discretionary) PROJECTS PROGRAM
Projects Requiring Carryover to 2013-2014

Job No	Business Unit	Annual Amended Budget \$	Annual Projection \$	YTD Actual	Variation (Projection v Actual) \$	Carryover Request \$	Comments	
D36629 - Green Infrastructure Standards	Engineering Services	Expenditure Income	0 0	250,000 (250,000)	125,573 (205,000)	124,427 (45,000)	124,427 (45,000)	Fully funded project. Balance of grant to be received in 2013/14.
D37203 - Municipal Emergency Management Education	Infrastructure Operations		10,000	10,000	0	10,000	10,000	Community education program (shelter in place) is currently being developed by the working group. Joint group with SES, CFA, Police, Shell & terminals.
D38104 - Greenwaste Site Set Up	Waste Services		100,000	100,000	66,438	33,562	33,562	Project still being undertaken.
D38105 - Resource Recovery Centre Feasibility	Waste Services		70,000	70,000	0	70,000	50,000	Project deferred, but still to be undertaken.
D38106 - Expansion Pt Henry Transfer Station Investigation	Waste Services		30,000	30,000	1,218	28,782	28,782	Project will continue into 2013-14.
D38235 - Drysdale Quarry Investigation	Waste Services		60,000	60,000	9,678	50,322	50,322	Currently in progress.
D61114 - Seabreeze Estate Conservation Master Plan	Environment & Natural Resources		10,000	10,000	0	10,000	10,000	Community priority.
D61116 - Climate Change Adaption Strategy	Environment & Natural Resources		242,371	207,371	180,912	26,459	26,459	Committed contract costs for RMIT and ACELG to complete in 2013-14.
D61117 - Third Pass - Bellarine & Corio Bay LCHA	Environment & Natural Resources		398,380	398,380	131,766	266,614	266,614	Joint project including DSE, scheduled to be completed in Dec 2013.
D61118 - Corio Bay Foreshore Reserve - Redemption Works	Environment & Natural Resources		0	42,500	0	42,500	42,500	Asbestos remediatic work funded by DEPI to commence in Aug 2013.
D61122 - Barwon Heads Sustainability House	Environment & Natural Resources		0	3,000	0	3,000	3,000	Works committed to be completed in 2013-14.
D61138 - Buckley Park Staircase	Environment & Natural Resources		30,000	30,000	0	30,000	30,000	Primary design work and cultural heritage planning yet to be complete. Funds for the construction of the staircase in being committed in the 2013-14 year.
D61139 - Stewarts Reserve Management Plan	Environment & Natural Resources		40,000	40,000	12,698	27,303	27,303	Draft plan for Council endorsement in Nov 2013; funds committed for the completion of the plan.
D61145 - Weeds Initiative Program	Environment & Natural Resources		0	18,000	0	18,000	18,000	External grant funding; works to be completed in Aug 2013.
D61151 - RB11-84-2GG Victorian Volcanic Plains Grasslands Protection Program	Environment & Natural Resources		0	100,000	66,583	33,417	33,417	Externally funded project to be completed in Sept 2013.
D61166 - Friends of Buckley Falls Park	Environment & Natural Resources		20,000	20,000	11,850	8,150	8,150	Community priority.
D61172 - Portarlington Recreation Reserve	Environment & Natural Resources		17,455	17,455	2,000	15,455	15,455	Community priority.
D61174 - Barwon River Parkland Project	Environment & Natural Resources		231,880	79,380	47,746	31,634	31,634	Grant funded by Parks Vic for the completion for 2 Barwon River parkland project - Mt Brandon Track and Red gum island entrance.
D61175 - Coastal Tender Program	Environment & Natural Resources		207,500	415,000	9,267	405,733	405,733	5 Yr CCMA project to be completed by Dec 2016.
D61176 - Glg Environment Council - Barwon River	Environment & Natural Resources		50,000	50,000	37,521	12,479	12,479	To be spent in liaison with GEC & GFNC within the Barwon River precinct near Belmont Common & Jerringot Wetland.
D61177 - Clifton Springs Beach Protection works - stage 1	Environment & Natural Resources		182,000	782,000	0	782,000	782,000	New project funded by DEPI to commence in Sept 2013.
D61200 - Mt Brandon Precinct (Int)	Environment & Natural Resources		21,983	21,983	0	21,983	21,983	Vegetation offset to fund the OMP works.
D61201 - Seachange Estate St Leonards (Ext)	Environment & Natural Resources		86,351	86,351	2,515	83,836	83,836	10 yr native vegetation offset project.
D61203 - Rondor Estate	Environment & Natural Resources		0	53,125	0	53,125	53,125	To commence in 2013-14 towards the 10yr native vegetation offset contribution from developer.
D63105 - Geelong Botanic Gardens	Parks & Support Services		5,000	5,000	0	5,000	5,000	Donation from Pelargonium club committed towards signage yet to complete.
D63108 - Tree Planting & Aftercare	Parks & Support Services		400,000	400,000	269,581	130,419	58,000	For works committed at Eastern Park.
D63117 - GBG Education Program	Parks & Support Services		0	5,295	601	4,694	4,694	Contribution from the Friends of the Botanics for program development.
CITY SERVICES TOTAL							2,191,474	
D44410 - Domestic Animal Management Master Plan	Health & Local Laws		91,928	91,928	23,529	68,399	63,089	Over expenditure from C09601 for signage at St Leonards to reduce level of carryover. Balance required for completion of DAM plan which includes launch of next DAM plan (2013-2016).
D44425 - School Crossing Bi Annual Medicals	Health & Local Laws		20,000	20,000	0	20,000	20,000	Carryover required due to recent incidents at crossings which will result in a review and possible conduct of checks.
D55140 - Food Security Working Group	Aged & Disability Services		4,091	4,091	420	3,671	3,671	Fully funded by G21 Alliance. Funds still to be expended on project.
D55141 - Healthy Communities	Aged & Disability Services		2,111,923	2,092,340	1,084,286	1,008,054	1,008,054	Fully funded project by Department of Health. All NPAPH funds to be separately accounted for and carried forward to 13/14.
D55142 - Be Active	Aged & Disability Services	Expenditure Income	0 0	346,060 (346,060)	96,178 (346,060)	249,882 0	92,942 156,940	Funding for 2013-14 received in advance in June 2013. Project is fully funded by Vic Health.
D55203 - Active Service Model	Aged & Disability Services		94,871	94,871	36,271	58,600	58,600	Fully funded project. Balance of funds to be carried forward to 13/14 as these are specific funds for training.
D55204 - Community Service Officer	Aged & Disability Services		103,007	80,715	52,737	27,978	27,978	Income from DHS for Community Service Officer - Project is fully funded and funds are required to be expended in 13/14. Vehicle for position has been purchased in 12/13.
D55305 - Heatwave Information Kit	Aged & Disability Services		20,228	20,228	1,653	18,575	18,575	Fully funded project. Heatwave project is ongoing based on client needs. To recommence summer season 2013/14.
D55402 - Positive Geelong W/Shops - Seniors	Aged & Disability Services		5,000	5,000	0	5,000	5,000	Aged Care / Housing Options project to be implemented 2014. This is a councillor funded project.
D55707 - Accessibility Directory	Aged & Disability Services		5,000	5,000	2,000	3,000	3,000	Funds required to expand the online directory in 2014. This is a councillor funded project.

Job No	Business Unit	Annual Amended Budget \$	Annual Projection \$	YTD Actual	Variation (Projection v Actual) \$	Carryover Request \$	Comments
D55709 - Inclusion Week Activities	Aged & Disability Services	10,000	10,000	5,770	4,230	4,230	To be expended in December 2013.
D53501 - NWM Theme Implementation	Arts & Culture	30,000	30,000	236	29,764	29,764	As this project is set to commence in the first quarter of 2013-2014 we intend to carry over the full amount.
D53502 - NWM 25th Anniversary	Arts & Culture	0	25,000	0	25,000	25,000	Grant has been received for this project. As this event will take place in October 2013 we intend to carry over the entire amount .
D53510 - NWM Master Plan	Arts & Culture	35,000	35,000	250	34,750	34,750	As this project is set to commence in the first quarter of 2013-2014 we request to carry over the full amount.
D53526 - Audience Development Study	Arts & Culture	6,685	6,685	0	6,685	6,685	Initial design of this project has commenced and will be completed and implemented by October 2013 .
D53527 - Community Collections Strategy Development	Arts & Culture	23,000	23,000	0	23,000	23,000	As part of the Curator-Outreach project we intend to carry over the entire amount.
D53531 - NWM Curator - Outreach	Arts & Culture	40,000	40,000	12,165	27,835	27,835	This project began in March 2012 and will continue until April 2014.
D57611 - Lara Food & Wine Festival	Arts & Culture	23,000	23,000	20,000	3,000	3,000	Balance of Cr Granger / Cr Ansett budget allocation to community group for Lara Food & Wine Festival to be paid in 13/14.
D57622 - Public Arts Officer	Arts & Culture	87,637	87,637	81,744	5,893	5,893	Public Arts Officer employed and project costs progressing as planned. Project will be completed early 13/14.
D57635 - Geelong Art Society Inc Shearers Arms Visual Arts Centre	Arts & Culture	5,000	5,000	0	5,000	5,000	Awaiting response from Deakin re project scope.
D57638 - Renew Arts & Culture Strategy	Arts & Culture	40,000	40,000	69	39,931	39,931	Brief developed. Consultations to commence late 2013.
D57639 - Arts & Culture Website Development	Arts & Culture	20,000	20,000	0	20,000	20,000	Stakeholder negotiation has delayed project spending to late 2013.
D57702 - Potato Shed Master Plan	Arts & Culture	35,478	35,478	0	35,478	35,478	Draft plan for interim office upgrade complete - antic full expenditure.
D57705 - Central Geelong Culture Walking Trails Booklet	Arts & Culture	26,119	26,119	0	26,119	26,119	Stakeholder negotiation has delayed project spending to Aug 2013.
D57706 - Generations Connecting Identities	Arts & Culture	33,312	33,312	1,300	32,012	32,012	Required to match State & Federal funding applications for May 2014 event.
D57709 - Connecting Identities	Arts & Culture	82,123	82,123	0	82,123	82,123	Required to match State & Federal funding applications for May 2014 event.
D57711 - Arts Directory Design & Print	Arts & Culture	3,100	3,100	0	3,100	3,100	This needs to be carried over for preliminary work on the next edition of the arts directory.
D57712 - M to M recording music	Arts & Culture	14,150	15,014	13,661	1,353	1,353	Carryover required for merchandise sales & marketing.
D57714 - Art Box	Arts & Culture	10,000	10,000	2,597	7,403	7,403	Project spending phased over calendar year.
D57716 - Police Lane Street Art	Arts & Culture	13,000	13,000	845	12,155	12,155	Councillor allocation. Matched state funding not secured, project being rescoped.
D52800 - External Grants Administration	Community Development	8,462	46,154	39,992	6,162	6,162	Funded though external grant administration contributions.
D52802 - Corporate Donations	Community Development	5,000	5,000	0	5,000	2,500	Carryover required. Project to be completed 1st half of 2013. Project is a councillor priority
D52806 - Community Funding Administration	Community Development	240,000	240,000	220,802	19,198	19,198	Grants have been approved by Councillors to successful recipients but to end of year payment process will be paid early 13/14.
D52810 - Bldg Bellarine Connections	Community Development	176,575	230,145	130,448	99,697	99,697	Ongoing fully funded project (DPCD).
D52811 - Drug Action Plan	Community Development	10,375	10,375	5,841	4,534	4,534	Fully funded minor expenses related to finalisation of project (DHS).
D52812 - Kareenga Aboriginal Action Plan	Community Development	59,922	59,922	5,920	54,002	54,002	Councillor discretionary project.
D52813 - Multicultural Action Plan	Community Development	59,450	59,450	24,265	35,185	35,185	Councillor discretionary project.
D52814 - Family Violence Prevention	Community Development	17,727	17,727	4,773	12,954	12,954	Councillor discretionary project.
D52815 - Geelong Inter Faith Network	Community Development	3,765	3,765	0	3,765	3,765	Fully funded minor expenses related to finalisation of project (DHS).
D52816 - Language Services Grant	Community Development	4,507	4,507	560	3,947	3,947	Fully funded (VMC).
D52818 - Grovedale Neighbourhood House	Community Development	117,535	167,594	125,161	42,433	42,433	Externally and self funded program (DHS).
D52820 - Whittington Link Landscape Maintenance	Community Development	25,000	64,600	15,671	48,929	48,929	Externally funded finalisation of community renewal project.
D52821 - Gambling Forum	Community Development	12,000	12,000	0	12,000	12,000	Councillor discretionary project.
D52822 - Community Safety Awards	Community Development	10,500	10,500	0	10,500	10,500	Councillor discretionary project.
D52823 - Travelling Website	Community Development	0	67,500	22,581	44,919	44,919	Fully funded (DPCD).
D52824 - Whittington Early Years	Community Development	0	3,750	206	3,544	3,544	Fully funded (DHS).
D52825 - Grinter Garden - Whittington	Community Development	0	31,500	3,024	28,476	28,476	Fully funded (DHS).
D52826 - Whittington Works - EFT	Community Development	0	135,000	1,503	133,497	133,497	Fully funded (DHS).
D52914 - Labuan Square	Community Development	0	10,000	8,470	1,530	1,530	Councillor discretionary project.
D52931 - Ocean Grove New Years Eve	Community Development	6,272	6,272	5,443	829	829	Councillor discretionary project.
D52943 - Geelong Field & Naturalists Club	Community Development	20,000	20,000	0	20,000	20,000	Councillor discretionary project.
D52948 - East Geelong Community Centre	Community Development	2,495	2,495	0	2,495	2,495	Councillor discretionary project.
D52952 - Harmony Day Event	Community Development	3,709	3,709	0	3,709	3,709	Councillor discretionary project.
D52953 - Lara Secondary College	Community Development	10,000	10,000	0	10,000	10,000	Councillor discretionary project.
D52955 - Ocean Grove Music Festival	Community Development	25,000	25,000	0	25,000	25,000	Councillor discretionary project.
D52958 - Ceres Temperance Hall - stonemason work	Community Development	20,000	20,000	0	20,000	20,000	Councillor discretionary project.
D52961 - Indented Heads Hall Renovation	Community Development	150,000	150,000	0	150,000	150,000	Councillor discretionary project.
D52963 - Austrian Club	Community Development	12,000	12,000	0	12,000	12,000	Councillor discretionary project.
D52964 - Lara Lions	Community Development	3,500	3,500	0	3,500	3,500	Councillor discretionary project.
D57149 - Vines Road Redevelopment	Community Development	67,478	106,728	14,250	92,478	92,478	Fully funded finalisation of project (DEECD and DPCD).

Job No	Business Unit	Annual Amended Budget \$	Annual Projection \$	YTD Actual	Variation (Projection v Actual) \$	Carryover Request \$	Comments
D57159 - Geelong Social Needs Study - North Suburbs	Community Development	15,052	15,052	8,446	6,606	6,606	Carryover required. Project to be completed 1st half of 2013. Project is a councillor priority.
D57161 - Rosewall N/hood Centre Masterplan	Community Development	18,925	18,925	15,327	3,598	3,598	Works continuing and due to be completed shortly. Part of Corio north planning project.
D57162 - Friends of Viqueque	Community Development	0	11,605	9,131	2,474	2,474	Fundraising for Viqueque community.
D57163 - Virginia Todd Centre Investigation	Community Development	18,750	18,750	0	18,750	18,750	Project underway in regards to use of facility for children's services.
D57164 - Rosewall Precinct Planning	Community Development	60,000	60,000	17,869	42,131	42,131	Works continuing and due to be completed shortly. Part of Corio north planning project.
D57301 - Whittington Community Renewal	Community Development	58,000	69,147	67,248	1,899	1,899	Fully funded finalisation of project (DPCD).
D57304 - Whittington Flame Fest	Community Development	0	507	0	507	507	Income from Flamefest festival to be expended on community event.
D57306 - Drug Law Enforcement Foundation Project	Community Development	13,636	13,636	9,091	4,545	4,545	Waiting on final report from Deakin Uni before final payment can be made.
D57308 - Whittington Sport & Recreation Program	Community Development	0	7,988	3,994	3,994	3,994	Fully funded project by DHS.
D57416 - Engage - Up and At It	Community Development	40,000	48,640	32,852	15,788	14,852	Fully funded project Department of Youth.
D57424 - SSAGQY Suicide Prevention Project	Community Development	331,027	312,213	260,977	51,236	51,236	Fully funded project by dept of Health. Carryover should be \$81,236 due to incorrect projection in BIS.
D57425 - BYSP Youth Strategy	Community Development	3,089	53,243	43,415	9,828	9,828	Cr Farrell funded project to be completed 2013/14.
D57426 - BYSP Youth Brand	Community Development	50,000	50,000	0	50,000	50,000	Cr Farrell funded project to be completed 2013/14.
D57428 - Whittington Indigenous Surfing	Community Development	0	2,398	0	2,398	2,398	Budget trf'd from D57309. Program to be completed over Summer Holidays.
D54112 - Early Childhood Planning	Family Services	74,221	101,989	42,941	59,048	59,048	Fully funded carryover to support service planning.
D54302 - Professional Development for LDC	Family Services	37,661	36,961	24,018	12,943	12,943	Incentive payments for payment of traineeship fees for 2013-14.
D54304 - CLAC Drysdale Parent Advisory Group	Family Services	0	253	0	253	253	Parent advisory group funds for expenditure in 2013-2014.
D54320 - CLAC Belmont Parent Advisory Group	Family Services	0	4,333	851	3,482	3,482	Parent advisory group funds for expenditure in 2013-2014.
D54330 - CLAC Corio Parent Advisory Group	Family Services	0	947	260	687	687	Parent advisory group funds for expenditure in 2013-2014.
D54402 - Outreach Preparation for Parenting Service	Family Services	10,142	20,026	8,010	12,016	12,016	Fully funded program. Project planned to be completed by June 2014.
D54403 - Immunisation Targeting Low Coverage	Family Services	0	43,751	29,581	14,170	14,170	Fully funded program. Project planned to be completed by June 2014.
D54405 - MCH Healthy Kids	Family Services	29,394	29,394	22,908	6,486	6,486	Fully funded program. Project planned to be completed by June 2014.
D54406 - MCH Breast Feeding Training	Family Services	3,532	3,532	-1,291	4,823	4,823	Fully funded program. Project planned to be completed by June 2014.
D54407 - Perinatal Emotional Health Program	Family Services	8,855	8,855	5	8,850	8,850	Fully funded program. Project planned to be completed by June 2014.
D54408 - Family Coaching	Family Services	104,432	184,395	89,093	95,302	95,302	Fully funded program. Project planned to be completed by June 2014.
D54409 - DHS Standards Audit	Family Services	0	3,206	0	3,206	3,206	Fully funded program. Project planned to be completed by June 2014.
D54605 - Safestart Program	Family Services	11,893	11,893	1,062	10,831	10,831	Fully funded DHS. Project funding required for final report publication.
D54606 - Best Start Program	Family Services	167,181	169,384	98,977	70,407	70,407	Fully funded DEECD. Carryover allocated for specific projects in 2013-14.
D54607 - GKA Contribution	Family Services	116,854	116,854	-68,636	185,490	75,000	Outstanding payment for GKA projects completed December 2012. Carry forward required to cover additional costs associated with project for 13/14 to address kindergarten cluster management across the municipality.
D54614 - Support Playgroup Project	Family Services	173,801	179,502	143,506	35,996	35,996	Fully funded DEECD. Carryover allocated for specific projects in 2013-14.
D54617 - Early Start Innovations	Family Services	57,620	59,680	42,746	16,934	16,934	Fully funded DEECD. Funding to be allocated to complete final program. Remaining funds to be expended in line with recommendations from evaluation; extend BIS completion date to May 2013.
D54619 - Municipal Early Years Planning	Family Services	41,480	41,480	24,619	16,861	627	Carry over to provide for outstanding payment to consultant.
D54621 - Childrens Week	Family Services	77,213	77,213	40,165	37,048	37,048	Funds identified for 2013 program to be held in October. Carryover required.
D54703 - Family Relationship Services Program	Family Services	43,675	44,591	18,195	26,396	26,396	Fully funded DEECD. Carryover allocated for specific projects in 2013-14.
D54704 - Additional Programs	Family Services	20,470	20,584	13,288	7,296	7,296	Identified for programs in 2013-14.
D54709 - Family Relationship Centre	Family Services	15,142	29,712	8,500	21,212	21,212	Fully funded Catholic Care. Carryover allocated for specific projects in 2013-14.
D54710 - Indigenous Kindergarten Assistance	Family Services	36,781	100,299	78,143	22,156	22,156	Fully funded DEEWR. Carryover allocated for specific projects in 2013-14.
COMMUNITY SERVICES TOTAL						3,548,450	
D12701 - Regional Marketing Alliance	Communications and Marketing	12,365	12,365	0	12,365	4,125	This balance takes into account \$8,125 spent on advertising in Our Place magazine, which was a G21 marketing project.
D14125 - Rostering System	Organisation Development	35,000	35,000	0	35,000	35,000	For IS development of rostering system.
D21201 - Oracle Financials New Chart	Financial Services	100,000	100,000	0	100,000	100,000	Upgrade to commence latter part of 13/14.
CORPORATE SERVICES TOTAL						139,125	
D44203 - Ropeworks	City Development	7,768	7,768	0	7,768	7,768	Carryover required for Traffic Studies in relation to the Planning Permit.
D60100 - G21 Regional Land Use Plan	Economic Development , Planning & Tourism	628,819	808,819	428,806	380,013	380,013	Carry over a result of late receipt of final project funding and staging of major consultant phased payments. To cover remaining project costs including final consultant payments and project team salaries, consultation and final document printing to October 2013. Potential future carryover of unspent monies for further lot supply work and project implementation in 2014/15.
D60251 - Geelong Region ICT Cluster Opport Study	Enterprise Geelong	5,136	5,136	0	5,136	5,136	Required to complete project.
D60252 - Geelong Manufacturing Council	Enterprise Geelong	45,000	70,000	55,000	15,000	15,000	
D60253 - Skilled Migration Program	Enterprise Geelong	154,276	199,276	104,735	94,541	94,541	Commitment from State Government and Carry Over required in line with 3 years business plan for Geelong Regional Certifying Body Program.
D60254 - BIO Geelong Cluster Development Stage 4	Enterprise Geelong	129,901	110,169	53,934	56,235	56,235	Partnership contribution required carry over.

Job No	Business Unit	Annual Amended Budget \$	Annual Projection \$	YTD Actual	Variation (Projection v Actual) \$	Carryover Request \$	Comments
D60255 - National B/band Network Advocacy Proj	Enterprise Geelong	15,285	15,285	348	14,937	14,937	Councillor Allocation .
D60256 - Employment Growth thru Cluster Facilitation	Enterprise Geelong	79,000	79,000	24,379	54,621	54,621	Anticipated growth in Cluster expenditure in 2013/14 required carry over as part of Enterprise Geelong.
D60257 - Geelong Region Digital Strategy	Enterprise Geelong	73,835	63,835	6,200	57,635	57,635	Councillor commitment to be carry over.
D60258 - Greater Geelong Employment	Enterprise Geelong	0	409,091	0	409,091	409,091	Federal Government Grant invoiced at the end of June 2013.
D60552 - Armstrong Crk Urban Growth Plan	Planning Strategy & Economic Development	250,000	190,000	82,837	107,163	109,773	Net balance of D60552 off set by over spending in D60597 - Armstrong Creek Town Centre and D60587 - Armstrong Creek DCP Admin. Carry over required to match expenditure anticipated for AC Town Centre & Horseshoe Bend Precinct in the 13-14 year.
D60570 - Geelong Marine Industry Project	Planning Strategy & Economic Development	10,000	10,000	1,030	8,970	8,970	As part of council commitment to investigate alternative options for Osborne House.
D60586 - Armstrong Crk Comm Infra Proj	Planning Strategy & Economic Development	56,548	176,548	79,125	97,423	97,423	State Gov grant to fund Corio/Norlane & Armstrong Creek Project Officer for 2013-14.
D60590 - Future Proofing Geelong	Planning Strategy & Economic Development Expenditure Income	463,935 0	627,603 (100,584)	356,511 (50,986)	271,092 (49,598)	271,092 (49,598)	Project funding in line with council commitment to covenant with EPA and other signatory such that carry over required to complete future proofing project in 13/14.
D60598 - Freight & Logistics Gateway Project	Planning Strategy & Economic Development	100,000	100,000	74,281	25,719	25,719	Final payment required for consultant.
D65A00 - Heritage Study - Indented Heads	Planning Strategy & Economic Development	10,000	10,000	985	9,016	9,016	Councillor Allocation .
ECONOMIC DEVELOPMENT, PLANNING & TOURISM						1,567,372	
D64114 - Waterworld Masterplan	Leisure Services	30,000	30,000	0	30,000	30,000	Community Priority.
D66102 - Armstrong Creek Sport Development Plan	Sport & Recreation	(3,000)	(3,000)	0	(3,000)	(3,000)	Balance of grant to come.
D66103 - International Sports Procurement Strategy	Sport & Recreation	60,000	30,000	0	30,000	30,000	Project yet to commence
D66106 - Barwon Rowing Club	Sport & Recreation	50,000	50,000	45,000	5,000	5,000	Final payment to Club. Expected payment to be made in July 2013.
D66108 - Geelong Rowing Association	Sport & Recreation	50,000	50,000	0	50,000	50,000	Disbursement not allocated as GRA waiting on planning processes from the CCMA (as land owners).
D66154 - Playground Strategy	Sport & Recreation	8,512	8,512	2,700	5,812	5,812	Funds linked to the development of play brochures that has commenced.
D66177 - Belmont Criterium Track Facilities Feasibility	Sport & Recreation	30,000	30,000	10,272	19,728	19,728	Finalisation of the brochure due December 2013.
D66191 - Regional Soccer Strategy	Sport & Recreation	558	6,558	-3,655	10,213	10,213	Design contracted to SGL leisure consultants. Project due for completion September 2013.
D66199 - Indoor Recreation Facilities Strategy	Sport & Recreation Expenditure Income	41,992 (3,000)	41,992 (3,000)	11,795 0	30,197 (3,000)	30,197 (3,000)	Connected to ongoing work in developing a "State of Play" report for sport. Initial works undertaken in 2012/13 ongoing works scheduled in 2013/14. Due for completion in Feb 2014.
D66A03 - Drysdale Rec Res Cultural Heritage Man Plan	Sport & Recreation	50,000	50,000	8,900	41,100	41,100	Strategy contracted to SGL leisure consultants. Project due for completion September 2013.
D66A08 - Stead Park & Wayfinding Signage	Sport & Recreation	10,500	10,500	270	10,230	10,230	Plan contracted to Third Ecology. Project due for completion September 2013.
D66A09 - Stead Park Softball Pavilion	Sport & Recreation	10,000	10,000	6,300	3,700	3,700	Cr Fisher has requested a delay in this project to enable consistency with the Way Finding design work currently contracted to Visual Voice Pty Ltd.
D66A10 - Reg Soccer Strategy Nth Glg	Sport & Recreation	20,000	20,000	10,000	10,000	10,000	Cr Fisher has requested these funds to be carried over. The scope of the works for the remaining funds is yet to be determined.
D66A16 - Open Space Strategy	Sport & Recreation	0	48,000	0	48,000	48,000	Final payment to Club. Expected payment to be made in July 2013.
D66A18 - Kardinia Park Business Modelling	Sport & Recreation	0	10,000	2,286	7,714	7,714	Project yet to commence.
D66A19 - Sustainable Sports Strategy	Sport & Recreation	0	35,830	0	35,830	35,830	Project contracted to Inside Edge Recreation consultants. Project due for completion early July 2013.
D67120 - Barwon Grove Golf Club	Capital Projects	200,000	200,000	0	200,000	200,000	Strategy contracted to SGL leisure consultants. This is a 2 year project due for completion June 2014.
D72113 - Lt Ryrie St Car Park	Urban Design	10,000	10,000	3,800	6,200	6,200	Contribution not yet made.
D11730 - Major Events to be confirmed	Central Geelong & Waterfront	464,424	234,985	33,639	201,346	201,346	Project is still active.
D11787 - Events Strategy	Central Geelong & Waterfront	0	80,000	34,964	45,036	45,036	Geelong Major Events Funding allocation unspent.
D73312 - Cruise Ship Visit	Central Geelong & Waterfront	30,000	30,000	4,677	25,323	25,323	Events Strategy project allocation unspent. RDV commitment \$ for \$.
D73313 - Eastern Beach Dredging	Central Geelong & Waterfront	77,770	77,770	8,752	69,018	69,018	Budget required to host the following cruise ships booked to visit Geelong. Caledonia Sky 28/11; Regatta 10/1; Seabourn Odyssey 23/1 & 25/2.
D74130 - Mineral Springs	Strategic Projects/Urban Design	53,849	53,849	0	53,849	53,849	Budget required to complete pre dredging investigations and works including seagrass removal and excavator use that is currently underway.
D74160 - Geelong Convention Centre	Strategic Projects/Urban Design	30,937	30,937	0	30,937	30,937	Expression of Interest process is underway this year and funds will be required.
PROJECTS, RECREATION & CENTRAL GEELONG						963,233	Further work required to gain Government support.
						8,409,654	

10. 2013-2014 BUDGET AMENDMENTS (CONT'D)

Risk Assessment

Capital projects by their nature are susceptible to delays for a large variety of reasons including weather, delays in approvals (i.e. Special Rates & Charges programs) contractor availability, performance, etc.

The carryover Capital Program (refer to Appendix 1) if approved, will result in a gross capital program for 2013-2014 of \$98.85M.

Social Considerations

The adoption of the 2012-2013 carryover program provides the required funding to complete the social programs previously approved as part of the 2012-2013 Budget.

Human Rights Charter

No Human Rights are affected by this report.

Consultation and Communication

Project Managers have submitted requests for carryover and will be advised of the outcome pending consideration of this report by Council.

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013

Portfolio:	Finance - Cr S Kontelj
Source	Corporate Services - Financial Services
General Manager:	Jeff Wall
Index Reference	Financial Management / Reporting

Purpose

Authorise two Councillors to certify the Financial Statements.

Summary

- The 2012-2013 Financial Statement of Accounts, Standard Statements and Performance Statement have been prepared and reviewed by the Auditor General's appointed contractor (HLB Mann Judd).
- These Statements have been prepared in accordance with Australian equivalents to International Financial Reporting Standards.
- The Revaluation of Road Pavement, Road Seal and Road Other and adjusting entries are included in these Statements.
- These Statements, along with any recommended amendments arising from the Audit Advisory Committee meeting will be submitted to Council at its meeting on Tuesday, 27 August 2013.
- The draft closing audit report has been received from HLB Mann Judd and there were no major issues of high risk to the Council.
- Under Sections 131 and 132 of the Local Government Act 1989, Council is required to pass a resolution giving "In Principle" approval to the Statements and authorise two Councillors to certify the Statements in their final form.
- Following consideration by Council the "Financial Statement of Accounts", the "Standard Statements" and the "Performance Statement", together with a copy of the Council Resolution that nominates two Councillors and accepts the Statements "In Principle", will be provided to the Auditor General.
- Under Section 134 of the Local Government Act 1989, as soon as practicable after the Annual Report has been sent to the Minister, the Council must hold a meeting to discuss the Annual Report, including the Annual Financial Statements and the Auditors Report.

Cr S Kontelj moved, Cr Farrell seconded -

That Council:

- 1) **gives approval in principle to the "Financial Statement of Accounts:, the "Standard Statements" and the "Performance Statement" (as per Appendix 1);**
- 2) **authorise two Councillors being the Acting Mayor, Cr B Harwood and Cr S Kontelj to certify the Statements subject to any changes recommended and agreed with the Auditor General.**

Carried.

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013 (CONT'D)

Background

Under Section 131 of the Local Government Act 1989 (LGA), a Council must in respect of each financial year, prepare an Annual Report that includes audited Standard Statements, Financial Statements and a Performance Statement for the financial year. These statements must be prepared in the prescribed manner and form and be certified by the Auditor General.

Council is required to approve "in principle" the Statements prior to receiving certification from the Auditor General. Council's approval requires nominating two Councillors to certify those Statements in their final form.

The Statements are being reviewed by the Auditor General and may be returned with or without amendment. Once the report of the Auditor General has been received, the two nominated Councillors, the Chief Executive Officer and the Principal Accounting Officer are required to sign the Accounts which will be returned to the Auditor General who will then issue the audit report.

The Standard Statements, Financial Statements and the Performance Statement all form part of Council Annual Report that must be submitted to the Minister within three months of the end of the financial year. Further, Council must also review the Annual Report in a meeting open to the public as soon as possible after the report is sent to the Minister.

Discussion

The Financial Statement of Accounts 2012-2013 record a satisfactory period of operation reflected in high closing cash balances and significant asset growth.

There was one "Non operating" issue impacting on the accounts – revaluation of Roads Other, Seal and pavement.

The assets classes Road Seal, Road Pavement and Roads Other were revalued at 1 April 2013 with the previous revaluation date being 1 April 2009 for Road Seal and Pavement and 1 October 2006 for Roads Other. The outcome of the revaluation was a \$93.1M increase in asset values via the asset revaluation reserve.

Standard Statements Performance Commentary

The 2012-2013 recurrent or operating result was a surplus of \$5.8M or \$5.6M favourable to adopted budget. This favourable variance includes the receipt of \$2.7M in unbudgeted grants and salaries being \$3.6M favourable to budget due to unfilled vacancies (partially offset by \$1.8M unfavourable supplementary labour).

The non recurrent result was a surplus of \$53.4M or \$10.3M favourable to budget. This was due to higher than anticipated Developer Contributions, Subdivision Asset Recognition and recognition of discount due to early payment of unfunded superannuation shortfall. This was partially offset by lower than budget Capital Income, loss on Disposal of Infrastructure and costs expensed from Capital Work In Progress.

Capital expenditure originally budgeted at \$69.1M was increased to \$90.4M with the impact of carryover 2011-2012 expenditure and other authorised increases. The actual expenditure of \$60.0M is 65.8% of the adopted budget.

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013 (CONT'D)

Some projects yet to be completed are: Corio Landfill Rehabilitation \$10.8M, Ocean Grove Integrated Children's Centre \$5.1M, Leopold Community Hub \$3.6M, Windsor Park Family & Children's Hub \$2.2, Barwon Head Early Learning Centre \$2.1M, Grovedale Integrated Children's Centre \$1.7M, Rosewall Kindergarten Rebuild \$1.1M, Griggs Creek Rehabilitation \$0.8M and Geelong Motocross Club Relocation \$0.7M. A separate report to Council will recommend carry over funds to complete 2012-2013 Projects (i.e. 2013-2014 Budget Amendments).

Council's closing cash balance was \$20.8M favourable to Budget, with incomplete projects, payment of unfunded superannuation shortfall, deferral of landfill rehabilitation project and a more favourable opening cash position.

	Actual \$M	Adopted Budget \$M	Var Fav/(Unfav) \$M
Recurrent Surplus/(Deficit)	5.8	0.2	5.6
Non-Recurrent Surplus/(Deficit)	53.4	43.2	10.2
Net Surplus/(Deficit)	59.2	43.4	15.8
Capital Expenditure	60.0	91.2	31.2
Closing Net Cash Positive/(Neg)	71.4	50.6	20.8

Council's Capital Work in Progress balance as at the end of June was \$50.1M. This was a \$8.3M increase on the previous years balance.

The following comments are provided relative to the Standard Income Statement, the Statement of Cashflows, the Balance Sheet and the Statement of Capital Works. The detailed Statements are attached in Appendix 1.

Income Statement

The Recurrent Surplus for 2012-2013 of \$5.8M was \$5.6M favourable to adopted budget.

Recurrent Income of \$267.2M was \$5.0M favourable to budget mainly due to:

- Rates generation and Supplementary Valuations (\$0.4M favourable);
- Various unbudgeted state and federal grants (\$2.7M favourable);
- Interest on Investments (\$0.4M favourable);
- Reimbursements & Recovery Income (\$1.0M favourable) and
- Other income (\$0.5M favourable).

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013 (CONT'D)

Recurrent Expenditure of \$261.4M was \$0.6M favourable to budget mainly due to:

- Employee Related Costs \$3.6M favourable;
- Contractors \$1.1M favourable;
- Supplementary Labour (\$1.8M) unfavourable;
- Interest \$1.3M favourable;
- Consultants (\$1.3M) unfavourable and legal expenses (\$0.4M) unfavourable;
- Rental Expense (\$0.9M) unfavourable and Insurance Premium and Claims (\$0.4M) unfavourable;
- Building Maintenance (\$0.4M) unfavourable, and
- Other Expenses (\$0.2M) unfavourable.

The Non Recurrent Result of \$53.4M was \$10.3M favourable to budget. There was favourable Developer Contributions (\$2.7M), Subdivision Asset Recognition (\$7.6M) and the variance due to early payment of the Unfunded Superannuation amount (\$4.5M). These were partially offset by unfavourable Capital Income (\$1.6M) and costs expensed from Capital Work in Progress (\$2.0M) and other (\$0.9M).

Statement of Cash Flows

Council's cash position at the end of the year is \$71.4M or \$20.8M favourable to budget with favourable rates, grants and developer contributions. The loan for Civic Accommodation (\$22.0M) was not required and there was lower payments for Assets due to incomplete projects (\$21.0M).

The cash balance will provide funds to complete capital projects carried over from 2012-2013 and working capital to ensure service provision continues at the same levels in 2013-2014.

Balance Sheet

The Balance Sheets shows that Council has a very strong asset position with over \$1.8 billion worth of assets that are used to provide services to the community.

The major variance to budget is the increase in Non Current Assets of \$79.6M. The main factors were:

- A difference in the budgeted opening Property Plant and Equipment value (as at 1/7/12) compared to Actual opening Property Plant and Equipment value (as at 1/7/12). The difference represents delayed capital spend in the 2011-2012 year.
- The effect of the revaluation of Road Seal, Road Pavement and Roads Other \$93.1M.

Current Assets were \$22.1M favourable to budget with an increase in cash due to lower than budgeted capital expenditure, higher than budgeted 1 July 2012 cash position and early receipt of 50% of the 2013-2014 Grants Commission payment.

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013 (CONT'D)

Current Liabilities were (\$4.2M) unfavourable due to an increase in refundable deposits collected during the year and a general increase in payables.

Non current liabilities were \$11.9M favourable to budget. Loan balance was \$20.8M favourable to budget due to the Loan for Civic Accommodation not being required. This was partially offset by higher than budget Landfill Provision (\$11.1M) due to work on the Corio Landfill Rehabilitation being deferred.

Statement of Capital Works

Council has an extensive capital works program to renew, upgrade and provide new assets to ensure the continuation and improvement of services provided to the community. Council spent \$60.0M on capital works in 2012-2013 and included the following highlights:

- Road replacement and construction \$12.8M.
- Drainage replacement and construction \$5.8M.
- Plant and vehicles \$3.6M.
- Footpath replacement and construction \$3.0M.
- Ocean Grove Integrated Children's Centre \$2.8M.
- Shell Road Reserve Sporting Infrastructure \$2.1M.
- Geelong Library and Heritage Centre \$2.0M.
- IT Asset Replacements \$1.3M.
- Kerb & Channel replacement and construction \$1.2M.
- Civic Accommodation \$1.0M.
- Clean Energy – Buildings, Plant & Equipment Upgrade \$0.9M.
- Drysdale Landfill Cell 4A \$0.9M.
- Hamlyn Park Reserve Improvements \$0.8M.
- Barwon Soccer Club Upgrade \$0.8M.
- Building Renewal Works \$0.7M.
- Weddell Road Stormwater Harvesting & Reuse \$0.7M.
- St Leonards Recreation Reserve \$0.5M.
- Playground Development Program \$0.5M.
- Leopold Community Hub \$0.5M.
- Thomson Reserve Masterplan \$0.5M.
- Highton Tennis Club Pavilion Upgrade \$0.5M.

The external audit was completed on Friday, 2 August by HLB Mann Judd. There were no major issues affecting the Financial Statements and a closing report will summarise Audit findings.

11. ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED 30 JUNE 2013 (CONT'D)

Environmental Implications

Incomes and Expenditures on Council's environmental preservation and enhancement programs are included in the Financial Statements.

Financial Implications

As detailed within the accompanying financial statements – Appendix 1.

Policy/Legal/Statutory Implications

Under Section 131 of the Local Government Act the Council must in respect of each financial year prepare an Annual Report, which includes audited financial statements for the financial year.

Under Section 131 a Council must not submit the Financial Statements to its auditors or the Minister unless it has passed a resolution giving its approval "in principle" to the statements.

Under Section 131 a Council must authorise two Councillors to certify the Statements in their final form after any changes recommended, or agreed to with the auditor.

The actions outlined in this report are aimed at complying with the requirements of the Act.

Alignment to City Plan

The Annual Financial Report highlights that 2012-2013 Council operations have been managed in a responsible manner. The results contribute to responsible and sustainable financial management as aligned in Council's City Plan objective on the How We do Business.

Officer Direct or Indirect Interest

Council staff preparing this report have no direct or indirect interest.

Risk Assessment

The Statements are released as a draft and are still subject to being signed off by the Auditor General.

Social Considerations

The attached report represents a full and open disclosure of the financial position for the benefit of the community.

Human Rights Charter

There are no known positive or negative effects.

Consultation and Communication

The Financial Statement of Accounts, The Standard Statements and the Performance Statement will be available to the public as part of the Council Agenda.

12. MARSHALLTOWN ROAD - FOOTPATH CONSTRUCTION - SRC 328 - FINALISATION OF SCHEME

Portfolio:	Infrastructure - Cr Richards
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference	Marshalltown Road, Marshall, Special Rates and Charges, Council Reports 2013

Purpose

The purpose of this report is to finalise the Marshalltown Road footpath Special Charge Scheme, Marshall between Barwarre Road and the rail line as shown at Appendix 12-1

Summary

- The Special Charge Scheme was declared by Council at its meeting of 25 September 2012.
- The scheme affects 16 properties and the cost estimate was \$61,976. The average cost to owners was \$3,873.50.
- The works have now been completed and the scheme can be finalised by Council. The actual cost of the project was \$49,420.51, some \$12,555.49 below the estimate.
- The scheme has been administered in accordance with the Special Rates and Charges provisions of the Local Government Act 1989, along with Council's Special Rates and Charges Policy.
- This report seeks a resolution by Council to confirm the Special Charge Scheme for the footpath construction in Marshalltown Road, Marshall in accordance with the Special Charge Scheme process as shown in the Process Chart–Attachment 1.

Cr Ellis moved, Cr Richards seconded -

That Council having declared a special charge on 25 September 2012 for the purposes of defraying the expenses in relation to the construction of a footpath in Marshalltown Road, Marshall, south side between Barwarre Road and the rail line (Appendix 12-1 – Plan) in accordance with Section 163 of the Local Government Act 1989 (the Act) resolves that:

- 1) the special charges as amended be confirmed on the project as required by Section 166 of the Act as shown in Schedule A – Appendix 12-2;**
- 2) the General Manager of Corporate Services is authorised to levy and recover the special charges by sending notices to the persons who are liable to pay in accordance with Section 166 of the Act and the Regulations;**
- 3) in accordance with Section 172, the rate of interest which is payable on the special charges which have not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 2A in which case the rate of interest shall be the maximum rate fixed by the Governor in Council by Order for the purposes of the Section).**

12. MARSHALLTOWN ROAD - FOOTPATH CONSTRUCTION - SRC 328 - FINALISATION OF SCHEME (CONT'D)

The interest is to be calculated from the date the special charge is due, with a six months interest free period, providing those persons who choose to pay by instalments adhere to their repayment plan.

Carried.

Background

Footpaths have generally been provided in the more recently developed areas of Marshall; however there are some missing links on the roads which have required infill links for some time.

The area is predominantly residential however there are focal points for pedestrians in the immediate area being the Primary School, a supermarket and the Railway Station. This project effectively fills in one of the missing links.

The footpath works between Barwarre Road and the rail line have been completed as part of this pedestrian link and costs have been accounted for. The scheme can now be finalised by Council.

The actual cost was less than the estimate.

Discussion

The actual costs of the project are less than the estimate by \$12,555. The savings in costs were due to a lower than anticipated construction rate and site set up costs and no construction contingencies arising. This has resulted in a reduction in charge to property owners.

Environmental Implications

There are no environmental implications in regards to energy consumption, emissions, water use, storm water quality, waste generation or natural habitats in Councils decision to finalise the scheme.

Financial Implications

The financial details of the project are detailed as follows:

	Estimate	Actual
Cost to Property Owners	\$30,988	\$24,710.25
Cost to Council	\$30,988	\$24,710.25
	\$61,976	\$49,420.51

Expenditure on the project was less than the original project estimate by \$12,555 and Council can then pass on the proportional share being 50% of this saving to property owners. Property owners will be advised of the cost adjustment.

12. MARSHALLTOWN ROAD - FOOTPATH CONSTRUCTION - SRC 328 - FINALISATION OF SCHEME (CONT'D)

Policy/Legal/Statutory Implications

The Special Charge Scheme has been administered in accordance with the Special Charge Scheme provisions of the Local Government Act 1989 as well as Council's Special Rates and Charges policy.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Cycling and walking paths

Sustainably Built and Natural Environment

- Support our Community to live – Encourage increased use of alternatives to car transport

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in this matter.

Risk Assessment

Provision of a footpath has provided safer walking conditions for pedestrians by minimising the risk of personal injuries through trip hazards and conflict with vehicles. There are no identified risks for Council in finalising the scheme.

Social Considerations

The provision of footpaths is aligned to Council's City Plan as described above and provides improved connectivity and safety for pedestrians.

Human Rights Charter

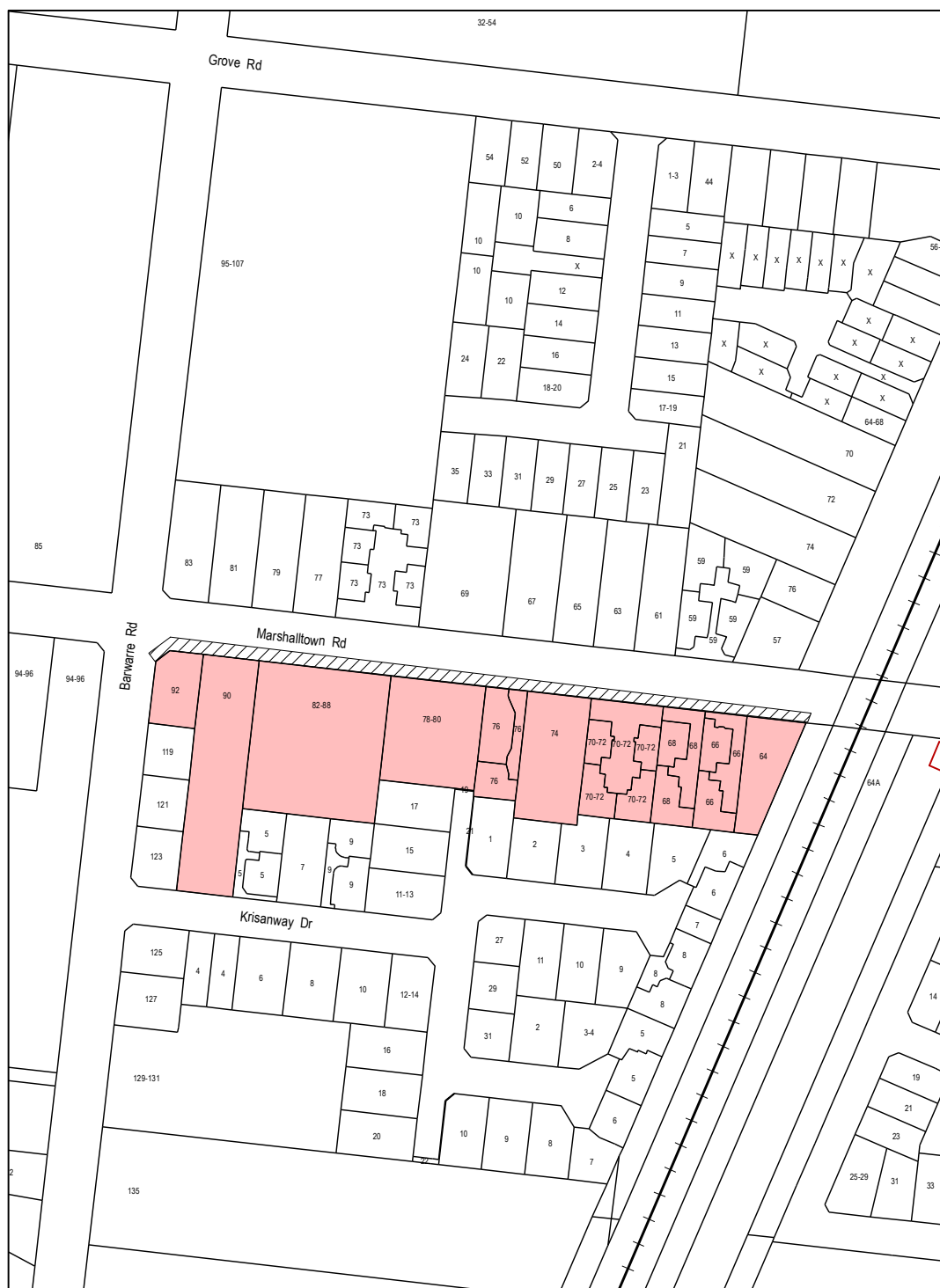
In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any human rights issues.

Consultation and Communication

Communication with property owners has taken place during the course of the project and formal Special Charge Scheme process. Owners will be further advised of Council's decision and the final costs.

Appendix 12-1

Plan



Location of works



Properties included in the scheme



Appendix 12-2

SCHEDULE 'A'

SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

MARSHALLTOWN ROAD, MARSHALL

	COL 1	COL 2	COL 3	COL 4	COL 5
	PROPERTY DESCRIPTION	ESTIMATED COST	ACTUAL COST	PROPERTY REFERENCE	PROPERTY DETAILS
1	Lot 1 PS 607936	\$2,462.19	\$1,963.38	340267	92 Marshalltown Road, Marshall
2	Lot 5 PS 607936	\$2,483.72	\$1,980.56	232642	90 Marshalltown Road, Marshall
3	Lot 6 PS 607936	\$5,991.90	\$4,778.02	340270	82-88 Marshalltown Road, Marshall
4	Lot 1 PS 430881	\$5,021.30	\$4,004.05	311585	78-80 Marshalltown Road, Marshall
5	Lot 1 PS 635089	\$1,453.89	\$1,159.35	343198	1/76 Marshalltown Road, Marshall
6	Lot 2 PS 635089	\$ 228.85	\$182.49	343199	2/76 Marshalltown Road, Marshall
7	Lot 5 LP 220356	\$3,365.48	\$2,683.68	232638	74 Marshalltown Road, Marshall
8	Lot 1 PS 323268	\$ 838.68	\$668.77	299141	1/70-72 Marshalltown Road, Marshall
9	Lot 2 PS 323268	\$ 838.68	\$668.77	299142	2/70-72 Marshalltown Road, Marshall
10	Lot 3 PS 323268	\$ 838.68	\$668.77	299143	3/70-72 Marshalltown Road, Marshall
11	Lot 4 PS 323268	\$ 838.68	\$668.77	299144	4/70-72 Marshalltown Road, Marshall
12	Lot 1 PS 334008	\$ 875.02	\$697.76	297802	1/68 Marshalltown Road, Marshall
13	Lot 2 PS 334008	\$ 875.02	\$697.76	298293	2/68 Marshalltown Road, Marshall
14	Lot 1 PS 337788	\$ 875.02	\$697.76	298414	1/66 Marshalltown Road, Marshall
15	Lot 2 PS 337788	\$ 875.02	\$697.76	298415	2/66 Marshalltown Road, Marshall
16	Lot 1 LP 220356	\$3,125.86	\$2,492.60	232626	64 Marshalltown Road, Marshall
		\$30,988.00	\$24,710.26		

13. BARRABOOL ROAD AND SCENIC ROAD, HIGHTON - FOOTPATH CONSTRUCTION - SRC 329 - FINALISATION OF SCHEME

Portfolio:	Infrastructure - Cr Richards
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference	Barrabool Road, Highton, Special Rates and Charges

Purpose

The purpose of this report is to finalise the Barrabool Road footpath Special Charge Scheme, at the corner of Scenic and Barrabool Roads, Highton abutting St Luke's Uniting Church as shown at Appendix 13-1

Summary

- The Special Charge Scheme was declared by Council at its meeting of 25 September 2012.
- The scheme affects two (2) properties at 170 and 174 Barrabool Road and the cost estimate for the project was \$25,445 which included a scheme cost of \$20,910 and a Council contribution for additional works of \$4,536 for the inclusion of a bus stop. Owner's costs were estimated to be \$3,131.45 and \$7,323.55 respectively.
- The works have now been completed and the scheme can be finalised by Council. The total cost of the project was \$57,227.93. This included the scheme and bus stop costs as described above and additional project costs of \$31,783. The additional project costs included the construction of concrete and timber retaining walls in Barrabool Road and associated traffic management.
- The scheme has been administered in accordance with the Special Rates and Charges provisions of the Local Government Act 1989, along with Council's Special Rates and Charges Policy.
- This report seeks a resolution by Council to confirm the Special Charge Scheme for the footpath construction in Barrabool Road, Highton in accordance with the Special Charge Scheme process as shown in the Process Chart – Attachment 1.

Cr Ellis moved, Cr Richards seconded -

That Council having declared a special charge on 25 September 2012 for the purposes of defraying the expenses in relation to the construction of a footpath, at the corner of Scenic and Barrabool Roads, Highton abutting St Lukes Uniting Church (Appendix 13-1 – Plan) in accordance with Section 163 of the Local Government Act 1989 (the Act) resolves that:

- 1) the special charges as declared be confirmed on the project as required by Section 166 of the Act as shown in Schedule A – Appendix 13-2;**
- 2) the General Manager of Corporate Services is authorised to levy and recover the special charges by sending notices to the persons who are liable to pay in accordance with Section 166 of the Act and the Regulations;**

in accordance with Section 172, the rate of interest which is payable on the special charges which have not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 2A in which case the rate of interest shall be the maximum rate fixed

13. BARRABOOL ROAD AND SCENIC ROAD, HIGHTON - FOOTPATH CONSTRUCTION - SRC 329 - FINALISATION OF SCHEME (CONT'D)

by the Governor maximum rate fixed by the Governor in Council by Order for the purposes of the Section). The interest is to be calculated from the date the special charge is due, with a six months interest free period, providing those persons who choose to pay by instalments adhere to their repayment plan.

Carried.

Background

This project involves the provision of a concrete footpath at the corner of Scenic Road and Barrabool Road, Highton. St Luke's Uniting Church is located on this corner and the proposed scheme involves the provision of a footpath along each street frontage. The Highton Cemetery is located to the north and Council has recently provided a footpath in Mt Pleasant Road and Scenic Road abutting the Cemetery.

Barrabool Road has a footpath on both sides. Both Barrabool and Scenic Roads are bus routes and considered to be important pedestrian links.

The footpath works have been completed and provides the missing link in terms of footpath infrastructure. Costs have been accounted for and the scheme can now be finalised by Council.

Discussion

Additional project work to the value of \$31,783 was justified during the construction phase of the project. The additional work included the construction of a 50 meter long X 400mm high concrete retaining wall in Barrabool Road in order to reduce the cross fall from the inner edge of the footpath to Barrabool Road and a timber retaining wall near the corner of Scenic Drive to protect an existing nature strip Fig tree from excavation damage. Other related project costs included additional traffic control measures required during the construction of the timber retaining wall, additional nature strip reinstatement, an asphalt pathway section for tree root protection works and an associated pedestrian safety fence. These additional project costs were identified as necessary items and were not included in the original cost estimate. These costs have been funded by Council in addition to the scheme costs and represent safety and amenity improvements for the public and tree root protection measures for an existing Fig tree. A summary of scheme and project costs are as follows:

	Estimate	Actual
Additional Project Costs:		
Additional setup and excavation costs		\$4,500
150mm X 400mm Concrete Retaining wall		\$13,533
Timber retaining wall to protect tree		\$2,900
Additional traffic management		\$4,610
Pedestrian Safety Fence		\$3,200
Additional landscaping		\$840
Asphalt footpath on tree corner		\$2,200
SUB TOTAL		\$31,783
Bus Bay by Council	\$4,536	\$4,536
Total Scheme Cost	\$20,910	\$20,910
TOTAL	\$25,445	\$57,228

13. BARRABOOL ROAD AND SCENIC ROAD, HIGHTON - FOOTPATH CONSTRUCTION - SRC 329 - FINALISATION OF SCHEME (CONT'D)

Environmental Implications

There are no environmental implications in regards to energy consumption, emissions, water use, storm water quality, waste generation or natural habitats in Council's decision to finalise the scheme.

Financial Implications

The financial details of the project are as follows:

	Estimate	Actual
Scheme cost to property owners	\$10,455	\$10,455
Scheme cost to Council	\$10,455	\$10,455
Bus bay by Council	\$4,535	\$4,535
Additional project work by Council		\$31,783
TOTAL	\$25,455	\$57,228

The scheme cost for the project remains unchanged and property owners will be advised of the final costs which will be the 'as declared' charges.

Policy/Legal/Statutory Implications

The Special Charge Scheme has been administered in accordance with the Special Charge Scheme provisions of the Local Government Act 1989 as well as Council's Special Rates and Charges policy.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Cycling and walking paths

Sustainably Built and Natural Environment

- Support our Community to live – Encourage increased use of alternatives to car transport

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

Provision of a footpath has provided safer walking conditions for pedestrians by minimising the risk of personal injuries through trip hazards and conflict with vehicles. There are no identified risks for Council in finalising the scheme.

**13. BARRABOOL ROAD AND SCENIC ROAD, HIGHTON - FOOTPATH
CONSTRUCTION - SRC 329 - FINALISATION OF SCHEME (CONT'D)**

Social Considerations

The provision of footpaths is aligned to Council's City Plan as described above and provides improved connectivity and safety for pedestrians.

Human Rights Charter

In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any human rights issues.

Consultation and Communication

Communication with property owners has taken place during the course of the project and Special Charge Scheme process. Council will advise the property owners of the final cost.

Appendix 13-1

Plan



Appendix 13-2

SCHEDULE 'A'
SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION
SCENIC ROAD AND BARRABOOL ROAD, HIGHTON

COL 1	COL 2	COL 3	COL 4		
DESCRIPTION OF PROPERTY	ESTIMATED COST (\$)	PROPERTY REFERENCE	PROPERTY DETAILS		
1/2 Share 8034m2 CA 1H Sec 19	\$3,131.45	220689	170	Barrabool Road	Highton
1/2 Share 8034m2 CA1H Sec19	\$7,323.55	220696	174	Barrabool Road	Highton

14. FISHER STREET PORTARLINGTON - FOOTPATH CONSTRUCTION - SRC 323 - FINALISATION OF SCHEME

Portfolio:	Infrastructure - Cr Richards
Source	City Services - Engineering Services
General Manager:	Gary Van Driel
Index Reference	Fisher Street, Portarlington, Special Rates and Charges, Council Reports 2013

Purpose

The purpose of this report is to finalise the Fisher Street footpath Special Charge Scheme, Portarlington between Newcombe Street and Langdon Street as shown at Appendix 14-1.

Summary

- The Special Charge Scheme was declared by Council at its meeting of 23 October 2012.
- The scheme affects five (5) properties and the cost estimate was \$24,743. Owner's costs vary between \$1,712 and \$3,874.
- The works have now been completed and the scheme can be finalised by Council. The final cost of the project was \$28,532.99. The costs above the scheme estimate are recommended to be absorbed by Council.
- The scheme has been administered in accordance with the Special Rates and Charges provisions of the Local Government Act 1989, along with Council's Special Rates and Charges Policy.
- This report seeks a resolution by Council to confirm the Special Charge Scheme for the footpath construction in Fisher Street, Portarlington in accordance with the Special Charge Scheme process as shown in the Process Chart – Attachment 1.

Cr Ellis moved, Cr Richards seconded -

That Council having declared a special charge on 23 October 2012 for the purposes of defraying the expenses in relation to the construction of a footpath in Fisher Street, Portarlington, east side between Newcombe Street and Fenwick Street (Appendix 14-1 – Plan) in accordance with Section 163 of the Local Government Act 1989 (the Act) resolves that:

- 1) the special charges as declared be confirmed on the project as required by Section 166 of the Act as shown in Schedule A – Appendix 14-2;**
- 2) the increase in actual cost of \$3,790 from the project estimate be absorbed by Council;**
- 3) the General Manager of Corporate Services is authorised to levy and recover the special charges by sending notices to the persons who are liable to pay in accordance with Section 166 of the Act and the Regulations; and**
- 4) in accordance with Section 172, the rate of interest which is payable on the special charges which have not been paid by the specified date is set at Council's overdraft rate, reviewed every three months (provided that it shall not exceed the rate fixed by the Governor in Council by Order for the purposes of Section 172 2A in which case the rate of interest shall be the**

14. FISHER STREET PORTARLINGTON - FOOTPATH CONSTRUCTION - SRC 323 - FINALISATION OF SCHEME (CONT'D)

maximum rate fixed by the Governor in Council by Order for the purposes of the Section). The interest is to be calculated from the date the special charge is due, with a six months interest free period, providing those persons who choose to pay by instalments adhere to their repayment plan.

Carried.

Background

Fisher Street is a main road and considered to be an important pedestrian link. A Primary School is located at the corner of Newcombe Street and Fisher Street and a Nursing Home to the south. It is also a pedestrian route to the Portarlington Shopping Centre.

The footpath works between Newcombe Street and Fenwick Street have been completed as part of this pedestrian link and costs have been accounted for. The scheme can now be finalised by Council.

The actual cost was more than the estimate due to the accrued design costs from the original scheme. The scheme as finalised represents a significant reduction in scope to the original scheme proposal.

Discussion

The actual costs of the project are higher than the estimate by \$3,790. Due to the considerations of the Council panel hearing, it was decided to reduce the original scope of work to the revised proposal and modify the design to suit. The additional design costs and redrafting are costs which Council should absorb.

By legislation, Council may increase the charge to property owners by no more than 10%. This would result in Council recouping additional funds from the (5) affected property owners of up to \$1,237. Due to the Council considerations, and in the interests of the community, it is considered reasonable that it absorb the additional cost and leave the listed charges to property owners unchanged.

Environmental Implications

There are no environmental implications in regards to energy consumption, emissions, water use, storm water quality, waste generation or natural habitats in Councils decision to finalise the scheme.

Financial Implications

The financial details of the project are detailed as follows:

	Estimate	Actual
Cost to Property Owners	\$12,371.50	\$12,371.50
Cost to Council	\$12,371.50	\$16,161.50
Total	\$24,753.00	\$28,533.00

The final costs of the project are higher than estimated by \$3,790. By legislation Council may increase the charge to property owners by no more than 10%. Due to consideration at the Council Panel Hearing it was decided to reduce the original scope of works with a revised proposal and modify the design accordingly. The additional design costs and rework are costs should be absorbed by Council. Therefore it is recommended to finalise the scheme with Council absorbing the costs.

14. FISHER STREET PORTARLINGTON - FOOTPATH CONSTRUCTION - SRC 323 - FINALISATION OF SCHEME (CONT'D)

Expenditure on the project was \$3,790 more than the estimate. It is considered reasonable that Council absorb the additional costs for reasons as discussed above. Property owners will be advised of the final costs which will be in accordance with the 'as declared' charges.

Policy/Legal/Statutory Implications

The Special Charge Scheme has been administered in accordance with the Special Charge Scheme provisions of the Local Government Act 1989 as well as Council's Special Rates and Charges policy.

Alignment to City Plan

This report aligns with the City Plan as follows:

Community Wellbeing:

- Healthy Lifestyles – Facilitating and promoting physical activity
- Healthy Environments – Cycling and walking paths

Sustainably Built and Natural Environment

- Support our Community to live – Encourage increased use of alternatives to car transport

Officer Direct or Indirect Interest

No Council Officer involved with this process has any direct or indirect interest in the properties.

Risk Assessment

Provision of a footpath has provided safer walking conditions for pedestrians by minimising the risk of personal injuries through trip hazards and conflict with vehicles. There are no identified risks for Council in finalising the scheme.

Social Considerations

The provision of footpaths is aligned to Council's City Plan as described above and provides improved connectivity and safety for pedestrians.

Human Rights Charter

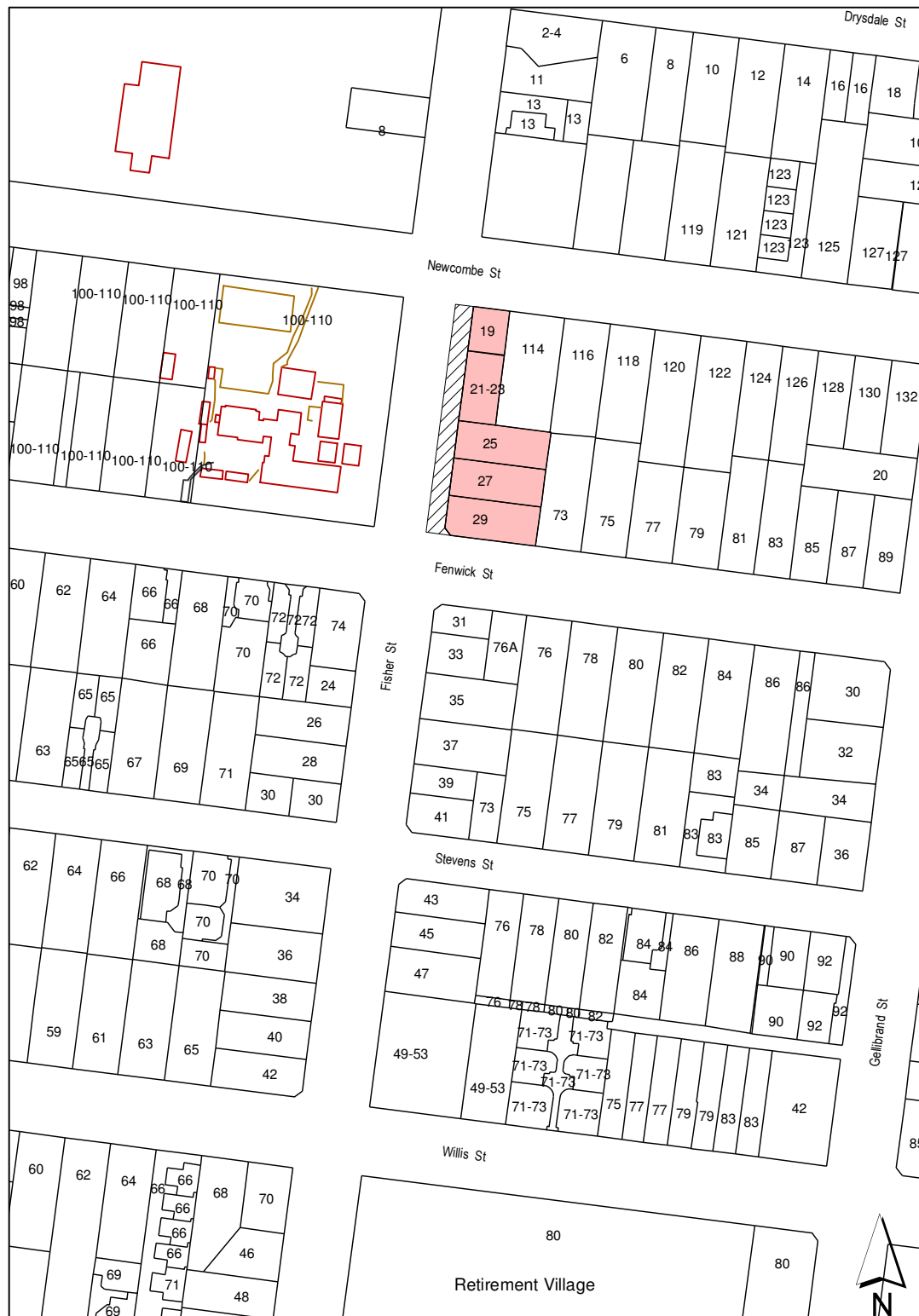
In developing this report to Council, the subject matter has been considered to determine if it raises any human rights issues. In particular, whether the scope of any human right established by the Victorian Charter of Human Rights and Responsibilities is in any way limited, restricted or interfered with by the recommendations contained in this report. It is considered that the subject matter does not raise any human rights issues.

Consultation and Communication

Communication with property owners has taken place during the course of the project and Special Charge Scheme process. Council will advise the property owners of the final cost.

Appendix 14-1

PLAN



Properties included in the scheme



Location of works

Appendix 14-2

SCHEDULE 'A'

SPECIAL CHARGE SCHEME FOR FOOTPATH CONSTRUCTION

Fisher Street, Portarlington

COL 1	COL 2	COL 3	COL 4		
DESCRIPTION OF PROPERTY	ESTIMATED COST (\$)	PROPERTY REFERENCE	PROPERTY DETAILS		
Lot 1 PS 610304	\$2,501.43	338857	19	Fisher Street	Portarlington
Lot 2 PS 610304	\$3,874.49	338858	21	Fisher Street	Portarlington
Lot 1 LP 200526	\$1,711.57	251393	25	Fisher Street	Portarlington
Lot 2 LP 200526	\$2,091.92	251394	27	Fisher Street	Portarlington
Lot 3 LP 200526	\$2,192.08	251395	29	Fisher Street	Portarlington

NOTICE OF MOTION – Cr Macdonald

REALLOCATION OF CAPITAL FUNDS – CHEETHAM WARD

A project has been identified to assist the Drysdale Bowls and Croquet Club in planning future facility needs that requires funding of \$5000.

Cheetham Ward Minor Capital renewal budget (C12823) has funds available which could be used for this project. However, as the identified project is a non-capital project, a transfer of funds is required to allow this to proceed.

It is proposed that a portion of the funds are re-allocated to the following project:

Drysdale Bowling and Croquet Club – Facility Plan

This project involves the development of a schematic concept design of the facility and associated cost estimates for future capital works.

Reallocation of \$5,000 from project C12823 to this project will mean the community have improved recreation facilities.

Cr Macdonald moved, Cr Irvine seconded –

That Council supports the following reallocations:

WARD	PROJECT DESCRIPTION	BUDGET	BUDGET ID
Cheetham	Cheetham Ward Minor Capital Renewals	-\$5000	C12823
	Drysdale Bowls Facility Plan	\$5000	D66A21

Carried.

NOTICE OF MOTION – Cr Ansett

REALLOCATION OF CAPITAL FUNDS – WINDERMERE WARD

As part of the 13/14 budget, Council allocated \$20,000 to the Hendy St Tennis Courts Upgrade (C14861).

At present \$20,000 remains unspent from C14861.

Various projects have been reprioritised to address the immediate needs of the local community.

It is proposed that the funds are re-allocated to the following projects:

- **Lara Primary School – Shade Sail**
This project will involve the construction of a shade sail to provide weather protection for the students.
- **Corio Cricket Club – Practice Net Minor Upgrade**
This project will involve maintenance and minor upgrades to the existing cricket practice nets located at Shell Reserve, Corio.

Reallocation of \$20,000 from project C14861 to these projects will mean the community have improved facilities.

Cr Ansett moved, Cr Fisher seconded -

That Council support the following reallocations:

WARD	PROJECT DESCRIPTION	BUDGET	BUDGET ID
Windermere	Hendy St Tennis Courts Upgrade	-\$20,000	C14861
Windermere	Lara Primary School	\$16,000	
Windermere	Corio Cricket Club	\$4,000	

Carried.

RECORD OF ASSEMBLIES OF COUNCILLORS
(Council Meeting 27 August 2013)

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Disability Advisory Committee 12 August 2013	Cr Fisher	K Pritchard (MGR) S Muratti (OFF) C Mulla (OFF) F Hemingway (MGR) S Sodomaco (MGR)	- Geelong Library & Heritage Centre - Simmonds Stadium 'Count Us In' Project - SCOPE Autism Walk Update - Geelong Visitor Access Centre - Geelong Railway Station	Nil.
Graffiti Reference Group 13 August 2013	Cr Farrell	H Manzl (CO ORD) J Wager (CO ORD) Z Smith (OFF) M McKenzie (OFF)	- Audit Update - Budget - Police and Court Report - Graffiti Team Leader Report - Department of Corrections Report - Proposed 2013/13 Projects	Nil.
Resignation of Mayor 16 August 2013	Crs Fagg, Harwood, Farrell, Fisher, Ansett, Ellis, Irvine, Nelson, Macdonald <i>Conference Call:</i> Crs E Kontelj, Heagney, S Kontelj, Richards	D Frost (GM) J Wall (GM) J McMahon (GM) P Bettess (GM) G Van Driel (GM) T McDonald (MGR)	Resignation of Mayor	Nil.
Directly Elected Mayor 18 August 2013	Crs Harwood, Farrell, Fisher, Ansett, Ellis, Irvine, E Kontelj, Macdonald, Nelson <i>Conference Call:</i> Crs Heagney, S Kontelj, Richards	S Griffin (CEO) J Wall (GM)	Directly Elected Mayor	Nil.

Councillor Briefing 20 August 2013	Crs Ansett, Ellis, Farrell, Harwood, Irvine, E Kontelj, S Kontelj, Macdonald, Nelson, Richards	S Griffin (CEO) J Wall (GM) D Frost (GM) J McMahon (GM) P Bettess (GM) G Van Driel (GM) P Jamieson (MGR) J Van Slageren (MGR) M Garrett (CO ORD) R Grant (MGR) R Anderson (CO ORD) T Demeo (MGR) R Bourke (CO ORD)	• Presentation – Disability Care Australia • Bellarine Peninsula Strategic Plan 2006-2016: Progress Audit of Implementation of Plan • Municipal Public Health and Wellbeing Plan 2013-2017 • Regional Tourism Board Structure • Proposed VicSmart Planning Permit Process • Amendment C267 Armstrong Creek Town Centre – Consideration of Submissions • Amendment C288 – Adventure Park, Bellarine Highway, Wallington • Amendment C299 – 77079 Draper Street and 128-130 Asbury Street, Ocean Grove • Sale of Land – Draper and Asbury Streets, Ocean Grove • 2013-2014 Budget Amendments • City Plan Progress Report to June 2013 • Councillor Community Grants Program 2012/2013 – Summary of Allocations 1 April to 30 June 2013 • Road Safety Strategy 2012-2017 • Fisher Street, Portarlington – Footpath Construction – SRC323 – Finalisation of Scheme • Marshalltown Road, Marshall – Footpath Construction – SRC328 – Finalisation of Scheme • Barrabool Road and Scenic Road, Highton – Footpath Construction SRC329 – Finalisation of Scheme	Cr E Kontelj declared an Indirect Interest in Amendment C267 – Armstrong Creek Town Centre – Consideration of Submissions, and left the meeting room prior to discussion.
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ASSEMBLY OF COUNCILLORS RECORD

Portfolio: Governance – Cr Harwood (Acting Mayor)
Source: Corporate Services
General Manager: Jeff Wall

Summary

- Section 80A (2) of the Local Government Act 1989 requires the record of an Assembly of Councillors be reported to the next practicable Ordinary Meeting of Council.
- A record of Assembly of Councillors meeting(s) is attached as an Appendix to this report.

Cr Macdonald moved, Cr Heagney seconded –

That the information be received.

Carried.

CLOSE OF MEETING

As there was no further business the meeting closed at 8.40pm. Tuesday, 27 August 2013.

Signed: _____
Chairperson

Date of Confirmation: _____