



CITY OF VINCENT

MINUTES

Annual Meeting of Electors

1 February 2024

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**MINUTES OF CITY OF VINCENT
ANNUAL MEETING OF ELECTORS
HELD AT THE ADMINISTRATION AND CIVIC CENTRE
244 VINCENT STREET, LEEDERVILLE
ON THURSDAY, 1 FEBRUARY 2024 AT 7.00PM**

PRESENT:	Mayor Alison Xamon	Presiding Member
	Cr Alex Castle	North Ward
	Cr Jonathan Hallett	South Ward
	Cr Suzanne Worner	North Ward (electronically)
	Cr Ron Alexander	North Ward
	Cr Ashlee La Fontaine	South Ward
	Cr Sophie Greer	South Ward
	Cr Nicole Woolf	North Ward
IN ATTENDANCE:	David MacLennan	Chief Executive Officer
	Jay Naidoo	A/Executive Director Strategy & Development
	Peter Varris	Executive Director Infrastructure & Environment
	Rhys Taylor	Chief Financial Officer
	Luke McGuirk	Manager Engineering
	Lisa Williams	Executive Manager Communications & Engagement
	Peter Ferguson	Executive Manager Information & Communication Services
	Joslin Colli	Executive Manager Corporate Strategy & Governance
	Wendy Barnard	Council Liaison Officer
Public:	Approximately 20 members of the public.	

1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

The Presiding Member, Mayor Alison Xamon declared the meeting open at 7.00pm and read the following Acknowledgement of Country statement:

“The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present”.

2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Nil

3 REPORTS

3.1 2022/23 ANNUAL REPORT (INCLUDING 2022/23 FINANCIAL REPORT)

Attachments: 1. **City of Vincent 2022/23 Annual Report**

Mover: Jonathan Hallett Seconder: Alex Castle

Discussion took place around the annual report, as detailed below:

The CEO, David MacLennan, gave a short presentation on the Annual Report.

The Chief Financial Officer gave a short presentation on the Financial Report.

Jonathan Hallett commented that it is always a pleasure to endorse the Annual Report, it is a testimony to the amazing work that the City does, and extended his appreciation to the staff. The annual report gives a sense of the scope and complexity of the work that City staff undertake.

Alex Castle drew attention to the projects in the Annual Report, and commented on the amount of work done so far to prepare for the implementation of those projects. Extended thanks to City staff for the work that has been done this year.

Dudley Maier of Highgate

Pointed out that last year the auditor carried forward surplus was \$1M higher than the figure the administration used when calculating the 2022/23 budget. This means ratepayers paid \$1M more than they needed to.

This was the net effect of poor predictions by the staff. The problem is that at budget time the staff predicts what the end of year figures would be, and were getting it wrong, this has a direct impact on the amount of rates the City needs to collect from its customers.

The forecast surplus for the end of June 2023 was just over \$4M. The audited figures show the surplus is just over \$9M, a discrepancy of \$5M. There were discrepancies in employee costs, material and contract costs and fees and charges.

3.1 RESPONSE TO QUESTIONS RECEIVED IN WRITING

The following questions were received by email ahead of the AGM. Responses from Administration are shown in italics below and were circulated to all submitters prior to the AGM meeting.

Colin Scott of North Perth

I recently had correspondence from Main Roads stating:

“The staggered tee movement across Charles Street is an important local route, but Main Roads is aware there are traffic issues due to the close spacing of the Bourke Street and View Street intersections. Main Roads will arrange a meeting with the City of Vincent in early March 2023 to commence discussions on options to address the safety and congestion issues you have highlighted.”

My questions are:

1. Has any communication been initiated?

Yes, high level with City representatives and Main Roads WA (MRWA).

2. If communications with Main Roads are forthcoming, what will be the involvement of community discussions in any development)

Charles Street is controlled by the State through MRWA. Any road safety project to address traffic issues will be completed through that agency. The City of Vincent (as a stakeholder and responsible agency for local roads connecting to Charles Street) will advocate for inclusion in any consultation process for proposed works on MRWA controlled roads within Vincent. Previous correspondence from MRWA on the progression of this project was that MRWA would undertake traffic analysis and that delivery could be in 3 to 5 years' time.

Alan Simpson of Perth

1. How to make it safer for cyclists?

The City has the Accessibility City Strategy and the Bike Plan 2023-2028 which has action items that will make cycling safer for cyclists.

2. What to do about petty crime? I have a friend who has now had 7 bikes stolen. He has video footage of the thieves, the number plate of the car used for stolen goods, but the police say it's not cost effective pursuing & the criminals will be let off

The City urges that all crime is reported to WA police through the required channels noted within the link below;

[How to Report a Crime | Western Australia Police Force](#)

How can you help?

We encourage the community to report incidents as and when incidents occur, to facilitate the most appropriate response.

Who	How	When
WA Police	131 444	To report incidents of criminal or anti-social behaviour that require police assistance.
Emergencies	000	To report incidents where life or property is threatened or in danger.
Crime Stoppers WA	1800 333 000	To report information about criminal or suspicious behaviour or activity that does not require police assistance.
City of Vincent	9273 6000	To report issues relating to the amenity of the area, such as graffiti, obstructions, damaged infrastructure, needles requiring disposal, litter and waste concerns, street cleaning requests, management of vacant properties and issues in our public spaces.

You can also report issues not requiring police attendance online at www.crimestopperswa.com.au or use the *Eyes on the Street Reporting App*, which can be downloaded on your mobile phone.

3. What measure to take to cool down the suburbs in the heat of summer?

The City of Vincent actively undertakes tree planting projects and careful management of existing trees to maximise canopy coverage in public open space and streetscapes. Canopy coverage reduce the heat island effect, resulting in cooler suburbs as well as providing habitat and improving the overall aesthetics of our streets and parks.

The City's Sustainable Environment Strategy and Greening Plan contain actions and targets to increase tree numbers and canopy coverage.

Geoff Parkinson of Leederville

1. How to dispose of soft plastics?

Soft plastics should be placed in the red lid general waste bin.

Since the cessation of the REDcycle soft plastic collection program at supermarkets, soft plastics have had to be disposed of in the red-lid general waste bin.

The City understands that it feels like a backwards step putting this material into a general waste bin, however until recycling solutions are found and processors are up and running at the required scale, the general waste bin is the only place for this material.

The most effective step is to reduce single-use soft plastic consumption wherever possible. The City actively promotes waste minimisation ideas and holds themed workshops to assist residents in avoiding soft plastics when they shop. The City will continue to advocate for product stewardship programs and reforms that encourage the reduction of soft plastics in product manufacture.

Tim Weston of Perth

There is an E Scooter parking location in my street, directly across the road from my home.

Unfortunately, I am not able to be present on February 1. However, this email provides feedback on the E Scooter trial currently in progress, and asks some questions regarding the trial. Detailed responses to each question would be appreciated.

1. This trial seems to have been initiated without significant consultation of residents / ratepayers. This is not appreciated, given that the distribution and use of e-scooters across the city impacts everyone.
2. The bright orange e-scooters are a source of visual pollution when parked at their assigned locations through otherwise leafy green residential streets – they stand out and look out of place in the streetscape.
3. Parking places for e-scooters seem to have been allocated where there is “spare” paved areas on footpaths rather than set in logical locations determined from likely travel routes.
4. Parked scooters and scooters that have blown over in the wind obstruct the footpath, limit access to bench seats and provide a trip hazard to pedestrians, especially those using mobility aids.
5. Riding an e-scooter has inherent risks, which is why helmets are provided. However, most riders I see are not wearing them. If this cannot be enforced, use of scooters is starting to look like it involves unacceptable levels of risk.
6. While the scooter rider may or may not wear a helmet, any pedestrian hit by a scooter will not have any protection.
7. I note recent data from Melbourne where one hospital estimates the cost of treatment for scooter related injuries at \$1.9 million, as well as at least one fatality. Refer https://www.abc.net.au/news/2023-12-20/e-scooter-injuries-rise-as-hospitals-struggle-to-treat-riders/103246314?utm_source=abc_news_app&utm_medium=content_shared&utm_campaign=abc_news_app&utm_content=mail. In summary:
 - A study by the Royal Melbourne Hospital found 256 patients were admitted to the Royal Melbourne Hospital with e-scooter injuries in the 12 months up to January 2023.
 - The total number of patients across the state injured by e-scooters is likely to be much higher, doctors believe.
 - Facial fractures, upper limb injuries and brain injuries were among the most common presentations as up to a third of riders didn't wear a helmet.
 - Men make up 69 per cent of those injured by an e-scooter and the average age of those injured was 29.
 - It found alcohol was involved in more than a third of the presentations.
8. I further note that the city of Paris recently conducted a referendum on continued use of E Scooters – 90% of residents voted against extending the existing licenses <https://www.theguardian.com/world/2023/aug/31/rented-e-scooters-cleared-from-paris-streets-on-eve-of-ban>
9. A trial should have well articulated success criteria set out at the start, so that success or otherwise at the end of the trial can be determined with rigour (as opposed to emotion).

Questions

1. What is the reasoning behind running this trial – what quantifiable benefits are expected (beyond delivering profit to Neuron)?

Introducing e-scooters in a city yields several quantifiable benefits. In 2023, riders took over 21,700 trips, covering 40,900 kilometres, resulting in an estimated 4.4 tonnes of saved CO2 emissions in the City of Vincent.

E-scooters contribute to reduced traffic congestion, offering a flexible mode of transport for short distances, and potentially mitigating the projected \$39.8 billion cost of congestion in the Australian economy by 2031. [Urban Transport Crowding and Congestion | Infrastructure Australia](#).

Study estimates that being powered by electric batteries, e-scooters are more than 1,000% more energy-efficient per mile than traditional combustion vehicles.

They address the last-mile connectivity problem, connecting users with public transportation hubs and serving as an alternative when public transport is unavailable.

Additionally, e-scooters aid in data collection, providing valuable insights into user mobility patterns, popular routes, and peak times for optimizing infrastructure and improving urban mobility.

Furthermore, their minimal space requirement reduces the demand for parking spaces, alleviating visual pollution in urban areas.

2. What potential risks were identified when considering the E Scooter trial (eg safety) and what mitigations were implemented to manage these risks?

Before the start of the trial Neuron presented a Risk Assessment Matrix and Control Measures as part of the tender which included the following sections: risks involving employee safety, neuron users, public safety and persons with disabilities and environmental risks. The City reviewed these in detail and had discussions on how to mitigate them. Some of the risks identified include:

- *User falling off while riding E-scooter: The default setting on the scooter limits the top speed to 15kmh which reduces this risk.*
- *New user riding incident: Neuron's Education, Engineering and Enhancement approach limits the range of risky behaviour, further encourages safe behaviours such as helmet wearing and reduces the impact of any incidents.*
- *E-scooter collision with a member of the public or 3rd party property: Neuron insurance includes both personal accident and third-party liability cover. The vehicles are also equipped with an electronic bell to allow users to warn others and reduce the risk of collision.*
- *Pedestrian involved in E-scooter collision: Neuron is able to set speed limit geofences in partnership with Council.*
- *E-scooter causing road/footpath obstruction: Ground operations staff are trained to promptly relocate scooters causing road or footpath obstructions.*

E-scooter vandalism: Neuron can track the real time GPS positioning of an e-scooter. The device sends alert notification to the operations teams via app for tracking and retrieval efforts.

3. What is the demographic expected to use the E Scooters, and how does this align with the population in the City of Vincent?

The City supports accessibility for all modes of transport and demographics, supporting the the City's Diversity, Access Inclusion Plan.

The e-scooter trial was not targeted at any particular demographic group. However, from observation and data coming to the City we assess that it is a popular mode of transport for young professionals and students who live and work in urban areas for short distance commuting and navigating through crowded city streets.

4. What productive activities will be better enabled by the use of E Scooters?

E-scooters contribute significantly to the local economy, with two-thirds of journeys in Australia resulting in purchases from local businesses, according to a study by Neuron. Approximately 10% of trips would not have occurred without e-scooters. Respondents reported spending at shopping venues (34%), restaurants or cafes (45%), and leisure/recreational venues (17%) - Neuron Study Shows Financial Boost Nears Half a Billion Dollars (micromobilityreport.com.au).

E-scooters provide an efficient means of commuting for work/meetings, connecting to public transport and saving time in heavy traffic or areas with limited parking.

Since an e-scooter trip is usually coupled with active mobility such as walking, users add extra walking steps in their everyday commuting routine which ensures health and fitness benefits.

During city events, festivals, or conferences, e-scooters can provide a convenient and eco-friendly transportation option for attendees, allowing them to move easily between venues.

5. What are the quantifiable measures (success criteria) which will be used to determine the success of the trial and inform the decision to continue the Neuron license at the conclusion of the trial period?

The city would focus on gathering qualitative and quantitative data to be able to assess the success of the trial after 6 months of the trial.

- Quantitative data would come from Neuron and would focus on gathering data on the total number of trips, reduction in carbon emissions, total active users, average user rating, total distance travelled etc. Apart from this, we would record cases of e-scooter dumping/vandalism/crashes to assess if any major incidents happened in this period.*

Qualitative data would come from resident feedback and input. Similar to previous trials, we will use our Imagine Vincent website to circulate an online consultation survey. This data will allow us to assess how do the residents feel about the trial, what are their concerns, what was their experience and so on.

6. What monitoring is the City of Vincent conducting against the above "success criteria" to assess the trial, and will these results be made public as data becomes available?

The City is retrieving monthly reports from Neuron which gives information on the indicators mentioned above. Neuron will also be directed to compile a 6-month survey report whose data will be reviewed in conjunction with the qualitative survey.

The City is already in the process of gathering feedback from residents who wish to share their opinions and concerns. We would use these comments alongside the perception surveys to have a broader picture of how the trial is perceived.

7. What input will residents / ratepayers have in the decision to continue the Neuron license at the conclusion of the trial period?

City will evaluate the success of the trial which will include both positive and negative reports from the community. This will be a decision-making factor if the trail was to be extended/made permanent.

John Viska of North Perth

1. What action has taken place since the motion below was passed at the March 14th Ordinary Council meeting resulting from a motion put forward by me at the February 2023 AGM and Annual Ratepayers Meeting?

The following appears on page 53 of those minutes.

Motion 4.14 – Conservation Plan Hyde Park – That Council REQUESTS that Administration review the Hyde Park Conservation Plan when before developing the Hyde Park Master Plan, which is Action number 27 of the City's Public Open Space strategy and REQUESTS Administration apply for Heritage Council funding to further the end of this motion as soon as practical.

The City will be undertaking detailed arboriculture assessments and mapping of all trees within Hyde Park this financial year. This project will ensure that the City has up to date data on all of the tree assets within this park and any required works.

A significant number of trees within Hyde Park have tested positive for polyphagous shot hole borer (PSHB) and will require treatment from the Department of Primary Industries and Regional Development (DPIRD). The majority of susceptible tree species are of European origin, many of which are within Hyde Park. Key species within Hyde Park the require treatment are London Plane Trees and Moreton Bay/Port Jackson Fig trees.

Treatment works can range from limb reduction to complete removal and it is often hard to determine if removal is required until pruning commences and DPIRD can determine how far the infestation has spread. The City is working with DPIRD to stop the spread of PSHB however, there will likely be significant impact on the trees within Hyde Park.

Due to the heritage significant of the trees, the need to gain further data on these assets and the pending impact of PSHB, Administration believes that a review of the Hyde Park Conservation Plan should be postponed until further information has been obtained.

The development of the master plan is scheduled for 2026. Therefore, the Conservation Plan will be reviewed in year 2026 as part of the master plan process. ahead of this review Administration will submit for Heritage Council of WA funding. There were no approval or consultation requirements with the Heritage Council for the replacement of light poles in Hyde Park.

The Heritage team at the Department of Planning Lands and Heritage confirmed that the replacement of the light poles with light poles with banner arms were exempt from the need for referral to the Heritage Council as the works were to repair a deteriorate structure with like-for-like fabric, given that the poles themselves had low heritage significance and that banners would only be displayed temporarily for City events a maximum of six times per year.

Council at its meeting 14 December 2021 (page 43) resolved to enter into a lease with Veggie Mama Pty Ltd for five years with a rent of \$30,000 per annum. Since January 2023 the City has received \$36,693 in rent noting that clause 3.14 provided three months rent free period following commencement of the lease. Funds collected are deposited in to Municipal Funds for expenditure across the City.

In 2022/23 Hyde Park had an operational budget of \$514,229 to undertake maintenance works within the park. These works include general garden maintenance, mowing, tree pruning, reticulation, rubbish collection and various contracted works to maintain the parks infrastructure.

Clifton Taggart of Mt Hawthorn

1. DOGS BARKING: What are the latest council rules? I have two neighbours with dogs that loudly bark intermittently through the day and sometimes into the evening. This is causing me great pain and anxiety.

A suggested solution: Will the City give advice to owners of dogs in council newsletters, articles, etc., the responsibility of having pets. Should rules not be adhered to, a fine will be imposed. Or even have the dogs removed.

In relation to how the City deals with dog barking issues I wish to refer you to the City's website with all the information as well as the dog barking card which can be found here.

2. SWIMMING POOLS: What are the council rules for the construction of swimming pools in residential property? The neighbours constructed a pool close to my boundary fence which is next to my main bedroom. Young and old diving in and out of the pool and general carrying on is annoying.

The installation of swimming pools on the same lot as a single house or grouped dwelling do not require planning approval from the City, except where the property is heritage listed.

A building permit is required to be obtained from the City before the installation or construction of a pool/spa and a pool safety barrier. The building permit process ensures pools and their safety barriers comply with the applicable building standards. The location of the pool is considered as part of this process to ensure that it is structurally sound and safe in use.

There are no legislative requirements in Western Australia that restricts the placement of swimming pools on a property and nearby to a boundary fence due to noise.

A building permit is required to be obtained from the City before the installation or construction of a pool/spa and a pool safety barrier. The building permit process ensures pools and their safety barriers comply with the applicable building standards. Through this process, the location of the pool will be considered. If it is near to a lot boundary/dividing fence, a structural engineering assessment will be required to ensure there is no adverse effect on adjoining land.

There are no legislative requirements in Western Australia that allow local governments to consider the location of swimming pools on a property based on the amenity of adjoining properties.

If you are being affected by noise from your neighbours, we suggest in the first instance that you have a friendly chat to your neighbour - they may not be aware of how loud they are. If you do not feel comfortable approaching them face to face, perhaps drop a polite note in their letterbox. The [City's website](#) also has further information on neighbourhood noise.

3. GRAFFITI: A continuous problem.

A suggested solution: Put signs up in the worst affected areas advising that a heavy fine, community work or imprisonment will be imposed for this illegal activity.

The City recognises that there has been an increase in graffiti vandalism and is currently working with the WA Police Graffiti Team and other stakeholders to explore a range of management and prevention strategies, as well as an increase in resourcing to further assist with rapid removal and several different partnership and engagement initiatives.

Any acts of vandalism can be reported to WA Police as and when they occur on 131 444 or through the WA Police [Goodbye Graffiti website](#), which also forwards reports to the relevant asset owner for removal.

The City can provide you with a free solar motion sensor light through the Safer Vincent program to improve safety and security at your premises. Feel free to apply [here](#) if you're interested.

The City does have its own graffiti removal service and can assist with graffiti removal from private property that adjoins the City's infrastructure and is accessible from public property (i.e., the footpath).

4. TREE PLANTING: The Council is trying hard and making general progress in certain areas. However, it is a **COMPLETE DISASTER** where trees have been planted on the road, right next to the kerb. Vehicles cannot drive and park in, especially the large latest models. Parking has been reduced.

And now the same dangerous plan is being implemented again in Oxford Street. Apart from this, the trees are of European origin, they completely lose their leaves in winter blocking road drains, gutters, and adjoining shop downpipes. This creates a complete mess which the council staff must clean up. (example check the road/verge/parking alongside Leaf and Bean Coffee shop, Scarborough Beach Road, Mt. Hawthorn.

A suggested solution: As this short discussion on the above does not sufficiently cover all the issues I would be very pleased to meet the appropriate staff on any site during the week to evaluate the situation. Should you wish, I could also visit your office and explain further.

Trees in urban environments provide many social, environmental and economic benefits. Key among these is their contribution to the amenity and walkability of local neighbourhoods through the provision of shade and the mitigation of 'urban heat island effect' which contributes to enhanced community well-being and property values.

The City recognises the significance of street trees within the urban setting in terms of creating functional and aesthetic streetscapes and has the responsibility for the planning, establishment, care, control and maintenance of all street trees in the City.

Car Parking bays are designed in accordance with the applicable Australian Standards and Main Roads WA requirements. Parking bay configuration can be reviewed in areas to maximise the number of bays where tree planting reduces parking.

Tony Pal of North Perth

I live in an apartment complex with 62 apartments. In a week we can only fill 20% of a FOGO bin because apartments don't come with 62 large gardens, with front and backyard, in the same manner as 62 individual homes.

1. If the CoV was prepared to admit an apartment does not produce the same amount of FOGO waste as a house with a large garden and many children, then could we have a bin system that reflects reality. This would reduce the pollution occurring down our back laneway where uncollected general waste rubbish is floating up and down the lane uncollected because 2 weekly collection does not reflect the volume of waste generated by 62 apartments, i.e. we don't have much use for a numerous collection of FOGO bins.

We don't mind recycling bins, we just want a reasonable mix of general and recycling bins as was before FOGO bins were introduced. One FOGO bin is more than sufficient. Not all of us live in an idealised world of sameness.

(Alternatively could we be subsidised \$1000 per week each apartment to fill FOGO bins with perfectly good food purchased straight from the supermarkets, so councillors can feel good about recycling. The current system punishes people for not wasting food.)

2. With 62 apartments, we regularly get a fresh crop of owners/tenants rotating through our complex over a period of a year. We can hold meetings, put up signs, and request people 'do the right thing' when it comes to recycling, however unlike a family or a household where a wrongdoer is a close family member who stays resident for life, it is difficult to detect and punish a single transient individual who despite 99% compliance by nearly a hundred residents does the wrong thing.

Does the CoV have a method that does collectively punish 61 apartments for doing the right thing simply because of one newcomer or transient resident makes an error or does not 100% comply with complex recycling requirements.

Recycling is not simple, nor foolproof: For example, I lived for 10 years in a small country town (with no recycling) when recycling was introduced to the city, i.e. I received zero recycling education. When I finally moved to the big city, I saw my first recycling bin. I proudly went to put an empty plastic coke bottle into the plastic recycling bin. Before I could, someone stopped me and said you cannot do that, you will contaminate the bin. I asked why and they replied because this a plastics only bin and there is a paper label on the bottle, it has to be removed. I tried a second time to put the bottle in the bin, now with the label removed, and I was interrupted again. No you cannot put that bottle in the bin. I said "Why not? It looks exactly like the recycling diagram." They said, "You can't put it in the bin because it has the lid on. You have to remove the lid". I replied if recycling is that hard, "No wonder nobody recycles" and I promptly put the bottle in the general waste bin.

In preparation for the rollout of the three bin FOGO service at apartment complexes, site visits were completed and calculations done to assess approximate allocation needs for each waste stream. We understand that not all complexes are the same and have differing needs.

Bin allocations for an apartment complex is calculated based on several factors including, number of units, size of the units (1,2 or 3 bedroom), current bin usage, type of waste disposal system in place at the complex, on site space restrictions etc.

While we were rolling out the new system, we encouraged strata and residents try it for a month or so, then to contact the City if capacity was an issue.

Our Waste Education Officer is available to do a site visit at the property to re-assess the current allocation and address any issues that the complex may be experiencing. To arrange a site visit, please feel free to contact the City on 9273 6000 or email mail@vincent.wa.gov.au and advise the best on site contact person's name and number and we will arrange an appointment to visit.

A lot of the resident or caretakers's questions and concerns are often addressed when we are out on site with them, or we can provide further resources or tailored education sessions in the form of door knocking or an on site education workshop at an appropriate time when residents are home.

We acknowledge that most WA residents, indeed most Australians, would agree that recycling is the most confusing bin for waste sorting. This is reflected in the fact that is by far the most contaminated bin of all three in almost every local government area. Since the ban on export of some recyclable materials, consistent communications have been agreed on in regards to waste sorting in WA. The message of 'recycle just the five' has been represented in all of our waste education materials. These five are

- 1. glass bottles and jars,*
- 2. plastic bottles and containers,*
- 3. metal tins and cans,*
- 4. paper, and*
- 5. clean cardboard*

We are continuing a bin tagging program in the community and waste education program in apartments to embed the three bin FOGO system this year and to encourage correct recycling.

The Recycle Right app is a very handy tool to download onto your smart phone as a quick point of reference to look up any item on their A-Z list to find which bin it should go in. There is also a reference to 'Find my nearest' drop off location for harder to recycle items such as batteries and hazardous waste.

At any point you are also most welcome to contact the City so that our waste education officer can assist with these queries and refer you to further waste avoidance or recycling programs.

We have encouraged strata managers and council of owners to display and distribute welcome packs to new residents, including a kitchen caddy compostable caddy liners, waste sorting reference materials and our new 'Waste in my Apartment' flyer. We are happy to distribute these and further hard copies or a digital copy again to strata or yourself, should you wish for more resources.

Until all local governments in WA are on the three bin FOGO system, these communications will continue to be issue for residents moving between different council areas, however we endeavour to maintain our opportunity to allow all residents access to compost their food, garden and other compostable items (such as paper towel and soiled cardboard food containers), like residents in single dwellings are able to do.

Emma Vosnacos of North Perth

1. Is there any timetable to begin the Master planning for Woodville Reserve?

The community groups currently located there are keen to be consulted at the beginning before any planning begins.

The master plan is scheduled to begin in the 24/25 financial year, with an anticipated project start date of early 2025. The master plan will represent the strategic vision for the Woodville Precinct over the next 10 years, with a focus on delivering achievable and sustainable short-term, medium-term and long-term actions.

All master plan processes includes significant engagement with all key stakeholders and the local community. The key stakeholders on site (including the Community Garden) are very important to the project and you can be ensured that you will be engaged with at the start and throughout the project.

Glenn Werner of Mt Hawthorn

1. Why is Vincent doing so poorly at implementing a solution to upgrade the troublesome SBR/Main/Green St intersection?
2. Please explain why certain residents of surrounding local streets have an apparent higher value than others with regards to exposure to unreasonable traffic flow?

Please do not resort to the usual tiresome excuses, the intersection has been recognised by the council as being dangerous and problematic for well over a decade yet numerous leadership phases have failed to reasonably act – whether directly or in a consultative capacity.

This intersection serves as a significant point of entry to the north ward but remains an unfortunate reflection of Vincent's inability to cater to the daily amenity of its residents and those who pass through the municipality

The City of Vincent has been working with both Main Roads WA and the City of Stirling on the design of the roundabout, the draft design was consulted with residents and the community back in 2020. Since then, the design has progressed with input from both the City of Vincent and the City of Stirling.

Main Roads WA are responsible for the design and delivery of this project and have presented progress to the City of Vincent Council in November 2023. There are currently several technical query's which Main Roads WA is resolving with the City of Stirling and the City of Vincent.

Main Roads WA have completed on-site investigation works and are talking to the PTA regarding the bus route and stops associated with the works. Main Roads WA hope to start works in 2024.

The City of Vincent has flagged with Main Roads WA that this project needs to take into consideration a longer-term strategic focus on the impact of the surrounding Local Road network and traffic flow onto the Freeway (example of this is the Powis Street and Brady Street Smart Freeways project). This has impacts on traffic flow throughout the Mount Hawthorn prescient and the entry point to the north ward for all roads including local and district distributors.

Debbie Crook of North Perth

1. Can we have an update on the development proposal corner Alma Road and Fitzgerald Street (Celsius)?

The Celsius mixed use development at No. 367-373 Fitzgerald Street and 103 Alma Road, North Perth, was approved by the Metro Inner-North JDAP at its meeting on 30 November 2023. There is no indication as to when a building permit for the construction of the development is likely to be submitted.

Cherry Bogunovich of Perth

2. re <https://www.vincent.wa.gov.au/news/verge-valet%E2%84%A2-service-to-be-extended/11913>

*In February 2022, Vincent started an 18-month trial of the Western Metropolitan Regional Council's pre-booked service in place of the traditional scheduled bulk waste collection system. Since starting early last year, **feedback on the service has been positive**, with more **than 80 per cent of the 200 surveyed giving it a five-star rating**.*

I am hoping the Electors Meeting can include an update on Vincent Collection/ Valet Hire.

Will a 2023 survey be available to the community to inform the 2024/ 2025 decision on the future of the service?

I trust feedback/ survey will be open to all community members- not only those that may have used the service, as feedback on why people are not utilising a valet may prove valuable in the decision making process.

In May 2023 we conducted a MARKYT® Community Waste Scorecard survey where residents could share their views about local waste management initiatives. This included a range of feedback questions on the Verge Valet™ service trial. We had over 500 residents complete the survey.

For residents who have used the Verge Valet™ service, there is a feedback survey conducted with each collection, which we have live updates to via the online booking system.

Please also feel free to send in your feedback on the trial or Verge Valet™ experience at any point via email to waste.enquiry@vincent.wa.gov.au, including your name residential address so we can take this into consideration when assessing the outcome of the trial.

We are currently planning our communications for the end of the trial with our Marketing and Communications team, including asking for further community feedback on the service for all residents. We will promote this opportunity for feedback on our social media channels, website and newsletters. Our Waste Education Officer or Verge Valet team are also on hand to discuss any issues you have with the verge collections – contact the City on 9273 6000.

4 GENERAL BUSINESS

The Presiding Member, Alison Xamon, explained the procedure for the receiving, discussion and approval of motions.

Motions with notice (not being presented in person)

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

4.1 Marina Foster of North Perth

Motion 1 - Laneways

That Council provides lights and kerbing in the laneway running from Howlett St to Pennant St. This laneway provides access to garages to residents on Pennant St and Hardy St.

Moved: Nicole Woolf **Seconded:** Jonathan Hallett

Nicole Woolf read a statement in support of the motion on behalf of Ms Foster, a summary of which is below:

Reason:

“The new development at 33 Scarborough Beach Road, North Perth consists of 6 stylish, well designed town houses, all of which require laneway access to their garages. Improvements to the amenity of this laneway, in the form of solar lights and kerbing will demonstrate Council's sense of purpose to enhance Vincent's streetscapes and create an environment which is both attractive and safe for residents. This should encourage residents to take pride in their surroundings and eliminate the incidence of littering and vandalism, that seems to be more prevalent in areas that seem to be neglected.”

Ms Woolf then spoke in support of the motion.

Evelyn Coral queried if this would set a precedent that other laneways, that are subject to vandalism and have residential properties, would be eligible for lighting as well?

Manager Engineering advised that condition surveys are undertaken on all the laneways and upgrades are prioritised according to the condition ratings.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 2 – Name the Lane Competition

That Council run a 'Name the Lane' competition for schools in the North Perth postcode to name the laneways within the North Perth area.

Moved: Nicole Woolf **Seconded:** Jonathan Hallett

Nicole Woolf read a statement in support of the motion on behalf of Ms Foster, a summary of which is below.

Reason:

“The naming of laneways could help to provide links with the history of the district and provide a sense of belonging for current and new residents. Council could be responsible for proposing a “Name the Lane” competition for schools in the district.”

Ms Woolf then spoke in support of the motion.

Dudley Maier spoke against this motion.

LOST

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

4.2 Maxine and Pat Callahan of Mt Hawthorn

Motion – Dust at Menzies Park

That Council take action to ameliorate the dust problem on the southern verge of Menzies Park.

Reason:

Since the sprinklers were turned off, the verge has deteriorated into a churned up desert. With the strong easterly winds in the morning and the westerlies in the afternoon, the residents adjoining the southern side of the Park, have a stifling dust problem.

This matter has been raised on numerous occasions, but no solution has been offered. Everything on our property, (21 Berryman Street, Mt Hawthorn) and also our neighbours, is covered with dust. As an elderly couple, this is deleterious to our health in that it affects our breathing.

Will the City commit to finding a solution and in the interim pay for the cleanup of our home including things like our solar panels which are also covered with dust from the City's property?

This probably is not your problem, but as predicted, a car has now been bogged in the sand dunes!

Can you please do something quickly to fix this mess.

Moved: Alison Xamon **Seconded:** Dudley Maier

CARRIED

4.3 Marie Slyth

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 1 - Rat Running Character Area Cleaver Precinct

That Council consider installing signage for a trial period throughout the Cleaver Street Character Precinct stating: NO ENTRY – RESIDENTS/BUSINESSES ONLY.

Reason:

Increased Rat running of vehicles and very large trucks through the “Character Area Streets of Cleaver Precinct -the 30 and 40 km speed limits are ignored every day Especially in Carr Street (between Cleaver and Charles Streets in both directions and also The corner of Strathcona & Carr Streets has become dangerous for both pedestrians and Vehicles sometimes turning without slowing down. This is worse at both peak hours.

Main cause for the rat running is drivers seeking to dodge traffic lights at Loftus and Charles Street corners of Vincent Street.

Suggestion that an experiment be conducted for trial period with signs at entrances to the Character Area streets saying NO ENTRY – RESIDENTS/BUSINESSES ONLY.

Moved: Marie Slyth **Seconded:** Sophie Greer

Marie Slyth and Sophie Greer spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 2: Bunnings Traffic Impact

That Council request that Main Roads undertake a survey of the Thomas Street Bridge and surrounding intersection and identify measures for improving safety in the current environment and with consideration of future development i.e. Bunnings.

Reason:

URGENT SURVEY - Main Roads to conduct an updated survey of the already increased loads of traffic daily on roads accessing the Thomas Street Bridge - Thomas Street from/to Loftus Street. Railway Parade. Newcastle Street.

Because I utilise these roads on a very regular basis, by car, walking and push scooter, and live so close to the area, I believe I am fully aware of how jammed the Thomas Street becomes, not only at peak hours. When this matter is addressed I have yet to hear just how deadly the roads leading and from Thomas Street bridge will be, as more and more cars start using it, and, if it goes ahead, Bunnings trucks also cramming in.

When I say “deadly” I mean just how many people in ambulances will die in the ambulance before it can reach the Charles Gairdner hospital, Hollywood hospital etc. To me it seems it will be essential for a second adjoining bridge to be built beside the existing Thomas Street bridge before any building constructions commences on, for instance, the proposed Bunnings site. Please advise if Council can get the Department of Transport of Main Roads to wake up and take appropriate action to address this.

Moved: Marie Slyth **Seconded:** Dudley Maier

Marie Slyth spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 3 - COLVIN LANE

1. That Council undertake monitoring of Colvin Lane to measure number of heavy vehicles using this laneway and consider installing additional 8km/h speed signage along Colvin Lane.

Reason:

Use of 5 metre wide Colvin Lane to reach West One College by huge, wide and long trucks several times A week be assessed by Council. The College already has two other entrance/exits - these huge heavy vehicles Should not be using Colvin Lane which is the back lane with garages for people Whose Houses front Carr Street. At the same time we ask that Council review the fast, ever increasing speeds Of up to 25km instead of 8km - Suggestion – that further 8 KM WARNING signs Be placed along the sides of Colvin Lane in appropriate positions.

Moved: Marie Slyth **Seconded:** Dudley Maier

Marie Slyth spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 4: Bunnings Traffic Impact

That Council request that Department of Transport undertake a survey of the Thomas Street Bridge and surrounding intersection and impact of current traffic volumes on public transport routes in the current environment and with consideration of future development

Reason:

This motion relates to earlier urgent Motion 2 Study of Thomas Street/Bridge area by Main Roads - this should also include Survey by Department of Transport since public bus transport along Newcastle Street will be involved and the anticipated near future impact of massive traffic congestion due to the planned upcoming Bunnings development.

Moved: Marie Slyth **Seconded:** Dudley Maier

Marie Slyth spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 5: Cleaver Precinct Character Area

That Council ensure ratepayer/residents of Cleaver Precinct Character Area streets be informed of what action to take in event of Bunnings (should it go ahead) having its timber and/or delivery vehicles utilise any of these streets.

Reason:

Clause approved in Bunnings agreement.

At the final Bunnings DAP meeting it was agreed by Bunnings that (should the development still go ahead) Bunnings timber and delivery trucks will not be permitted to travel through the streets of the Character Area of Cleaver Precinct. What hasn't yet been discussed is how this behaviour will be monitored. Asking Council to advise on how this will be policed.

Moved: Marie Slyth **Seconded:** Dudley Maier

Marie Slyth spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

4.4 John Viska of North Perth

Motion: Polyphagus Shot Hole Borer

1. That the City of Vincent set up a working party immediately, consisting of representation from the Heritage Council of WA, Manager of Parks, Hyde Park Foreman, a qualified Arboriculturist and community member with Horticultural and Heritage experience.
2. Due to the impact the pest will have on the State's and Nation's tree populations the City seeks special funding from the State and Federal Governments.

Reason

With the devastating news announced on 30th January 2024 of the impact that the Polyphagus Shot Hole Borer (PSHB) will have on the fabric of Hyde Park I would like to move the above motion.

Moved: John Viska **Seconded:** Marie Slyth

John Viska and Marie Slyth spoke in support of the motion.

Executive Director Infrastructure & Environment commented that the issue is evolving rapidly and the response is headed up from the Federal Government level. The cost is currently borne at a Federally funded level, but the cost of any rehabilitation would likely be funded by the City. The City is investigating ways to access funds for the rehabilitation at the moment.

Lance Rosich spoke against the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

4.5 Dudley Maier of Highgate

Motion 1 - e-Waste

That this meeting:

1. NOTES that a request to provide an ongoing and convenient method for the community to dispose of e-waste was successfully passed at the 2023 AGM;
2. NOTES that the Administration did not support this motion;
3. THANKS the Council for dismissing the Administration's rejection of the motion, and for requesting that the Administration undertake a six-month trial of e-waste drop-off points;
4. NOTES that the first drop-off day, in July 2023, was highly successful and demonstrated that the community is prepared to dispose of e-waste in a responsible manner;
5. CONGRATULATES the Administration for enthusiastically promoting the second e-waste drop-off day to be held on 3 February 2024;
6. REQUESTS that the City adopt a simple, ongoing system whereby community members can drop off e-waste when it suits them rather than having to stockpile the waste on the off-chance that the City holds another e-waste drop-off day.

Moved: Dudley Maier **Seconded:** John Viska

Dudley Maier and John Viska spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 2: Publishing Policy Related Guidelines

That this meeting:

1. NOTES that a number of the City's policies have, or did have, associated Guidelines which provide guidance to the staff on how to interpret and administer the policy (e.g. the Street Tree Policy)
2. NOTES that in the past these Guidelines were approved by the Council and were in the public domain so that community members had some visibility and understanding of how the policies were being implemented;
3. NOTES that having the Council approve every change to the Guidelines may not be the most efficient way of making sure that they reflect changing circumstances;
4. NOTES that in recent years the Administration has recommended removing these Guidelines, arguing that they are purely administrative in nature;
5. REQUESTS that all of these Guidelines be included on the City's website, in association with the relevant policy, so that the community can better understand how policies are interpreted by the Administration, and so that they can be sure that the Administration are implementing the policy/guideline in a consistent and open manner.

Moved: Dudley Maier **Seconded:** Lynda Quinn

Dudley Maier spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 3: Beaufort Street Footpath

That this meeting REQUESTS that the City either upgrades the footpaths in the Mount Lawley-Highgate Town Centre and/or commits to pressure clean those footpaths at a frequency that maintains them in a clean and attractive state.

Moved: Dudley Maier **Seconded:** Lynda Quinn

Dudley Maier, John Viska and Marie Slyth spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Moved: Dudley Maier **Seconded:** Lynda Quinn

Motion 4: Elected member responses to the community

That this meeting REQUESTS that the City's Code of Conduct for elected members be amended to include a requirement for elected members to respond to members of the community in a reasonable timeframe, similar to the timeframes that were in the Code of Conduct prior to December 2017.

Dudley Maier spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, read the below motion previously provided in writing.

Motion 5: Organisation Review

That this meeting REQUESTS that the City undertake an independent organisation review to determine if the organisational structure, including staffing levels, is fit for purpose for a local government of Vincent's size, and which compares performance against best practice in private industry, local governments of a similar size, as well as the public service in general.

Moved: Dudley Maier **Seconded:** Lynda Quinn

Dudley Maier and John Viska spoke in support of the motion.

CARRIED

The Presiding Member, Alison Xamon, called for any further motions, but none were forthcoming.

The Presiding Member, Alison Xamon called for any further questions.

John Westergaard of Mt Hawthorn

Mentioned that he has requested to purchase some Crown land adjacent to his home and has been trying to have it approved for 12 years. He queried who he had to contact to advance this request.

The Chief Executive Officer advised that he is aware of the application. The CEO advised that he will have the application reviewed and respond to Mr Westergaard.

Mentioned that services in the area have declined over the years and things could be improved.

Hafsa Reid of Perth

Stated that she has received notification that verge clearance is now their responsibility and queried why this is and what is the cause of that change?

The Chief Executive Officer advised that the City would follow up directly with Ms Reid regarding the usage of the verge.

5 CLOSURE

There being no further business, the Presiding Member, Mayor Alison Xamon, declared the meeting closed at 8.29pm with the following persons present:

PRESENT:	Mayor Alison Xamon	Presiding Member
	Cr Alex Castle	North Ward
	Cr Jonathan Hallett	South Ward
	Cr Suzanne Worner	North Ward (electronically)
	Cr Ron Alexander	North Ward
	Cr Ashlee La Fontaine	South Ward
	Cr Sophie Greer	South Ward
	Cr Nicole Woolf	North Ward
IN ATTENDANCE:	David MacLennan	Chief Executive Officer
	Jay Naidoo	A/Executive Director Strategy & Development
	Peter Varris	Executive Director Infrastructure & Environment
	Rhys Taylor	Chief Financial Officer
	Luke McGuirk	Manager Engineering
	Peter Ferguson	Executive Manager Information & Communication Services
	Lisa Williams	Executive Manager Communications & Engagement
	Joslin Colli	Executive Manager Corporate Strategy & Governance
	Wendy Barnard	Council Liaison Officer

Public: Approximately 15 members of the public

These Minutes were confirmed by the Council as a true and accurate of the Annual Meeting of Electors held on 1 February 2024.

Signed: . Mayor Alison Xamon

Dated