



Merri-bek
City Council

COUNCIL MEETING AGENDA

Wednesday 8 July 2026

Commencing 6.30 PM

Bunjil (Council Chamber), Merri-bek Civic Centre,
90 Bell Street, Coburg

Language Link

This is the Agenda for the Council meeting.
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Acknowledgement of the traditional custodians of the City of Merri-bek

Merri-bek City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Custodians of the lands and waterways in the area now known as Merri-bek, and pays respect to their elders past, present, and emerging, as well as to all First Nations communities who significantly contribute to the life of the area.

Information about Council Meetings

These notes have been developed to help people better understand Council meetings. All meetings are conducted in accordance with Council's Governance Rules.

WELCOME The Mayor, who chairs the meeting, formally opens the meeting.

APOLOGIES Where a Councillor is not present, their absence is noted in the minutes of the meeting. Council may also approve leaves of absence in this part of the meeting.

DISCLOSURES OF CONFLICTS INTERESTS A Councillor has a duty to disclose any direct or indirect financial or other interests, they may have in any matter to be considered by Council that evening.

CONFIRMATION OF MINUTES The minutes of the previous meeting are put before Council to confirm the accuracy and completeness of the record.

ACKNOWLEDGEMENTS AND OTHER MATTERS At each Council Meeting provision of 10 minutes will be made in the Agenda for the Mayor and Councillors to acknowledge and recognise achievements of local individuals and organisations; and raise matters considered important to Council.

PETITIONS Council receives petitions from citizens on various issues. Council formally accepts petitions at Council meetings.

PUBLIC QUESTION TIME This is an opportunity (30 minutes), for citizens of Merri-bek to raise questions with Councillors.

COUNCIL REPORTS Council officers prepare detailed reports, which are considered by Councillors and a Council position is adopted on the matters considered. The Mayor can invite firstly Councillors, secondly Officers, and then citizens in attendance to identify Council reports which should be given priority by the meeting and considered in the early part of the meeting.

NOTICES OF MOTION A motion which has been submitted to the Chief Executive Officer no later than 12 pm (noon) 10 business days prior to the meeting which is intended to be included in the agenda. The motion should outline the policy, financial and resourcing implications.

NOTICE OF RESCISSION A Councillor may propose a motion to rescind a resolution of the Council, provided the previous resolution has not been acted on, and a notice is delivered to the CEO or delegate setting out the resolution to be rescinded and the meeting and date when the resolution was carried. If a motion for rescission is lost, a similar motion may not be put before the Council for at least one month from the date it was last lost, unless the Council resolves that the notice of motion be re-listed at a future meeting.

FORESHADOWED ITEMS This is an opportunity for Councillors to raise items proposed to be submitted as Notices of Motion at future meetings.

URGENT BUSINESS The Chief Executive Officer or Councillors, with the approval of the meeting, may submit items of Urgent Business (being a matter not listed on the agenda) but requiring a prompt decision by Council.

CONFIDENTIAL BUSINESS Whilst all Council meetings of Council are open to the public, Council has the power under the *Local Government Act 2020* to close its meeting to the public in certain circumstances which are noted where appropriate on the Council Agenda. Where this occurs, members of the public leave the Council Chamber or Meeting room while the matter is being discussed.

CLOSE OF MEETING The Mayor will formally close the meeting and thank all present.

NEXT MEETING DATE The next Council meeting will be held on Wednesday 12 August 2026 commencing at 6.30 pm, in the Bunjil (Council Chamber), Merri-bek Civic Centre, 90 Bell Street, Coburg. The next Planning and Related Matters meeting will be held on Wednesday 22 July 2026 commencing at 6.30 pm.

WELCOME

1. APOLOGIES/LEAVE OF ABSENCE

Cr Politis has sought a leave of absence for the period 25 June to 6 July 2026 (inclusive).

Cr Yildiz has sought a leave of absence for the period 25 June to 19 July 2026 (inclusive).

2. DISCLOSURES OF CONFLICTS OF INTEREST

3. MINUTE CONFIRMATION

The minutes of the Council Meeting held on 10 June 2026, and the Special Council Meeting held on 22 June 2026 be confirmed.

4. ACKNOWLEDGEMENTS AND OTHER MATTERS

5. PETITIONS

6. PUBLIC QUESTION TIME

7. COUNCIL REPORTS

| | | |
|-----|--|-----|
| 7.1 | HOPE STREET STREETScape IMPROVEMENTS | 6 |
| 7.2 | FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDED 31 MAY 2026 | 42 |
| 7.3 | GOVERNANCE REPORT - JULY 2026 - CYCLICAL REPORT | 64 |
| 7.4 | CONTRACT VARIATION: RFT-2024-2 WHEATSHEAF ROAD STREETScape IMPROVEMENT | 85 |
| 7.5 | CONTRACT EXTENSION AND VARIATION: RFT-2023-489 AND RFT-2024-36 OUTDOOR GARDENING PANEL | 107 |

8. NOTICES OF MOTION

Nil

9. NOTICE OF RESCISSION

Nil

10. FORESHADOWED ITEMS

11. URGENT BUSINESS

12. CONFIDENTIAL BUSINESS

12.1 MERRI-BEK AFFORDABLE HOUSING

Pursuant to section 3(1)(c), (g)(ii) and (h) of the Local Government Act 2020, this report has been designated as confidential because it relates to land use planning information, being information that if prematurely released is likely to encourage speculation in land values, private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage, and confidential meeting information, being the records of meetings closed to the public under section 66(2)(a).

7. COUNCIL REPORTS

7.1 HOPE STREET STREETScape IMPROVEMENTS

Director Place and Environment, Pene Winslade

City Design and Economy

Officer Recommendation

That Council:

1. Notes the Community Engagement Report (Attachment 1) detailing the methodology and findings of the second round of community engagement on the Hope Street Streetscape Improvements project.
2. Endorses a revised Hope Street Streetscape Improvements concept design, which has been updated to reflect a range of community and stakeholder feedback, to progress to detailed design and staged delivery.
3. Notes that the project will be delivered in stages, with Council-led works to be progressed based on budget allocation, detailed design, procurement, State approvals, and any external funding opportunities.
4. Endorses officers continuing to advocate to the Department of Transport and Planning for State Government-led aspects of the design, including improved pedestrian crossing and signal outcomes at the Melville Road and Sydney Road intersections, and improved east-west walking and cycling connections along Hope Street.
5. Notes that officers will investigate a future application to the Department of Transport and Planning to introduce a 30km/h speed limit on Hope Street, following the delivery of traffic calming infrastructure, and review of post-construction speed and traffic data.
6. Undertakes ongoing movement analysis of all modes of transport along Hope Street and surrounds before, during and after delivery, to monitor the impacts of the delivered changes, as well as changes during and after the delivery of the Brunswick Level Crossing Removal Project.
7. Authorises the Director Place and Environment to make minor changes to the proposed design subject to detailed design, Road Safety Audit, Department of Transport and Planning requirements, service authority requirements, urban design refinements, and coordination with the Brunswick Level Crossing Removal Project, where those changes do not substantially alter the intent or function of the endorsed design.

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| REPORT |
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Executive Summary

Hope Street has been identified as a Streets for People corridor in Council's Streets for People Plan. The project aims to make Hope Street safer, greener and more comfortable for residents, businesses, pedestrians, bike riders and people travelling through the area.

The Hope Street corridor provides an important east-west connection between Moonee Ponds Creek, Melville Road, the Upfield Rail Corridor and Sydney Road. It also connects to local parks, schools, public transport, businesses and residential areas.

Community feedback over several years has identified concerns about vehicle speeds, traffic volumes, cycling safety, pedestrian crossing opportunities, lack of shade and the overall quality of the streetscape on Hope Street.

Council undertook a first round of engagement in February and March 2025 to understand community experiences, issues and aspirations for Hope Street. The findings from that engagement informed the draft concept design that was presented to the community in a second round of engagement in November-December 2025.

The second round of engagement on Hope Street demonstrated support for the project objectives and many of the proposed design elements, particularly safer pedestrian crossings, traffic calming, street greening, improved cycling conditions and better east-west active transport connections. It also identified concerns about the proposed road closures/modal filters at Pearson Street and the Upfield Rail Corridor, particularly in relation to local access, traffic redistribution and impacts on surrounding streets.

In response to this feedback and following further consideration of delivery requirements and external project interfaces, officers have revised the concept design. The revised design removes the proposed road closures and retains existing vehicle movements along Hope Street. It instead focuses on pedestrian safety, traffic calming, greening, road surface improvements and advocacy for better signalised crossings at Melville Road and Sydney Road.

Subject to Council endorsement, the project will progress to detailed design and staged delivery. Council-led works will be prioritised in locations where improvements can be delivered independently of major external projects, while longer-term elements will need to be coordinated with State agencies including the Department of Transport and Planning (DTP) and the Brunswick Level Crossing Removal Project.

The revised design reflects the community's feedback and will help to achieve the long-term vision for Hope Street as a safe, attractive east-west walking and cycling corridor. The impact of the project will be monitored closely, to understand improvements to safety and shared uses of the corridor. Traffic flows will also be closely monitored through the delivery of the upcoming Brunswick level crossing removal.

Within two years of the completion of the level crossing project, a review will be undertaken to understand whether the objectives of the Hope Street corridor are being met. The review would be undertaken once major project interfaces are completed. Informed by detailed data and further community consultation, it will enable a robust consideration of whether any further Streets for People treatments on Hope Street should be considered to continue help create a more integrated walking and riding network that includes Hope Street.

Previous Council decisions

Notice of Motion - Hope Street Traffic and Safety Concerns – 12 July 2023

That Council:

- 1. Engages with the residents who organised the survey to understand the specific speed and driver behaviour issues that are contributing to their concerns regarding safety in Hope Street, before the end of August 2023.*
- 2. Identifies measures that may be suitable to address these issues, especially any low cost, short-term measures that could be implemented, including consideration of traffic calming measures including the suggested speed limit reduction and raising this with the Department of Transport and Planning if appropriate.*
- 3. Implements measures (where possible) as soon as possible, and more substantial measures be referred to the appropriate identified projects list for prioritisation and future funding consideration.*

Merri-bek City Council 4-Year Budget 2024-2028 and Council Action Plan 2024-2025 – For Adoption – 26 June 2024

That Council:

1. *Having considered all submissions received and in accordance with Section 94 of the Local Government Act 2020, adopts the following items as part of the Annual Budget 2024-2028:*

...

- c) *Allocate an additional \$30,000 in the capital works program in 2024/25 to increase the scope of Breese Street Masterplan to include Hope Street;*

...

1. Policy Context

Council Plan 2021-2025

The Council plan sets out Council's and community's vision for the future. Key objectives and strategies related to this report include:

- To contribute to the health, safety, and security of everyone living in our diverse community and to increase safe, accessible, physically active and enjoyable ways to get around Merri-bek, especially via walking, cycling and public transport.
- 2.1. Build safe, accessible, and high-quality bike and pedestrian infrastructure to create links between areas of high pedestrian and cycling demand, especially the Coburg to Glenroy bike path.
- 2.5. Facilitate substantially increased use of active transport in the community through targeted programs which include a focus on children, young people, families and older people.
- 2.6. Collaborate with the community to improve pedestrian and cycling infrastructure on a case-by-case basis.

Streets for People Plan (2025)

The Streets for People Plan is Merri-bek's plan to create more safe, accessible, healthy, liveable and inclusive streets for everyone.

Council's Moving Around Merri-bek strategy, adopted in March 2024, introduced the *Streets for People Framework* as a way to achieve more holistic and rigorous streetscape planning and design, and the create better streets for everyone. The associated Action Plan for the strategy included an item to develop a *Streets for People Plan* that identifies the role different streets play in our network and guides Council's future investment in our streets.

The Streets for People Plan includes:

1. Identification of a network of Streets for People corridors that will be the focus of future improvements to the street network in Merri-bek
2. Identification of 'high priority' Streets for People projects, that will be the focus of improvements of the next 5 years
3. Examples of the types of design treatments that could be expected on Streets for People corridors
4. An outline of the process that officers will undertake to design and deliver improvements to the Streets for People corridors, including:
 - a) community engagement
 - b) use of Movement and Place and Healthy Streets frameworks in planning and design

- c) monitoring and evaluation.

The Streets for People network was developed using 3 criteria. They are:

1. **Connectivity:** Streets for People corridors need to help people connect with key local destinations in their areas.
2. **Amenity:** Streets for People corridors should help focus efforts to improve the amenity of local areas and make it safer and easier for residents meet their local needs by sustainable transport modes.
3. **Deliverability:** Streets for People corridors need to be on streets where changes are possible and take advantage of other project opportunities.

Moving Around Merri-bek Transport Strategy and Action Plan (2024)

Moving Around Merri-bek is a long-term strategic document that guides the way Council manages and makes changes to Merri-bek's transport system. The strategy sets out six key values that guide transport systems in Merri-bek. They are:

- Safe
- Accessible
- Healthy
- Liveable
- Sustainable
- Inclusive

Moving Around Merri-bek established a new framework for how we make changes to our streets. The framework is called Streets for People and it adopts a holistic approach to understanding the function of our streets and wider transport network and is used to inform changes to streets to ensure benefits to all road users.

Zero Carbon Merri-bek

Council's Zero Carbon Merri-bek 2040 Framework outlines the community vision and strategic directions for the transition to zero carbon in Merri-bek by 2040. In 2019/2020, transport was recorded to contribute 17 per cent of all carbon emissions in the Merri-bek local government area and 13 per cent were from private motor vehicles. The 2040 vision for Sustainable Transport includes:

- Most people choose to walk or cycle to get around locally because it's healthy, free, safe and convenient.
- Merri-bek is known for its pedestrian and cycle-friendly streetscapes.

This overarching Framework informed five-yearly action plans to drive the transition to zero emissions including:

- Investing in infrastructure to support active travel and public transport.
- Reallocating space used for private vehicle travel and parking to support sustainable transport use and other purposes.

In addition, Council resolved in December 2021 to adopt an interim target towards the Zero Carbon by 2040 goal of a reduction of emissions by 75 per cent by 2030.

Community Engagement Policy (2020)

Council has a Community Engagement Policy (2020) that aligns with the *Local Government Act 2020*. It sets directions for how Council will engage with the community on decisions that impact them, including future bicycle and pedestrian projects.

2. Background

Hope Street is a local street in Brunswick that runs between Moonee Ponds Creek and Sydney Road. It provides an important east-west connection through the local street network and links residential areas, parks, schools, businesses, public transport routes and regional walking and cycling connections.

The street varies in character along its length. The western section connects to Moonee Ponds Creek and Melville Road. The central section includes residential areas and connections to local schools and parks. The eastern section includes AG Gillon Oval, the Upfield Rail Corridor and Sydney Road, with nearby activity centre uses and future changes associated with the Brunswick Level Crossing Removal Project.

Hope Street is narrow in several locations and carries a mix of local access traffic, through traffic, pedestrians and bike riders. Community feedback has consistently identified concerns about vehicle speeds and volumes, difficulty crossing the street, cycling safety, poor road surface condition in some locations, limited shade in some sections and the need for a safer, greener and more comfortable street environment.

The project was incorporated as an early priority in Council's Streets for People program. It has been developed alongside other local projects and future opportunities, including:

- Improvements to the Upfield corridor through the Brunswick Level Crossing Removal Project.
- Future access to the proposed new station precinct.
- The Park Close to Home project at 568-574 Sydney Road
- Potential longer-term active transport connections between Hope Street, Sydney Road and Stewart Street.

A first round of community engagement was undertaken in February and March 2025 to understand how people use Hope Street, what issues they experience, and what improvements they would like to see. That feedback informed the draft concept design presented during the second round of engagement.

The revised design now presented to Council responds to both rounds of engagement, while focusing on a deliverable package of improvements that can progress to detailed design and staged construction.

3. Proposed revised concept design

The revised concept design focuses on improving safety, comfort, greening and active transport access along Hope Street while retaining existing vehicle movements.

The revised design seeks to address the core objectives of the project by improving walking and riding safety, supporting slower vehicle speeds, increasing tree planting and greening, improving the public realm, and supporting Hope Street's role as a local east-west connection for the corridor. Traffic and movement on Hope Street and surrounds will be carefully monitored before, during and after the delivery of these treatments.

The proposed road closures/modal filters at Pearson Street or the Upfield Rail Corridor that were presented during community engagement will not be delivered within the initial project scope. Further assessment of the streetscape function will be undertaken following delivery of the initial works, and during and after the implementation of the Brunswick Level Crossing Removal project, to assess issues and opportunities to meet the broader vision for Hope Street as a safe, calm and attractive street for people. This could include modal filters or other traffic control treatments.

The main elements of the revised design are summarised below, with further details in **Attachment 2**.

| Project section | Proposed treatment | Delivery pathway |
|-------------------------------------|---|---|
| Moonee Ponds Creek to Melville Road | Advisory bike route signage, traffic calming, raised crossings at key side streets, improved connection to the footbridge over CityLink | Council-led, subject to detailed design and future budget |
| Melville Road intersection | Advocate to DTP for improved pedestrian and bike rider signal operation for east–west movements along Hope Street | DTP approval and delivery required |
| Melville Road to Pearson Street | New street trees, kerb outstands, traffic calming and greening while retaining existing footpath space | Council-led early priority |
| Pearson Street intersection | Retain existing vehicle movements and roundabout layout; install pedestrian crossings on all legs; add rumble strips on Pearson Street approaches to slow vehicles | Council-led, subject to detailed design and Road Safety Audit |
| AG Gillon Oval | Road surface improvements, pedestrian crossings, kerb extensions, rain gardens, street trees, traffic calming and street furniture | Council-led, subject to detailed design and staging |
| Percy Street and Frederick Street | Raised crossings to improve pedestrian safety and calm traffic | Council-led, subject to detailed design |
| Upfield Rail Corridor | Advocate to the State government for raised priority pedestrian and bike crossings; retain vehicle movement along Hope Street | Coordination with LXP/VIDA and DTP required |
| Sydney Road intersection | Advocate to the State government for new pedestrian signals or other safe crossing outcomes to connect Hope Street with the future Park Close to Home project (568 Sydney Road) and Stewart Street corridor | DTP approval and delivery required |

4. Issues

Response to community feedback

The second round of community engagement showed support for the project’s objectives, including safer crossings, lower speeds, greening, shade, improved cycling conditions and a more people-focused street environment.

However, the proposed road closures/modal filters at Pearson Street and the Upfield Rail Corridor were contentious. Concerns raised included:

- Changes to local vehicle access.
- Possible traffic impacts on surrounding streets.
- Impacts on nearby intersections and schools.
- Uncertainty about how the closures would operate.
- The need for clearer evidence, monitoring and communication.

Changes to the design include the removing road closures/modal filters from the initial scope of works in the concept design. The revised design retains existing vehicle movements along Hope Street and instead relies on pedestrian crossings, traffic calming, rumble strips, kerb extensions, greening and road surface improvements to achieve safer and more comfortable street conditions.

Traffic, access, and surrounding streets

The revised design retains all existing vehicle movements along Hope Street. This reduces the likelihood of significant traffic redistribution to surrounding streets compared with the draft design presented during engagement.

The proposed traffic calming measures, pedestrian crossings and kerb extensions are expected to calm vehicle movements in key locations and improve safety for people walking and riding. These changes are expected to increase driver awareness and reduce travel speeds but may not substantially reduce non-local traffic volumes or impact current access arrangements for residents and businesses.

Detailed design will consider traffic operation, swept paths, emergency access, waste collection, bus operations where relevant, drainage, service authority requirements and Road Safety Audit recommendations.

Implementing these changes now will deliver immediate traffic improvements before the Brunswick Level Crossing Removal Project is delivered, potentially in 2029 and 2030. Further data and monitoring will be implemented before, during and after the first stage of the Hope Street project delivery to continually measure the function and use of Hope Street and surrounding streets – and to understand traffic and access during and after the delivery of the Brunswick Level Crossing project.

Pedestrian and cycling safety

Improving safety for people walking and riding is a central objective of the project.

The revised design includes new and upgraded crossing opportunities, traffic calming and improved walking and riding conditions in the precinct. Priority locations include Pearson Street, AG Gillon Oval, Percy Street, Frederick Street and the Upfield Rail Corridor.

The Pearson Street intersection is frequently used by children and families walking to and from Brunswick North Primary School. The revised design proposes pedestrian crossings on all legs of the roundabout and rumble strips on the Pearson Street approaches to slow vehicles. Raised crossings are not proposed at this location due to flood risk and drainage constraints.

At AG Gillon Oval, the design proposes road surface improvements, new pedestrian crossings, kerb extensions, greening and traffic calming to support safer access to the oval and surrounding open space.

The proposed treatments will be refined through detailed design and the Road Safety Audit process.

Greening, amenity, and on-street parking

Community feedback strongly supported more tree planting, shade and greenery along Hope Street.

The revised design proposes new street trees and planting, particularly between Melville Road and Pearson Street where shade and canopy cover are more limited. Trees are proposed in kerb outstands or within the road carriageway where this allows footpath width to be retained and provides additional traffic calming features.

The project is expected to require the reallocation of some on-street parking spaces to support tree planting, traffic calming, pedestrian crossings and kerb extensions. The majority of parking impacts are expected between Melville Road and Pearson Street. The exact number and location of parking changes will be confirmed through detailed design.

Where parking changes are required, they will be assessed against the project objectives, safety requirements, local parking demand and opportunities to improve street amenity and access.

External approvals and project interfaces

Some elements of the Hope Street project require approval, coordination or delivery by external agencies.

Melville Road and Sydney Road are managed by DTP. Any changes to traffic signals, pedestrian crossings or road operation on these roads will require DTP approval and may need to be delivered by DTP.

The Upfield Rail Corridor interface will need to be coordinated with the Brunswick Level Crossing Removal Project. The revised design no longer proposes a road closure at this location. Officers will instead advocate for a raised priority crossing treatment that improves pedestrian and cycling safety while retaining vehicle movement along Hope Street.

Project timing may be affected by the delivery program for the Brunswick Level Crossing Removal Project and other construction activity in the area.

30km/h speed limit

Community feedback identified support for lower vehicle speeds and safer walking and cycling conditions along Hope Street.

The State government's speed zoning framework allows 30km/h speed limits to be considered on local streets where the street environment and supporting infrastructure encourage safe, low-speed travel.

Officers do not recommend that a 30km/h speed limit be treated as an immediate standalone change. Instead, officers will investigate a future application to DTP following delivery of traffic calming infrastructure and review of post-construction speed and volume data.

This approach will allow any future speed limit application to be supported by street design changes that encourage compliance and by evidence of how the corridor is operating after implementation.

Climate emergency and environmental sustainability implications

Council is committed to reducing emissions and responding to the climate emergency. Transport is a major source of emissions in Merri-bek, and reducing reliance on private vehicle trips, particularly for short local trips, is an important part of Council's climate response.

The Hope Street project supports sustainable transport by improving conditions for walking and riding and creating safer connections to public transport, parks, schools and local destinations.

The project also supports climate resilience through additional street tree planting, greening and shade. These improvements will help reduce urban heat impacts and improve comfort for people using the street, particularly during hot weather.

Legal and risk considerations

The project has been developed having regard to Council's responsibilities under relevant legislation, including the Local Government Act 2020, Road Management Act 2004, Transport Integration Act 2010 and associated road safety and transport planning requirements.

The revised concept design does not include road closures or modal filters. As a result, no statutory road closure process is proposed as part of this Council decision.

Detailed design will include further technical assessment, service authority review and Road Safety Audit. Changes may be required through detailed design to respond to safety, drainage, accessibility, traffic, service authority, DTP or LXR/P/VIDA requirements.

Where external approvals are required, works will not proceed until the relevant approvals have been obtained.

Human Rights consideration

Under the *Charter of Human Rights and Responsibilities Act 2006*, Council is required to consider whether its decisions impact human rights. Under the Gender Equality Act 2020, Council is also required to ensure that policies, programs and services consider the needs of people of different genders and intersectional experiences.

The Hope Street Streetscape Improvements project is not considered to limit or impede any person's human rights.

The project is expected to support more equitable access by improving walking and cycling conditions, pedestrian crossings, safety, greening and access to local destinations. These improvements are particularly relevant for children, older people, people with disability, people without access to a car and others who rely on walking, cycling and public transport for everyday trips.

Detailed design will further consider accessibility, safety and inclusive design outcomes.

5. Community consultation and engagement

Council has undertaken two rounds of community engagement for the Hope Street Streetscape Improvements project.

The first round of engagement was undertaken in February–March 2025. It sought feedback on how people use Hope Street, what issues they experience and what improvements they would like to see. The findings from that engagement informed the draft concept design.

The second round of engagement was undertaken between November and December 2025. The purpose of this engagement was to test the draft concept design and understand community views before preparing a final design for Council consideration.

Engagement activities included:

- an online survey hosted on Conversations Merri-bek
- in-person pop-up sessions
- receipt of written submissions
- phone calls and direct community outreach.

Feedback from the second round of engagement indicated that the community supports many of the project objectives and proposed treatments, including:

- safer pedestrian crossings
- lower vehicle speeds and traffic calming
- improved cycling conditions
- additional trees, shade and greening
- improved access to parks, schools, public transport and local destinations
- a safer east-west walking and cycling corridor.

Feedback on the proposed modal filters/road closures in the draft design was mixed, with many residents expressing concerns about possible impacts of the road closures while others supported the closure treatments. A detailed engagement summary is provided in **Attachment 1**.

6. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

7. Financial and resources implications

The design recommendations in this report are expected to be progressed using existing and proposed project design funding.

Detailed design and construction of the Hope Street Streetscape Improvements is included in Councils adopted budget and is intended to be delivered across the 2026-27 and 2027-28 financial years. Other external funding opportunities will also be pursued to deliver all aspects of the final adopted concept design.

Council-led works will be prioritised where they can be delivered independently of major external projects. Works that require approval from DTP or coordination with the Brunswick Level Crossing Removal Project may need to be delivered over a longer timeframe.

Officers will continue to explore external funding opportunities to support delivery of the project, particularly for walking, cycling, road safety, greening and public realm improvements.

8. Implementation

Subject to Council endorsement, officers will progress the revised concept design to detailed design.

Implementation will occur in stages over the 2026/27 financial year. However, exact timing of delivery will be subject to procurement, approvals and coordination with external projects.

Attachment/s

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|-------------------|-----------------------------------|------------|
| 1 | Hope Street Engagement Report | D26/286401 |
| 2 | Hope Street Final Concept Designs | D26/284957 |





Table of Contents

| | |
|--|----|
| Introduction | 5 |
| Overview | 5 |
| Previous Engagement..... | 6 |
| Results..... | 6 |
| Overview | 6 |
| Key themes | 7 |
| What we asked..... | 10 |
| What best describes you? | 10 |
| How do you most often travel on Hope Street..... | 10 |
| Do you think our concept designs will improve Hope Street? | 11 |
| How do you feel about our concept design for Hope Street? | 11 |
| Do you have any comments about our concept design | 12 |
| Is there anything else you'd like to add? | 13 |
| Who we heard from | 14 |
| How this feedback will shape the next design stage..... | 15 |
| Conclusion | 16 |
| Appendix..... | 17 |



Acknowledgement of Country

Merri-bek City Council acknowledges the Wurundjeri Woi-wurrung people as the Traditional Custodians of the lands and waterways in the area now known as Merri-bek. We pay respect to their Elders past, present, and emerging, as well as to all First Nations communities, who significantly contribute to the life of the area.



Executive summary

Consultation process

Between 19 November and 15 December, Merri-bek City Council asked the community for feedback about draft Hope Street improvements concept designs.

We invited people to review and share their feedback on the concept designs

Platforms used

- Online survey
- In person pop-up sessions

Feedback received by channel



What we heard – at a glance

Community feedback highlighted the importance of Hope Street as both a movement corridor and a local destination. Key insights from the engagement include:

- **Safety:** strong support for improved safety, especially for children, families, pedestrians, cyclists, and people with mobility challenges
- **Traffic and speed:** broad support to lower vehicle speeds, introduce traffic calming, and create safer crossings
- **Active transport:** enthusiasm for a continuous ‘creek-to-creek’ walking and bike riding corridor to support everyday travel
- **Streetscape and amenity:** high levels of support for street greening, shade, and improved local amenity
- **Traffic management:** mixed support for reducing rat-running and mixed views on potential road closures, with concerns about access and traffic displacement
- **Design expectations:** A desire for changes to be carefully designed, evidence-based, clearly communicated, and monitored over time

Overall, respondents largely support the concept design, especially improvements for safety, active transport, and greening, but highlighted the need to carefully manage traffic impacts and neighbourhood access.



Introduction

Community engagement for the Hope Street streetscape improvements was undertaken between 19 November and 15 December 2025, inviting feedback through an online survey on the Conversations Merri-bek website. During this period, community members were asked to review the draft concept design and share their views.

The draft concept design for Hope Street aims to improve safety and amenity, reduce vehicle volumes and rat-running, and create a better-functioning streetscape that supports living, visiting and travelling through Hope Street from the Moonee Ponds Creek trail all the way through to Merri Creek as the first section of a creek to creek corridor improvement.

This engagement represented a second opportunity for the community to provide feedback on the concept design before it is refined into a final detailed plan and delivered. Feedback received through this process will directly shape and influence changes made to the final design, ensuring it responds to local priorities, experiences and concerns.

Overview

This engagement report summarises feedback from community consultation undertaken for the Hope Street streetscape improvements draft concept design. The purpose of this engagement was to test key elements of the draft concept design and gather community feedback to inform further refinement before the project progresses to detailed design and required statutory processes.

The engagement specifically sought feedback on:

- Proposed traffic management and street layout changes, including measures intended to manage through-traffic, discourage rat-running, and improve how Hope Street functions as a local street.
- Safety and accessibility improvements for people walking, riding, driving and accessing local destinations, with a particular focus on children, families and people with mobility needs.
- Pedestrian and bike riding connections, including crossings, intersections and the creek-to-creek movement corridor.
- Streetscape, greening and amenity improvements, such as trees, planting, shade and overall street character.

Engagement was undertaken between 19 November and 15 December 2025, promoted via the Conversations Merri-bek website, local letterbox notices and social media channels. During this period:

- 271 people responded to the online survey
- Over 80 participants shared feedback in person, over the phone and via email

The purpose of the second round of engagement was to:

- Understand community sentiment toward the proposed interventions
- Test support for measures to reduce rat-running and vehicle volumes and speeds
- The draft concept plan responded directly to priorities and issues raised by the local community during the initial engagement phase and has been informed by this feedback. The feedback received during the second round of community engagement has directly informed updates to the final Hope Street Streetscape Improvements plan. Community input will be used to refine the design and ensure it responds to local priorities and concerns.

. 5



Previous engagement

The first round of community engagement for the Hope Street Streetscape Improvements was undertaken between 18 February and 18 March 2025. Engagement activities included an online survey, an in-person information and feedback session, and direct discussions with key stakeholders.

Participation during February and March 2025 engagement:

- 3,375 letters distributed to local residents and businesses
- 309 survey responses received
- 86 per cent of survey respondents lived on or within 400 metres of Hope Street, indicating strong local participation

Respondents to the survey in the first round of engagement primarily used Hope Street for active transport, with 36 per cent walking and 35 per cent riding, compared to 25 per cent travelling by car.

Key challenges identified:

- Unsafe bike riding conditions and lack of protection from traffic
- High traffic volumes and vehicle speeds
- Narrow road width and congestion, particularly due to on-street parking
- Limited shade and tree canopy
- Pedestrian safety concerns, including crossing opportunities
- Poor road surface quality in some sections of the street

Desired improvements:

- More trees and greenery (54 per cent of survey respondents) to improve shade and streetscape amenity
- Traffic calming and speed reduction (33 per cent of survey respondents)
- Removal of some on-street parking (25 per cent of survey respondents) to improve safety and movement
- Dedicated bike lanes (17 per cent of survey respondents)
- Road surface improvements (14 per cent of survey respondents), particularly near AG Gillon Oval

Overall, the first round of engagement highlighted clear community priorities around improving safety for people walking and riding bikes, reducing traffic impacts, increasing greenery, and enhancing the overall quality of the street. These outcomes directly informed the development of the Hope Street draft concept designs about which a second round of community engagement was undertaken.

Results

Overview

During the second round of engagement, community members were invited to provide feedback on the draft Hope Street streetscape improvements concept design. Participation included both online and in-person opportunities:



- Online survey: hosted on the Conversations Merri-bek website, the survey received a total of 271 responses.
- Pop-up engagement session: held at Brunswick Football Club (133A Hope Street) on Saturday 22 November, between 11:00 am and 2:00 pm. 34 community members attended this session
- Written submissions: 18 submissions were received from the community.
- Over 20 phone calls were received

During this engagement, participants were asked to share:

- Their overall feelings about the proposed concept plan for Hope Street
- Any feedback, concerns, or suggestions for improving the plan

Overall, feedback reflected strong interest in improving Hope Street and broad support for the project's intent to create a safer, calmer and more people-friendly street. At the same time, respondents raised significant concerns about how specific elements of the concept design may affect traffic movement, safety and access for nearby streets.

The feedback highlights a desire for change that is carefully designed, clearly communicated and responsive to local conditions. Six key themes emerged from the engagement, which are outlined in the following section.

Key themes

Feedback from the online survey and in-person engagement highlighted the following key themes.

1. Traffic management and movement on Hope Street

Many respondents expressed support for changes that reduce through-traffic and discourage rat-running on Hope Street, particularly where this would improve safety and neighbourhood amenity. However, views differed on the most appropriate approaches, and traffic management changes were consistently described as a sensitive issue requiring careful consideration. There were different views expressed on what constitutes 'rat-running' and whether Hope Street's classification as a local street was appropriate for its function in the broader network.

Key points raised included:

- Mixed views on proposed road closures at the Upfield Line and Pearson Street as a solution to manage rat-running
- Concerns about traffic redistribution to nearby streets such as Albion, Newman and Victoria Streets, with potential impacts on safety and congestion
- Strong support for physical traffic-calming measures to manage vehicle speeds and behaviour, including:
 - Speed humps or cushions in locations prone to speeding
 - Narrowed carriageways, chicanes or raised sections
 - Raised pedestrian crossings at key locations

This issue is important to the community because Hope Street is used daily by residents, families and school children, and vehicle speeds and traffic volumes strongly influence how safe and comfortable the street feels.

What this tells us:

The community supports efforts to reduce speeds and through-traffic on Hope Street, but expects

. 7



traffic management changes to be carefully designed, clearly communicated and supported by physical measures to minimise impacts on surrounding streets.

2. Road closures

Proposed road closures were one of the most sensitive aspects of the concept design and generated strong feedback through both the survey and the in-person session.

Key points raised included:

- General opposition to the proposed Pearson Street road closure, with many respondents indicating concerns for possible impacts on amenity of surrounding streets.
- Many concerns were raised about traffic being redirected to surrounding streets, reduced local access, and safety impacts, particularly near schools and along Albion Street.
- Feedback raised in the in-person session reinforced survey comments, with the proposed Pearson Street road closure frequently identified as a key concern by residents.
- The proposed closure near the level crossing attracted less disapproval, with some respondents expressing greater acceptance where safety benefits were clearer.

What this tells us:

The survey responses indicate concern and a lack of broad support for the two proposed trial closures, particularly Pearson Street. Any future consideration of trial road closures would need further community feedback, clear justification, and attention to access and traffic impacts across the broader network surrounding Hope Street.

3. Safety for people walking and riding

Improving safety for people walking and riding was one of the strongest and most consistent themes raised through the engagement. Many respondents described feeling unsafe under current conditions, particularly at intersections, roundabouts and in areas with high pedestrian activity, including near schools and the oval.

Key points raised included:

- Strong support for a 30 km/h speed limit, supported by physical measures to encourage compliance
- Requests for more frequent and better-located pedestrian crossings, including:
 - Zebra crossings at the Pearson Street roundabout
 - Zebra crossings by AG Gillon Oval
 - Raised crossings near schools, and parks
- Support for shared zones or lower-speed environments in areas with high pedestrian use
- Calls for greater protection for people riding bikes, including separated infrastructure where feasible, or traffic calming where separation is not possible

Safety was often discussed in relation to children walking or riding to school, families accessing local parks and sporting facilities, and the needs of people with mobility challenges.

What this tells us:

The community wants Hope Street to prioritise people over vehicles, with safety improvements that are visible, enforceable and appropriate for children and other vulnerable road users.

4. Connectivity and active transport



Respondents strongly supported Hope Street's role as a key east-west active transport corridor and welcomed the focus on improving walking and riding connections.

Key points raised included:

- Strong enthusiasm for the creek-to-creek walking and riding connection
- Recognition that east-west travel by bike is currently difficult and unsafe
- Desire for better connections to:
 - Parks and open spaces
 - Schools and local destinations
 - Bus stops and the new train station
- Requests for safer crossings and clearer links at major roads and intersections

This theme reflects the importance of Hope Street as part of people's daily travel, not just recreation.

What this tells us:

There is strong community support for Hope Street functioning as a safe, continuous and well-connected active transport corridor that supports everyday trips.

5. Streetscape, greening and amenity

Many respondents welcomed the focus on greening and improving the look, feel and usability of Hope Street as a public space.

Key points raised included:

- Strong support for increased tree planting, shade and greenery
- Interest in rain gardens, pollinator gardens and biodiversity-focused planting
- Requests for wider, continuous and more accessible footpaths
- Suggestions for seating, water fountains and places to rest and gather

Greening and amenity were often linked to comfort, climate resilience and quality of life, particularly during hot weather.

What this tells us:

The community sees Hope Street as more than a transport corridor and values improvements that make it greener, cooler and more inviting to spend time in.

6. Managing impacts and implementation

Across all themes, respondents emphasised the importance of how changes are implemented and managed over time.

Key points raised included:

- Concerns about safety and congestion on surrounding streets if traffic patterns change
- Identification of specific intersections and locations that require careful design attention
- Calls for monitoring, evaluation and the ability to adjust measures if issues arise
- Interest in clear communication about what is being trialled and why

This reflects a strong desire for outcomes that genuinely improve safety without shifting problems elsewhere.



What this tells us:

The community expects changes to be evidence-based, transparent and adaptable, with ongoing attention to safety impacts beyond Hope Street itself.

Survey summary

Detail from survey responses is provided below – there were 271 respondents to the survey.

What best describes you?

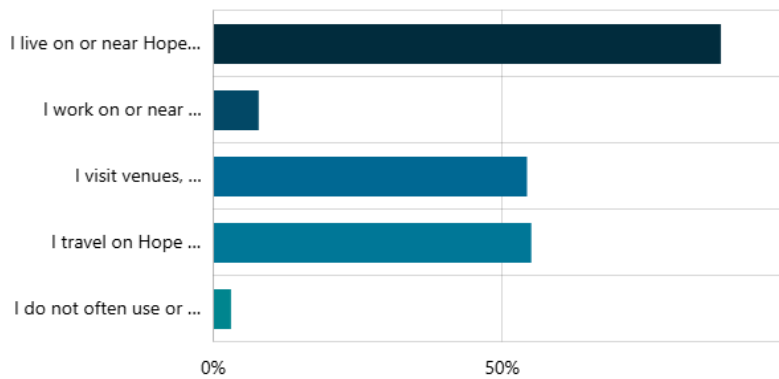


Figure 1 How respondents interact with Hope Street

Respondents were asked about their connection to Hope Street (multiple selections were possible). The majority of people who completed the online survey (88%) lived on or near (within 400m of) Hope Street. Survey feedback was strongly informed by local residents directly affected by the project.

More than half of respondents travel across Hope Street or visit nearby venues, shops, parks, or businesses, highlighting its role as both a key movement route and a local destination. Very few respondents work near Hope Street, and only a small number reported rarely using the street. Overall, most of the gathered feedback came from people who regularly use and experience Hope Street.

How do you most often travel on Hope Street

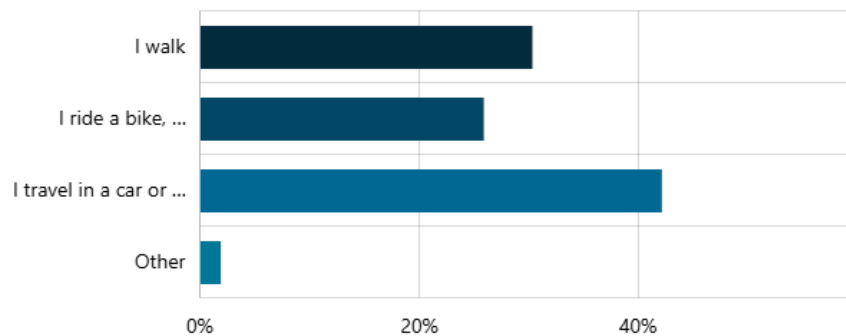


Figure 2 typical way of travelling on Hope Street



The most common way respondents traveled on Hope Street is by car, followed by walking and riding. While motor vehicles remain the most common mode, a substantial proportion of the community walk or ride, highlighting the importance of safe, active travel routes along the corridor.

Do you think our concept designs will improve Hope Street?

We asked respondents to share their thoughts about the Hope Street concept design and whether they think the design will help improve hope Street.

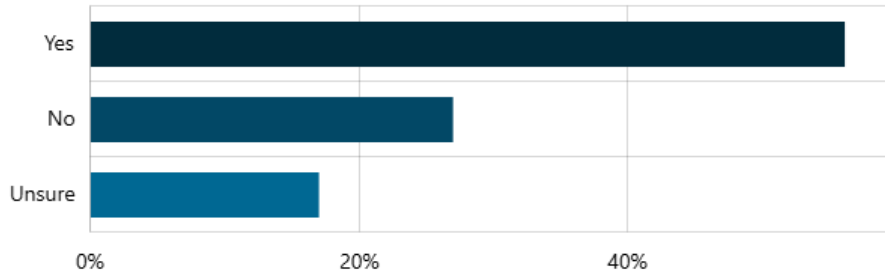


Figure 3 Respondents views on concept design improvements

The majority of survey respondents believed the draft concept design will improve Hope Street and enhance safety. Just over a quarter disagreed, and some were unsure.

How do you feel about our concept design for Hope Street?

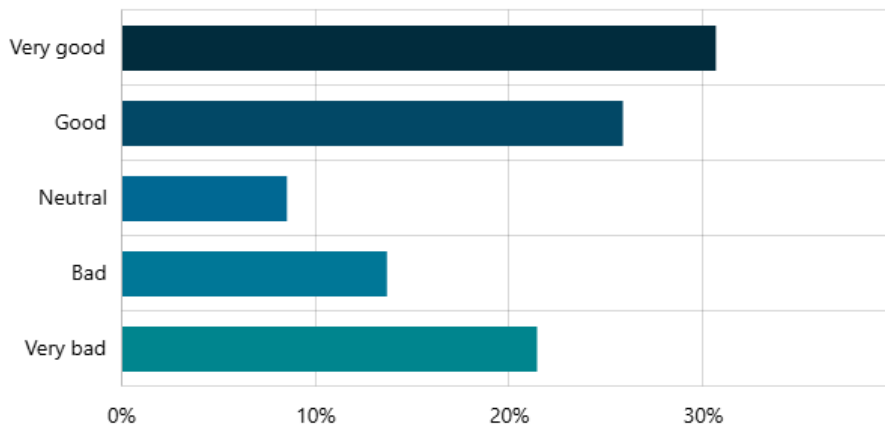


Figure 4 Respondents' sentiment towards the concept design

More than half (56 per cent) of respondents expressed positive sentiment toward the concept design. Just over a third (35 per cent) expressed negative sentiment, and a small number were neutral. This indicates that while there is considerable support for the concept design, a significant portion of the community has concerns that need to be addressed.



Do you have any comments about our concept design

Figure 5 summarises the most common comments and themes respondents provided about the concept design through verbatim feedback. The font size is larger for topics that more people raised.



Figure 5 Word cloud of comments

Overall, feedback showed strong interest in improving Hope Street, with many respondents agreeing that changes are needed to improve safety, reduce traffic impacts and enhance the street environment. However, views on how this should be achieved were different.

Many respondents expressed support for safety and streetscape improvements, particularly measures that slow vehicle speeds and create a more comfortable environment for people walking and riding.

- Support for reducing vehicle speeds, including a lower speed limit and physical traffic calming such as raised crossings and full-width speed humps.
- Strong interest in improving pedestrian safety, particularly near schools, parks and key crossing points.
- General support for increased tree canopy, greening, shade and improved street amenity.

The proposed road closures, particularly at the Hope Street and Pearson Street intersection, attracted the most feedback, and were the most contentious element of the concept design.

- While many respondents supported closures as a solution to reduce rat-running, lower traffic volumes and improve safety on Hope Street, there were also many respondents strongly opposed to the closures, raising concerns that traffic would be diverted onto nearby streets such as Hall, Newman, Westbourne and Albion Streets.
- Safety concerns were frequently raised about increased traffic near Brunswick North Primary School and along routes commonly used by children.
- Respondents raised concerns about impacts on bus services, emergency access, parking availability and longer travel times.

Several respondents felt the concept design did not sufficiently address traffic behaviour on Hope Street itself and instead risked shifting problems to surrounding streets.

- Suggestions included prioritising traffic calming on Hope Street, considering one-way traffic, reducing on-street parking, and introducing additional pedestrian crossings.
- A number of respondents requested traffic modelling, clearer evidence of impacts and further consultation before any future closures are trialled.



Is there anything else you'd like to add?

Figure 6 summarises any additional verbatim feedback survey respondents provided about Hope Street improvements. Font size correlates with the number of times a topic was raised in verbatim comments.



Figure 6 word cloud of feedback we received

Community feedback highlighted a range of issues and priorities beyond the concept design:

- Support for resurfacing
 - Cracked or uneven surfaces, damaged areas near stormwater drains, and poor parking zones, particularly near Dew Drops Child Care, were frequently noted as safety hazards.
- Traffic calming and speed reduction
 - Mixed support for 30 km/h zones, speed humps, and raised crossings, though some questioned the effectiveness of lower speed limits without enforcement.
- Concerns about closures and access
 - Concerns raised that permanent or temporary street closures could increase traffic on neighbouring streets, reduce parking, have impacts on bus routes, and limit access to properties for residents, including older people and families.
- Safety and connectivity for pedestrians and cyclists
 - Requests for additional crossings, safer intersections (e.g., Pearson/Hope, Melville/Hope), and continued focus on east-west bike riding connections, including creek-to-creek and connections through parks.
- Greening and amenity improvements
 - Support for more trees, shade, and pedestrian seating, provided these do not compromise visibility, traffic flow, or car parking.
- Consultation
 - Respondents requested clearer information, access to traffic data, modelling of impacts, and opportunities for staged or alternative options before implementation.
- Holistic precinct planning
 - Emphasis on considering surrounding streets, public transport access, and the broader neighbourhood to avoid simply shifting problems elsewhere.

. 13



Overall, survey respondents supported improvements that enhance safety, access, and greening, but want changes to be balanced, evidence-based, and inclusive of the wider community.

Who we heard from

Council surveys are run through the Conversations Merri-bek web page, where community members are asked to fill out demographic information to help us understand who we are engaging with.

Figure 7 shows the age range of survey respondents. Most respondents were aged 25 to 54. Very few respondents were under 25 or over 75.

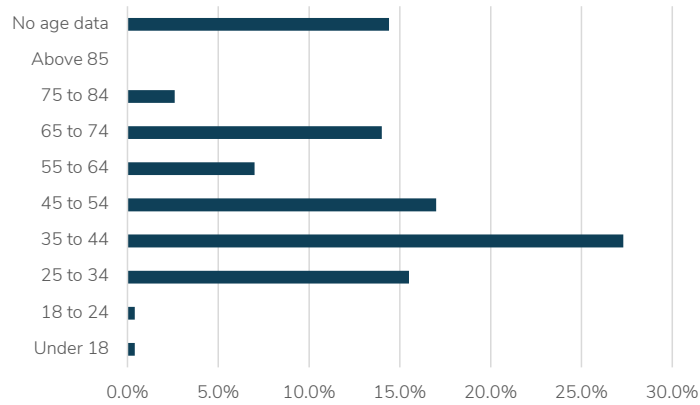


Figure 7 Age data of respondents

Figure 8 below shows respondents' nominated gender data. Gender representation was relatively balanced.

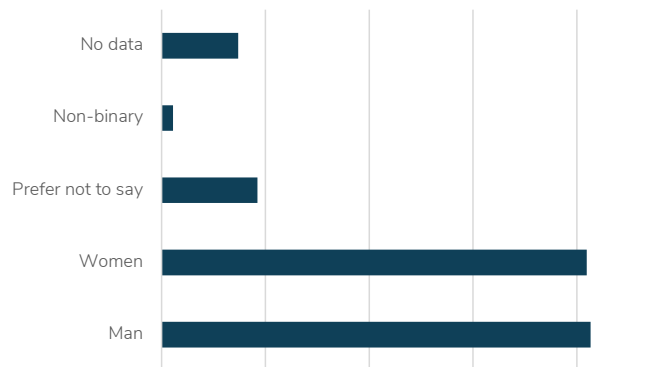


Figure 8 Gender data of respondents

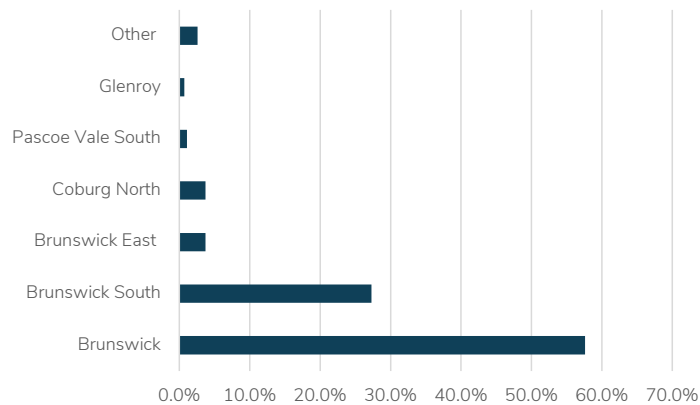


Figure 9 Location Data of respondents

Most respondents were local to the project area (shown in Figure 9), with over half from Brunswick and almost a third from Brunswick South. Some respondents came from nearby suburbs, while fewer than 2 per cent each were from outer or non-local areas.

How this feedback shapes the final design

Community feedback received through this engagement directly informs the final design for the Hope Street Streetscape Improvements project. Input from residents, visitors and people travelling through the area is used to refine the concept design so it better responds to local priorities, safety concerns and neighbourhood impacts.

Several aspects of the concept plan have been reviewed. In particular, the proposed trial closures at Pearson Street and the Upfield rail line.

Some issues were raised that sit outside the scope of this project and will be addressed through other plans and work programs. Road safety near schools and on surrounding streets, such as Albion Street will be addressed separately with the community given further opportunity to engage on these topics.

Path to final design and delivery

- Your feedback will help create a final detailed design for the Hope Street Streetscape Improvements project
- The final design will be presented to Councillors at a Council meeting as a recommendation
- If endorsed, construction would occur in stages, subject to Council's design processes and required external approvals
- Level Crossing Removal Project works and other construction activity in the area may affect project timing or delivery
- Council will provide updates on any impacts as further information becomes available



Conclusion

Community feedback on the Hope Street Streetscape Improvements Concept Design shows strong support for making Hope Street safer, greener and more people-focused, while also highlighting areas that require careful consideration.

Key takeaways

The engagement shows that the community:

- Strongly supports improving safety, particularly for children, families, people walking and riding, and those with mobility challenges
- Agrees on the need for lower vehicle speeds, traffic calming and safer crossings
- Values street greening, shade and improved amenity
- Supports Hope Street's role as a creek-to-creek walking and bike riding corridor
- Holds mixed views on traffic management and potential road closures, identifying this as a sensitive issue that requires careful design, clear communication and monitoring



Appendix – survey questions

Q1. What best describes you? (Choose all that apply) Required

1. I live on or near Hope Street
2. I work on or near Hope Street
3. I visit venues, shops, parks, or businesses on or near Hope Street
4. I travel on Hope Street to get to other places
5. I do not often use or visit Hope Street

Q2. How do you most often travel on Hope Street? (Choose one) Required

1. I walk
2. I ride a bike, scooter, skateboard or other wheeled transport option
3. I travel in a car or other motor vehicle as a driver or passenger
4. Other

Q3. Do you think our concept designs will improve Hope Street? Required

1. Yes
2. NO
3. Unsure

Q4. How do you feel about our concept design for Hope Street? Required

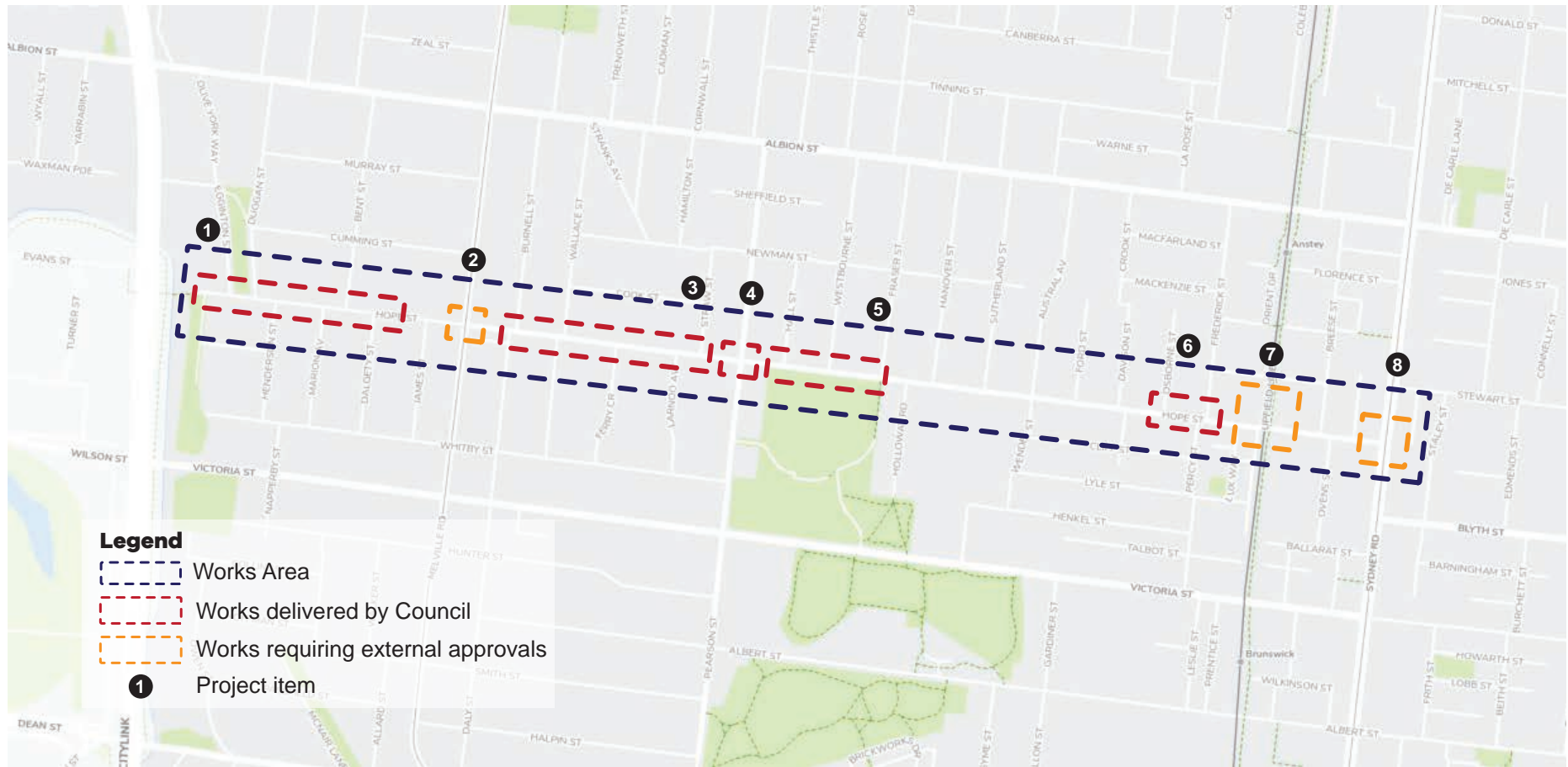
1. Very good
2. Good
3. Neutral
4. Bad
5. Very bad

Do you have any comments about our concept design?

Long text

Is there anything else you'd like to add?

Long text









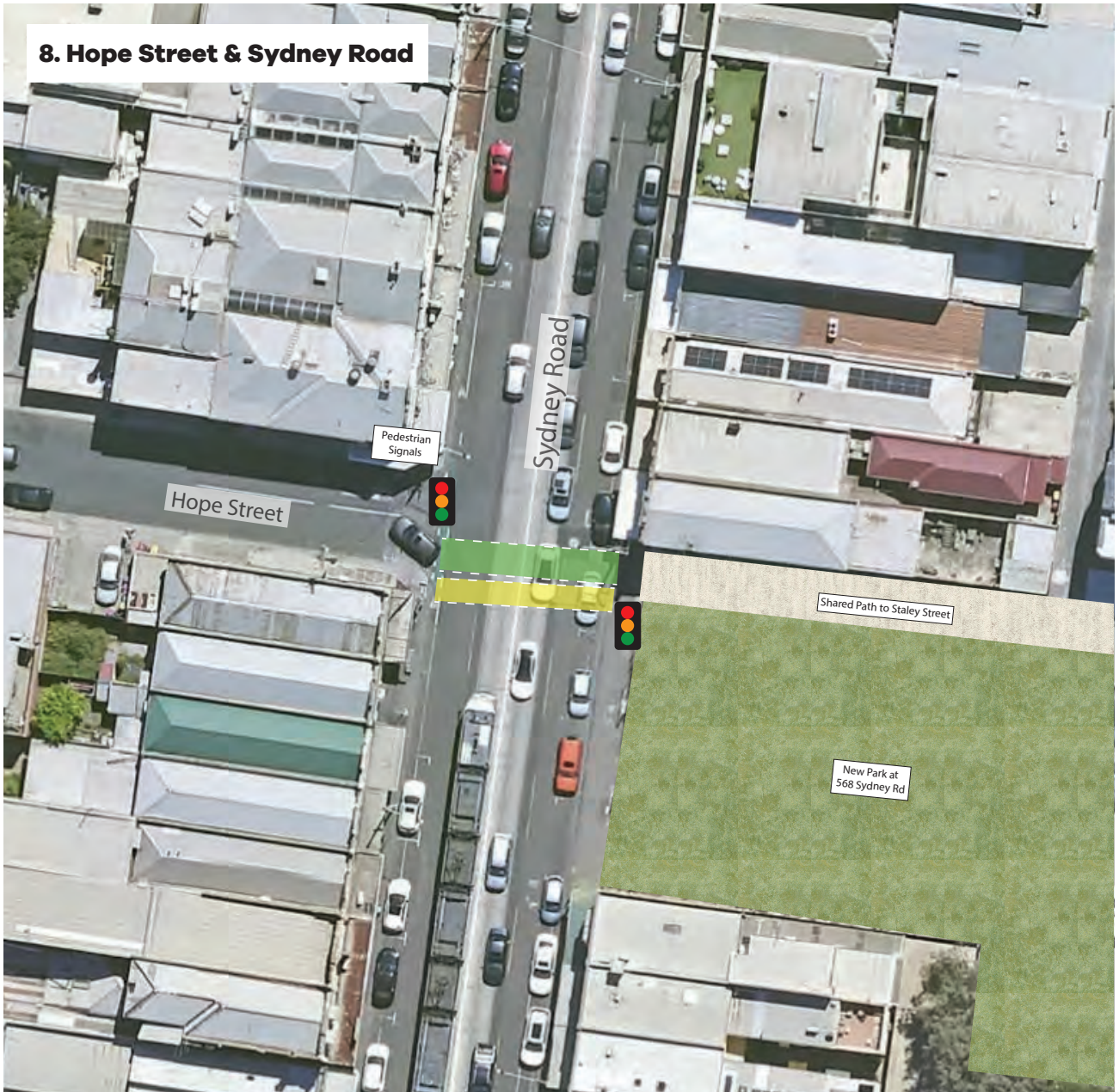




6. Percy Street & Frederick Street Intersections







7.2 FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDED 31 MAY 2026

Director Business Transformation, Sue Vujcevic

Financial Services

Officer Recommendation

That Council notes the Financial Management Report for the period ending 31 May 2026 included as Attachment 1 to this report.

REPORT

Executive Summary

This report presents the Financial Management Report for the financial year to date period ending 31 May 2026. A detailed financial review was undertaken across the organisation at the end of February 2026. The results of this review are included in this report as the Annual Forecast.

For the eleven months ended 31 May 2026 an operating surplus of \$42.0 million was achieved, which is \$3.1 million (7%) lower than the year-to-date (YTD) budget of \$45.2 million. As set out in the issues section of this report, operating surplus funds do not convert to immediately available cash to Council. The accounting surplus includes items such as non-cash contributions, capital grants and is used to fund items such as loan repayments, the rates funded capital works program and transfers (savings) via reserves.

Council has spent \$49.2 million on capital expenditure, which is tracking \$22.3 million (31%) below the YTD budget of \$71.5 million. After the detailed review of the program undertaken at the end of February, a total program of \$68.9 million is forecast, with \$19.7 million remaining.

Previous Council Decisions

2025-26 Third Quarter Financial Report – 8 April 2026

That Council:

1. *Notes the 2025-26 Third Quarter Financial Report for the period ending 28 February 2026, including operating performance and capital performance at Attachment 1.*
2. *Notes the status of the capital works program for 2025-26.*
3. *Notes the full-year forecast for operating income of \$285.0 million, operating expenditure of \$250.5 million and an accounting surplus of \$34.5 million arising from the Third Quarter Financial Review.*
4. *Endorses the full-year capital expenditure forecast of \$68.9 million, arising from the 2025-26 Third Quarter Financial Review.*
5. *Carries forward the following capital project funding to the 2026-27 Capital Works Program (\$11.7 million):*
 - a) *Fully or partially grant (or external) funded projects to be carried forward if the funding is secured and received this financial year:*
 - *Oak Park Sports and Aquatic – Electrification - \$1,293,194*
 - *Glenroy Activity Centre Upgrade – Wheatsheaf Rd - \$917,861*
 - *Mitchell Parade Retaining Wall - \$828,947*
 - *Kendall/Harding Footbridge over Merri Creek - \$780,000*

b) *Reserve funded projects:*

- *Balam Balam Place North West Building – Phoenix Street - \$289,118*
- *Park Renewal, Volga Street/Middle Street (Design) - \$100,000*
- *Park Renewal, Calder Reserve (Design and Construct) - \$52,700*
- *Park Renewal, Gordon St – Minor Works - \$50,000*
- *Coburg Library and Piazza Redevelopment - \$40,000*

c) *Rates funded projects:*

- *Dunstan Reserve Childcare - \$1,600,000*
- *Heavy Vehicles Replacement Program - \$1,270,000*
- *Wheeler Street - Retaining Wall - \$915,000*
- *Road Reconstruction, OHea Street from Lonsdale St to Clifton Grove - \$700,000*
- *Light Vehicles Replacement Program - \$666,603*
- *Road Reconstruction, Northumberland Rd from Crowley To Rhodes - \$600,000*
- *Drainage, Moama Crescent and Jhonson Street - Hot Spot No 21 - \$266,650*
- *Electricity Capacity Upgrades at Hadfield Depot - \$200,000*
- *McBryde St Reserve (Moomba Park) - Social Room Amenities & Kitchen - \$200,000*
- *Footpath & Bikepath Renewals - \$200,000*
- *Wombat Crossing - West Street - \$200,000*
- *Merri Trail - Flood Mitigation - Bridge to Darebin - \$150,000*
- *Holbrook Reserve Pavilion and Gender Inclusive Change Rooms - \$139,538*
- *Glenroy Movement and Place Plan - \$80,000*
- *McBryde St Reserve (Moomba Park) - Pavillion Gender Inclusive Facilities - \$50,000*
- *Corporate Carbon Reduction - \$50,000*
- *Sylvester St Oak Park Land Slide - \$47,291*
- *Balfe Park Sportsfield Redevelopment - \$30,000*
- *DeChene Reserve – Gender Inclusive Facilities - \$28,460*

6. *Approves funding for the following new projects in the 2025-26 Capital Works Program (\$0.8 million):*

- *Merri Creek Trail Realignment – Bowden Reserve - \$300,000*
- *Oak Park Pool – Blanket Replacement - \$180,000*
- *Stormwater Rectification - \$110,000*
- *Coburg Leisure Centre – Locker Replacement - \$70,000*
- *Council Chambers Artwork Restoration - \$50,000*
- *ATC Cook Reserve – Off-street Carpark - \$25,000*
- *Body Worn Cameras & Radios - \$23,039*

7. *Approves additional funding for the following existing projects in the 2025-26 Capital Works Program (\$1.4 million):*

- *Allard Park Sportsfield Redevelopment - \$329,459*
- *Forward Road Design - \$224,645*
- *Road Reconstruction, Devon Street from View to Oak - \$221,493*
- *Road Reconstruction, Jersey St from Ohea to Gaffney – Both Carriageways - \$89,000*
- *Road Reconstruction, Fowler Street from Walsh to Dead End - \$70,274*
- *Road Safety and Amenity Improvements Program - \$64,000*
- *Minor Park – Tate Reserve (Removal) - \$50,903*
- *Brunswick Early Years Hub - \$50,691*

- York Street Park Close to Home - \$43,387
 - Business Transformation – mobile phone purchases - \$41,625
 - Edgars Creek Corridor Connection Project - \$32,034
 - Coburg North Sports Hub Upgrades - \$31,500
 - Shore Reserve – Football & Cricket - \$30,000
 - Victoria Street Brunswick West MCHC - \$27,979
 - City Infrastructure – mobile phone purchases - \$20,317
 - Coburg Bluestone Cottage Complex Redevelopment - \$18,681
 - Municipal Art Collection - \$18,000
 - Glenroy College – Open Space - \$10,000
 - Gowanbrae Dog Park - \$9,624
 - Road Reconstruction, Herbert Street from Pascoe Vale to Dead End - \$5,599
 - Community – mobile phone purchases - \$4,679
 - Place & Environment – mobile phone purchases - \$2,772
 - Public Art Program Across Merri-bek - \$1,369
 - Richards Reserve Natural Turf Renewal - \$783
 - Fawkner Transport Study Projects - \$5,763
8. Notes savings realised from the following existing projects in the 2025-26 Capital Works Program (\$ 1.7 million):
- Road Reconstruction, Northumberland Rd from Arndt to Crowley - \$757,571
 - Road Reconstruction, Grandview Ave from Brearley to Princes - \$231,657
 - Road Reconstruction, Baxter Street from Sydney Kerb Line to Railway Kerb Line - \$197,576
 - Alva Gr from Urquhart to Bell, Road Reconstruction - \$189,683
 - Merri Trail - Flood Mitigation - Bridge to Darebin 1 - \$100,000
 - Kent Road - Separated Bike Lane Trial - \$87,585
 - Hosken Reserve Stage 3 Football Pitches - \$66,181
 - De Carle Street from Donald to Davies Road Reconstruction - \$53,108
 - Balfe Parks Sports Field Lights - \$44,550
 - Batman Avenue Shared Path - Upfield Shared Path - \$305

...

2025-26 Second Quarter Financial Report – 11 February 2026

That Council:

1. Notes the 2025-26 Second Quarter Financial Report for the period ending 31 December 2025, including operating performance and capital performance at Attachment 1.
2. Notes the status of the capital works program for 2025-26.
3. Notes the full-year forecast for operating income of \$286.9 million, operating expenditure of \$249.8 million and an accounting surplus of \$37.0 million arising from the Second Quarter Financial Review.
4. Endorses the full-year capital expenditure forecast of \$80.1 million, arising from the 2025-26 Second Quarter Financial Review.
5. Carries forward the following capital project funding to the 2026-27 Capital Works Program (\$20.8 million):
 - a) Fully or partially grant (or external) funded projects to be carried forward if the funding is secured and received this financial year:
 - Fawkner Netball Club Roof – \$4,483,220
 - Kendall/Harding Footbridge over Merri Creek – \$2,000,000
 - Victoria St - Streets for People – \$2,000,000
 - Coburg North Sports Hub Upgrades – \$813,421

- 40 km/h Rollout - Traffic Calming – \$400,000
 - Sportsfield Lighting - Dunstan Reserve (N&S) – \$400,000
 - Coburg Bluestone Cottage Complex Redevelopment – \$64,338
- b) Reserve funded projects:
- Park Renewal, Loyola Ave Pitt St (Design, Construct and Road Closure – \$300,000
 - Park Renewal, Calder Reserve (Design and Construct) – \$282,600
 - Parks and Reserve Flooding Rectification – \$200,000
 - Central Coburg Roads and Drainage – \$150,000
- c) Rates funded projects:
- McDonald Reserve Hockey Pitch - \$3,422,218
 - Glenroy Activity Centre Upgrade - Wheatsheaf Rd – \$1,351,912
 - Heavy Vehicles Replacement Program – \$1,000,000
 - Road Reconstruction, Northumberland Rd from Arndt to Crowley – \$800,000
 - West Street Neighbourhood Streetscape – \$721,000
 - DeChene Reserve - Gender Inclusive Facilities – \$702,775
 - Sylvester St Oak Park Land Slide – \$550,000
 - O'Hea St Bike Path Extension - Sussex to Derby St – \$400,000
 - Road Reconstruction, Tinning Street from Walter to Patterson – \$300,000
 - Fawkner Transport Study Projects- \$236,486
 - Hadfield Depot Masterplan Development & Drainage - \$200,000
 - Coburg Town Hall Upgrade – \$80,000
 - Carelink Go+ Device Purchases – \$59,584
 - Accommodation Changes to Meet Service Demand – \$50,000
 - Fawkner Library Upgrade Works - \$50,000
 - Balfe Park Sportsfield Redevelopment - \$20,000
 - Holbrook Reserve Pavilion and Gender Inclusive Change Rooms - \$10,000
- d) Adjustment to rates funded projects previously approved
- Coburg Outdoor Pool - 8 X 15 Toddlers Pool – (\$175,000)
6. Approves funding for the following new projects in the 2025-26 Capital Works Program (\$1.2 million):
- Wheeler Street – Retaining Wall - \$920,000
 - Brunswick Baths Changeroom Works - \$175,905
 - Union Street – Sinkhole/Cavity Remediation Works - \$100,510
 - Raeburn Lighting Pole Rectification - \$36,000
7. Approves additional funding for the following existing projects in the 2025-26 Capital Works Program (\$1.5 million):
- Park Renewal – Sewell Reserve - \$278,852
 - Reactive Drainage Program - \$266,570
 - Wombat Crossings – Barrow St & Blair St, Coburg - \$200,000
 - Light Plant and Equipment Replacement Program - \$200,000
 - Brunswick City Baths Repainting & Renewal - \$160,000
 - Raised Intersection – Landells Rd & Essex St, Pascoe Vale - \$116,000
 - Narre Narre Stadium Floor Renewal - \$109,264
 - 115 Nicholson Street Footpath Upgrade - \$60,000
 - Gowanbrae Dog Park - \$19,051
 - Municipal Art Collection - \$13,115
 - Edgars Creek Corridor Connection Project - \$6,617
 - Road Reconstruction, Herbert Street from Pascoe Vale to Dead End - \$6,356

- *Road Reconstruction, Fowler Street from Walsh to Dead End - \$4,817*
 - *Brunswick Early Years Hub - \$4,500*
 - *Pedestrian Access & Priority Treatments - \$4,024*
 - *Public Art Program Across Merri-bek - \$1,385*
 - *Richards Reserve Natural Turf Renewal - \$1,182*
 - *Park Renewal – Soudan St - \$312*
8. *Notes savings realised from the following existing projects in the 2025-26 Capital Works Program (\$ 4.5 million):*
- *Drainage, Union St from Millward St to Brunswick Rd - \$1,450,000*
 - *Road Reconstruction, Northumberland Rd from Fawkner to Longview - \$353,393*
 - *Brunswick Activity Centre Upgrade Works – Wilson Ave - \$350,061*
 - *Road Reconstruction, Jersey St from Ohea to Gaffney – Both Carriageways - \$306,920*
 - *Sim Cr & Victoria St – Engeny Hot Spot No 8 - \$212,027*
 - *Road Reconstruction, Tinning Street from Patterson to Garnet - \$202,044*
 - *Light Vehicles Replacement Program - \$200,000*
 - *School Active Travel and Safety Infrastructure - \$200,000*
 - *Jukes Rd & William St, Fawkner – Priority Crossing - \$150,000*
 - *Climate Vulnerability Implementation – Buildings - \$120,000*
 - *Brunswick Baths – Modifications for Improvements to AV, IT & Lighting Systems - \$120,000*
 - *Raeburn Reserve – Cricket Training Nets - \$114,013*
 - *Parker Reserve – Baseball – Change Room & Refurbishment - \$109,264*
 - *Rehabilitation, Moonee Pde from Jewel to Union - \$100,000*
 - *Bain Avenue from Plaisted to Boundary, Road Reconstruction - \$97,746*
 - *Balfe Parks Sports Field Lights - \$83,113*
 - *Fawkner Transport Study Projects - \$64,000*
 - *Footpath & Bikepath Renewals - \$60,000*
 - *Road Safety and Amenity Improvements Program - \$52,000*
 - *Large Scale WSUD (Sportsfield Stormwater Reuse) - \$43,799*
 - *Brunswick City Baths Community Meeting Space - \$40,000*
 - *Park Renewal – Esslemont Reserve - \$30,000*
 - *Additional Seating on Walking Routes to Shops - \$2,250*

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2025-26 First Quarter Financial Report – 12 November 2025

That Council:

1. *Notes the 2025-26 First Quarter Financial Report for the period ending 30 September 2025, including operating performance and capital performance at Attachment 1.*
2. *Notes the status of the capital works program for 2025-26.*
3. *Notes the increase to the full-year forecast for operating income of \$9.2 million and the increase to operating expenditure of \$6.0 million arising from the 2025-26 First Quarter Financial Review.*
4. *Approves a decrease of \$2.7 million to the transfer to the Significant Projects Reserve (to \$1.8 million) in 2025-26 to fund additional expenditure relating to the Elevate Transformation Program and the bring forward of the Coburg basketball feasibility study. This reduction will be offset by a corresponding increase to the reserve in the 2026-2030 budget.*
5. *Endorses the full-year capital expenditure forecast of \$102.9 million, arising from the 2025-26 First Quarter Financial Review.*

6. Carries forward the following capital project funding to the 2026-27 Capital Works Program:
- a) Fully or partially grant funded projects to be carried forward if the funding is secured and received this financial year:
 - AG Gillon Stormwater Harvesting - \$1,000,000
 - Coburg Bluestone Cottage Complex Redevelopment - \$611,324.
 - b) Rates funded projects:
 - Bin Purchases (waste charge funded) - \$2,258,519
 - West Street Neighbourhood Streetscape - \$1,000,000
 - DeChene Reserve - Gender Inclusive Facilities - \$700,421
 - Coburg Outdoor Pool - 8 X 15 Toddlers Pool - \$175,000
 - Fawkner Library Upgrade Works - \$70,000.
7. Brings forward the following capital project funding to the 2025-26 Capital Works Program:
- Brunswick Early Years Hub (grant funded) - \$261,663
 - Coburg Olympic Pool - Repainting - \$135,000
 - Balfe Park Sportsfield Redevelopment - \$50,000.
8. Approves funding for the following new projects in the 2025-26 Capital Works Program:
- Fawkner Netball Club Roof (grant funded) - \$4,560,000
 - Jukes Rd & William St, Fawkner - Priority Crossing (grant funded) - \$437,000
 - Blackspot Project - Intersection of Widford St & View St, Glenroy (grant funded) - \$263,900
 - Raised Crossing - Everett St & Moreland Rd (SLRSP) (grant funded) - \$184,000
 - Electric Vehicle Chargers (externally funded) - \$170,000 (previously budgeted as operating)
 - Emergency Road Works - Ivy St, Brunswick - \$104,010
 - Blackspot Project - Intersection of Albert St & Wilkinson St, Brunswick (grant funded) - \$57,330
 - Brunswick Bowls Club - \$16,646
 - Albion St/Lillian St Rectification - \$15,000
 - Glenroy Community Hub - Electrical Works - \$10,815
 - Coburg Lake Bridge Rectification Works - \$10,620.
9. Approves additional funding for the following existing projects in the 2025-26 Capital Works Program:
- Mitchell Parade Retaining Walls (grant funded) - \$1,068,852
 - Drainage, Moama Crescent and Jhonson Street - Hot Spot No 21 - \$381,650
 - Victoria St - Streets for People (grant funded) - \$374,000
 - York Street Park Close to Home (reserve funded) - \$265,374
 - Rehabilitation, Moonee Pde from Jewel to Union - \$245,000
 - Wombat Crossings - Barrow St & Blair St, Coburg - \$200,000
 - Brunswick City Baths Repainting & Renewal - \$174,345
 - Road Reconstruction, Katawa Grove from Cooraminta to Dead End - \$168,000
 - 40 km/h Rollout - Traffic Calming - \$100,000
 - South Street - Engeny Hot Spot No 12 - \$99,404
 - Richards Reserve Natural Turf Renewal - \$85,485
 - South Street from Jensen to West, Road Reconstruction - \$82,866
 - Fawkner Leisure Centre Redevelopment - \$55,195
 - South Street from Dickinson to Everitt, Road Reconstruction - \$51,421
 - Park Renewal - Soudan St (reserve funded) - \$48,599

- *Building Maintenance - Capital Purchases - \$28,138*
- *Fallon St From Union to Collier Both Carriageways - \$16,889*
- *Park Renewal - Beccles / Oulton Reserve (reserve funded) - \$12,974*
- *Tyson Street from Jukes Rd to Denys Street, Road Reconstruction - \$12,028*
- *Mobile Phone Purchases - \$15,408*
- *Shade Sail Installation - Anne Sgro Child Care (grant funded) - \$6,302.*

10. *Notes savings realised from the following existing projects in the 2025-26 Capital Works Program:*

- *Road Reconstruction, O’Hea Street from Lonsdale St to Clifton Grove - \$548,786*
- *Road Reconstruction, O’Hea Street from Montefiore St to Lonsdale St - \$425,878*
- *Road Reconstruction, O’Hea Street from Sussex St to Bishop St - \$356,397*
- *Road Reconstruction, O’Hea Street from Bishop St to Montefiore St - \$350,514*
- *Road Reconstruction, Dalgety Street from Hope to Whitby - \$325,000*
- *Road Reconstruction, Devon Street from View to Oak - \$300,000*
- *Park Renewal, Cox Reserve, including playground upgrade (reserve funded) - \$227,239*
- *School Active Travel and Safety Infrastructure - \$200,000*
- *Road Reconstruction, Garden Street from Belfast to Glenlyon (both Carriageways) - \$165,237*
- *Road Safety and Amenity Improvements Program - \$143,000*
- *Wombat Crossing - Albion to Melville - \$115,000*
- *Coburg North Sports Hub Upgrades - \$95,755*
- *Patterson Street from Tinning to Albion, Road Reconstruction - \$26,760*
- *Parker Reserve - Baseball - Change Room & Refurbishment - \$25,000*
- *Snell Gve-Public Toilet-Snell Gve, Oak Park - \$15,859*
- *Fawkner Community Hall - CB Smith Reserve - \$7,000.*

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2024-25 Financial Statements and Performance Statements – 10 September 2025

That Council, in accordance with the recommendations of the Audit and Risk Committee, and having considered Council’s Financial and Performance Statements for 2024-25 Statements at Attachments 1 and 2 to this report:

1. *Approves ‘in principle’ the Financial and Performance Statements 2024-25.*
2. *Authorises the Mayor, Cr Helen Davidson, Deputy Mayor, Cr Helen Politis, and the Chief Executive Officer, Cathy Henderson, to certify the Financial and Performance Statements for 2024-25 in their final form.*
3. *Carries forward the \$473,339 of tied operating funding that were not spent as of 30 June 2025.*
4. *Carries forward the \$32,410,329 of capital project funds into the 2025/26 Capital Works Program.*
5. *Authorises the Principal Accounting Officer to implement any minor administrative changes to the Financial and Performance Statements for 2024-25 if recommended by the Auditor-General upon final review, for approval by the Chief Executive Officer.*

1. Policy Context

The 2025-2029 Budget was adopted by Council on 23 June 2025. The Budget sets out the resources required to deliver the Council Plan, Services and Capital Works Program for the 2025-26 financial year.

This report supports Council’s continuing commitment to open and accountable management of the financial resources of Merri-bek on behalf of its ratepayers.

Under s181G of the *Local Government Act 1989*, the CEO is required to prepare a statement under section 138 which includes the below details records of each environmental upgrade agreements.

2. Background

The Financial Management Report at Attachment 1 provides Council's financial statements for the year to date (YTD) period ended 31 May 2026. The actual results are compared to the budget in all parts of the report.

3. Issues

Operating Performance Summary

Year to Date Result

For the eleven months ended 31 May 2026, an operating surplus \$42.0 million was recorded, which is \$3.1 million (7%) less than the year to date (YTD) budget of \$45.2 million. This comprises total revenue of \$269.0 million which is \$9.0 million (3%) more than the YTD budget of \$260.0 million and total expenditure of \$227.0 million which is \$12.2 million (6%) more than the YTD budget of \$214.8 million.

Further details on the year-to-date result are included in **Attachment 1**.

Forecast Year End Result (Q3 result)

Council adopted the 2025-26 budget projecting an accounting surplus of \$43.3 million in June 2025, which has now been revised to \$34.5 million following the Q3 review.

Although the annual forecast result remains an underlying surplus (underlying result), the lower surplus compared to budget indicates a decline in the operating position. While the underlying result has declined, the unrestricted result is forecasting a smaller decline to budget due to of savings from rates funded capital projects.

Further details of the annual forecast (including Q1, Q2 and Q3) are included in **Attachment 1**.

Capital Performance Summary

Year to Date Result

Council has spent \$49.2 million on capital expenditure YTD which is \$22.3 million (31%) lower than YTD budget of \$71.5 million. After the detailed review of the program undertaken at the end of February a total program of \$68.9 million is forecast, with \$19.7 million remaining.

Forecast Year End Result

Following the Q3 review the program is forecast to decrease by \$25.0 million from the adopted budget. This consists of additional carry forwards from 2024-25 of \$8.4 million, 85 projects requiring additional or new funding of \$14.7 million, 6 projects with \$0.6 million brought forward from future years, \$38.3 million due to 26-27 carry forwards and project savings of \$10.4 million.

Financial Position Summary

Year to Date Result

Council is still showing a strong balance sheet position, with YTD cash assets at \$102.9 million. This is a \$6.8 million increase on 30 June 2025 cash levels. Cash fluctuates frequently over the year due to a number of factors. This increase is affected by the timing of rates instalments as well as lower than anticipated delivery of Capital Works program.

Forecast Year End Result (Q3 result)

The forecast financial position for 30 June 2026 is a cash and investment position of \$91.7 million (an increase of \$18.5 million compared to budget) and net current assets of \$81.3 million (an increase of \$18.3 million compared to budget). These increases are primarily due to the increase in cash resulting from the forecast decrease in rates funded capital works of \$8.6 million in 2025-26.

Environmental Upgrade Agreements

Environmental Upgrade Agreements are contracts that Council has entered into with local businesses to fund and install sustainability upgrades to non-residential buildings upfront, with the business to repay Council quarterly over a ten-year term.

A quarterly report from the CEO is required providing specific details. These are listed in the table alongside a status report for the quarter.

| Reporting requirement of <i>Local Government Act 1989</i> | | Status report for 1 April 2026 to 30 June 2026 quarter at Merri-bek |
|--|---|---|
| a | Environmental upgrade agreements entered into in the last quarter | No new Environmental Upgrade Agreements were approved in the quarter |
| b | The value of each environmental upgrade charge approved for those agreements | The table below contains details of the value of each environmental upgrade charge |
| c | The total number of environmental upgrade charges in operation in the last quarter | There are currently three agreements in operation, listed in the table below |
| d | The total value of environmental upgrade charge payments that have fallen due and remain unpaid | No payments are due that remain unpaid |
| e | The total value of environmental upgrade charge payments that have not yet fallen due | The total value of Environmental Upgrade Agreement payments that have not yet fallen due is \$117,240 |

| Address | Agreement total value | Expiry | Remaining balance |
|-------------------------------------|------------------------------|---------------|--------------------------|
| 1 Cross Street, Brunswick East 3057 | 50,296.68 | 30/09/2027 | 6,224 |
| 96 Bakers Road, Coburg North 3058 | 163,295.48 | 30/11/2028 | 40,191 |
| 47-97 Glenroy Road, Glenroy | 188,866.00 | 30/11/2029 | 70,825 |
| Total | 402,458.16 | | 117,240 |

Key Definitions

Surplus – is reported based on the Australian Accounting Standards and includes all operating income and expenditure recognised in the financial period, including gifted subdivisional assets (non-monetary), developer contributions and grants towards capital works projects. It is important to note that the surplus is not a cash surplus. It does not convert to immediately available cash for Council. Significant amounts of the surplus are restricted by legislation and must be used for future infrastructure investment.

Adjusted underlying surplus – is the surplus for the year adjusted for non-recurrent capital grants and contributions. It is an accepted measure of financial sustainability as it is not impacted by non-recurring or once-off items of revenue and expenses that can often mask the operating results.

Unrestricted result – this is the net funding result after considering the funding requirements to meet loan principal repayments and transfers to and from reserves.

Solvency Assessment

Council officers have reviewed Council's liquidity (Current Assets divided by Current Liabilities), and the revised forecast is 2.3. The Victorian Auditor General's Office (VAGO) recommends that this ratio be 1.5 or higher. This is a positive result and shows that Council is solvent.

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities. There are no Human Rights impacts.

4. Community Consultation and Engagement

Community consultation and engagement was not required for this report as it reflects the performance against the budget and delivery of the capital works program.

Affected persons rights and interests

Before making a decision that affects a person's rights, Council must identify whose rights may be directly affected and provide an opportunity for that person (or persons) to convey those views regarding the effect on their rights and consider those views. There are no individual rights or interests affected.

5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and Resources Implications

The overall corporate objective is to deliver the 2025-26 budget with the best possible outcome for Council and the community, and in line with the approved revised forecast targets.

7. Implementation

The financial position of Council and the progress of the capital works program will continue to be monitored and managed.

Attachment/s

- 1 [↓](#) Council Monthly Financial Management Report - May 2026 D26/257807



Council Monthly Financial Management Report

11 Months Ended May 2026

Contents

| | Page |
|--|-------------|
| Executive Summary | |
| Operating Performance | 1 |
| Capital Works Program | 1 |
| Cash & Investments | 1 |
| | |
| Operating Performance | |
| Income Statement | 2 |
| YTD Operating Result | 3 |
| Capital Works | 4 |
| Debtors | 4 |
| Rates Collection | 4 |
| Investments | 5 |
| | |
| Financial Sustainability | |
| Financial Sustainability Ratios | 6 |
| Treasury Corporation of Victoria (TCV) | 6 |
| | |
| Standard Statements | |
| Comprehensive Income Statement | 7 |
| Statement of Financial Position | 8 |
| Statement of Cashflows | 9 |
| Statement of Capital Works | 10 |

Executive Summary

Operating Performance

For the eleven months ended 31 May 2026, Council recorded an operating surplus of \$42.0 million which is \$3.1 million (7%) less than the year to date (YTD) budget of \$45.2 million. This comprises total revenue of \$269.0 million which is \$9.0 million (3%) more than the YTD budget of \$260.0 million and total expenditure of \$227.0 million which is \$12.2 million (6%) unfavourable compared to the YTD budget of \$214.8 million.

| Income Statement | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | YTD Variance % | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|--------------------------|-----------------------|----------------------|------------------------|-------------------|-------------------------|---------------------------|---------------------------|
| Total Revenue | 269,035 | 260,004 | 9,031 | 3% | 281,292 | 285,010 | 3,719 |
| Total Expenses | 226,994 | 214,838 | (12,156) | (6%) | 237,964 | 250,533 | (12,570) |
| Surplus/(Deficit) | 42,041 | 45,166 | (3,126) | (7%) | 43,328 | 34,477 | (8,851) |

Adopted budget - YTD favourable variance in revenue is primarily driven by Grants - Capital (\$4.3 million), greater than anticipated Supplementary Rates (\$0.9 million) and greater than anticipated interest on rates (\$0.9 million). YTD unfavourable variance in expenses is due to Net Loss on Disposal of Assets which generate nil proceeds like footpaths, roads, kerb & channel (\$5.5 million), employee leave provisions (\$2.4 million) and software maintenance (\$2.2 million).

Annual Forecast - The Q3 financial review is projecting a surplus of \$34.5 million, which is an unfavourable movement of \$8.9 million from adopted budget. The Q3 financial review also forecasts an adjusted underlying surplus of \$18.2 million which is \$3.9 million less than adopted budget.

Capital Works Program

YTD - Council has spent \$49.2 million on capital expenditure to 31 May 2026, which is \$22.3 million (31%) less than YTD adopted budget, with \$44.7 million (47.6%) of the full year budget remaining. The variance is driven by underspends in Roads projects (\$6.7 million), Recreational, Leisure & Community Facilities projects (\$6.6 million), Building Improvements projects (\$2.4 million), Plant, Machinery & Equipment (\$1.8 million), Buildings projects (\$1.7 million), Parks, Open Space & Streetscapes projects (\$1.4 million), and Drainage projects (\$1.2 million). There will be ongoing underspends to the adopted budget.

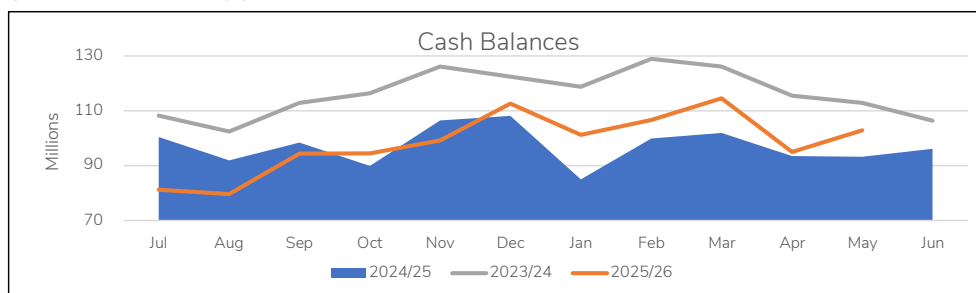
Annual Forecast - The capital works program is forecast to decrease by \$25.0 million from the adopted budget of \$93.9 million as a result of additional carry forwards from 2024-25 of \$8.4 million, 85 projects requiring additional or new funding of \$14.7 million, 6 projects with \$0.6 million brought forward from future years, \$38.3 million due to 26-27 carry forwards and project savings of \$10.4 million.

| Financial Results Summary | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | YTD Variance % | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|--|-----------------------|----------------------|------------------------|-------------------|-------------------------|---------------------------|---------------------------|
| New asset expenditure | 5,630 | 7,299 | 1,669 | 23% | 12,345 | 8,479 | 3,867 |
| Asset renewal expenditure | 31,347 | 47,476 | 16,129 | 34% | 60,648 | 43,088 | 17,560 |
| Asset upgrade expenditure | 12,184 | 16,722 | 4,538 | 27% | 20,894 | 17,315 | 3,580 |
| Total capital works expenditure | 49,160 | 71,497 | 22,336 | 31% | 93,887 | 68,881 | 25,006 |

Cash & Investments

Cash assets are \$102.9 million as at 31 May 2026. This is an increase of \$6.8 million on 30 June 2025 cash levels, mainly as a result of due to the timing of when rates instalments fall due. Cash fluctuates frequently over the year due to a number of factors, mainly due to the timing of when the rates instalments fall due and the delivery of Capital Works projects.

Of the \$102.9 million cash assets, \$82.9 million is convertible to cash in less than 60 days and \$72.0 million (100%) is held in green investments. The portfolio is in compliance with Council policy which requires at least \$20.0 million to be convertible to cash and green investments to make up greater than 70% of all investments.



Operating Performance

Income Statement

| YTD Variance (\$) | | YTD Variance (%) | |
|-------------------|--------------------------|------------------|--------------------|
| ▲ | > \$500k | ▲ | > 10% |
| ■ | < \$500k & > (\$500k) | ■ | < 10% & > (10%) |
| ▼ | < (\$500k) | ▼ | < (10%) |

| Income Statement | Notes | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | YTD Variance % | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|---------------------------------|-------|-----------------------|----------------------|------------------------|-------------------|-------------------------|---------------------------|---------------------------|
| Revenue | | | | | | | | |
| Rates and charges | 1 | 204,807 | 202,616 ▲ | 2,191 ■ | 1% | 202,778 | 204,529 ▲ | 1,750 |
| Statutory fees and fines | 2 | 17,936 | 17,689 ■ | 247 ■ | 1% | 19,323 | 19,886 ▲ | 563 |
| User Fees | 3 | 8,905 | 8,204 ▲ | 701 ■ | 9% | 8,899 | 9,637 ▲ | 738 |
| Contributions - Monetary | 4 | 6,877 | 7,765 ▼ | (889) ▼ | (11%) | 8,232 | 8,700 ■ | 467 |
| Grants - Operating | 5 | 17,461 | 16,876 ▲ | 585 ■ | 3% | 21,205 | 21,741 ▲ | 536 |
| Grants - Capital | 6 | 4,331 | - ▲ | 4,331 ▲ | 100% | 12,964 | 11,525 ▼ | (1,439) |
| Other Revenue | 7 | 8,313 | 6,828 ▲ | 1,486 ▲ | 22% | 7,797 | 8,901 ▲ | 1,103 |
| Asset Sales | | 26 | 26 ■ | 0 ■ | 0% | 92 | 92 ■ | 0 |
| Total Revenue | | 269,035 | 260,004 ▲ | 9,031 ■ | 3% | 281,292 | 285,010 ▲ | 3,719 |
| Expenses | | | | | | | | |
| Employee Benefits | 8 | 109,703 | 105,778 ▼ | (3,925) ■ | (4%) | 116,144 | 118,949 ▼ | (2,805) |
| Contracts, Materials & Services | 9 | 69,152 | 64,448 ▼ | (4,704) ■ | (7%) | 73,199 | 80,439 ▼ | (7,240) |
| Depreciation | 10 | 38,080 | 39,986 ▲ | 1,905 ■ | 5% | 43,621 | 41,767 ▲ | 1,854 |
| Amortisation | | 324 | 322 ■ | (2) ■ | (1%) | 236 | 352 ■ | (116) |
| Bad and doubtful debts | | 2,880 | 2,909 ■ | 28 ■ | 1% | 3,153 | 3,476 ■ | (323) |
| Net loss on disposal of assets | 11 | 5,479 | - ▼ | (5,479) ▼ | (100%) | - | 3,994 ▼ | (3,994) |
| Finance Costs | | 742 | 733 ■ | (9) ■ | (1%) | 820 | 824 ■ | (4) |
| Other Expenses | | 634 | 662 ■ | 29 ■ | 4% | 790 | 733 ■ | 57 |
| Total Expenses | | 226,994 | 214,838 ▼ | (12,156) ■ | (6%) | 237,965 | 250,533 ▼ | (12,570) |
| Net Result | | 42,041 | 45,166 ▼ | (3,126) ■ | (7%) | 43,329 | 34,477 ▼ | (8,851) |

Year to Date Result

Revenue

4. Contributions - Monetary ended \$0.9 million (11%) unfavourable due to lower than anticipated subdivider contributions (\$1.3 million). This unfavourable variance is offset by Development Contribution Plan (DCP) levies received this financial year (\$0.2 million) and the recognition of contribution relating to Kendall/Harding Footbridge (\$0.1 million).

6. Grants - Capital ended \$4.3 million (100%) favourable due to recognition of funding for a variety of different capital projects phased for June 2026.

7. Other Revenue ended \$1.5 million (22%) favourable to earning greater interest from Council's term deposits receiving a greater return on investments than anticipated (\$0.9 million).

Expenses

11. Net loss on disposal of assets ended \$5.5 million (100%) unfavourable due to disposal of assets which generate nil proceeds like footpaths, roads, kerb & channel.

Forecast Year End Result

Revenue

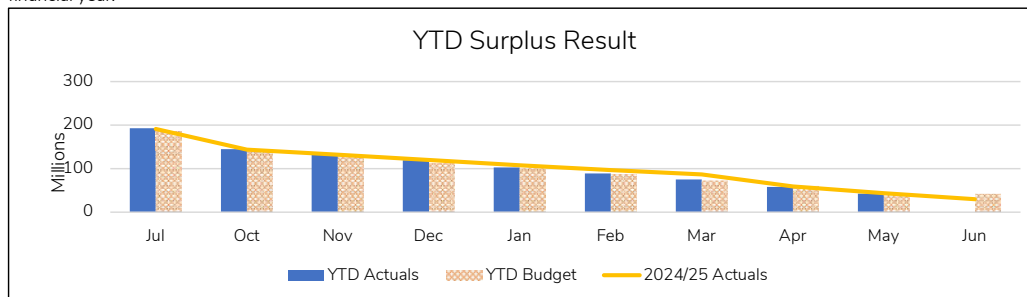
- 1. **Rates and Charges** are forecast to increase by \$1.8 million due to greater than anticipated supplementary rating revenue (\$0.8 million) and greater than anticipated interest on rates (\$0.6 million).
- 2. **Statutory Fees and Fines** are forecast to increase by \$0.6 million primarily due to higher than anticipated parking infringements (\$0.5 million favourable).
- 3. **User Fees** are forecast to increase by \$0.7 million primarily as a result of an increase in Meals on Wheels (MOWs) contracts with other Councils (\$0.5 million) and also a greater than budgeted return on the aquatics & leisure contract (\$0.2 million).
- 5. **Grants - Operating** are forecast to increase by \$0.5 million primarily as a result of Maternal Child Health program funding (\$0.3 million) and a new a Food Systems grant (\$0.2 million).
- 6. **Grants - Capital** are forecast to decrease by \$1.4 million due to funding for AG Gillon Stormwater Harvesting (\$1.0 million) and Oak Park Sports and Aquatic - Electrification (\$0.3 million) being carried forward into FY26-27.
- 7. **Other Revenue** are forecast to increase by \$1.1 million primarily as a result of receiving a greater return on investments than anticipated (\$0.5 million).

Expenses

- 8. **Employee Benefits** are forecast to increase by \$2.8 million primarily due to an increase in leave provisions and higher than anticipated parental leave payments.
- 9. **Contracts, Materials & Services** are forecast to increase by \$7.2 million primarily due to earlier than anticipated lifecycle project expenditure for Elevate (\$2.5 million) and increased project delivery costs for Coburg Central (\$0.7 million), as well as increased service delivery costs relating to waste collection (\$0.6 million), building maintenance (\$0.5 million) and IT applications (\$0.2 million).
- 10. **Depreciation** is forecast to decrease by \$1.9 million due to delays in project completion and capitalisation.
- 11. **Net Loss on Disposal of Assets** is forecast to increase by \$4.0 million due to the process of disposal of existing assets when they are replaced with new assets.

YTD Operating Result

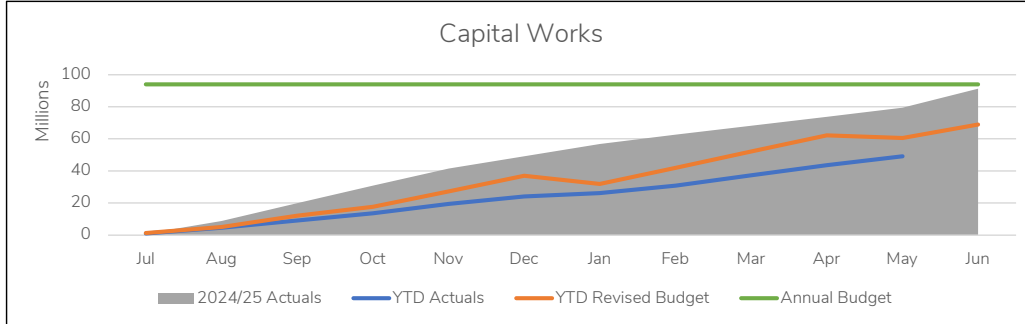
YTD surplus result is impacted by total rates being recognised in July and the surplus will reduce progressively over the course of the financial year.



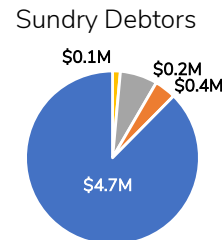
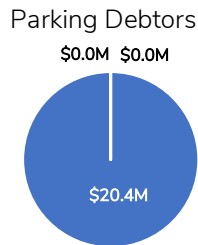
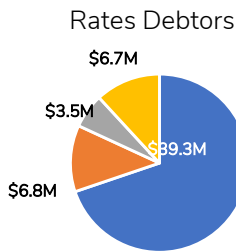
Capital Works

YTD - Council has spent \$49.2 million on capital expenditure to 31 May 2026 which is \$22.3 million (31%) lower than the YTD budget, with \$44.7 million (48%) of the full year budget remaining.

Annual Forecast - The capital works program is forecast to decrease by \$25.0 million from the adopted budget of \$93.9 million as a result of additional carry forwards from 2024-25 of \$8.4 million, 85 projects requiring additional or new funding of \$14.7 million, 6 projects with \$0.6 million brought forward from future years, \$38.3 million carried forward to 26-27 and project savings of \$10.4 million.



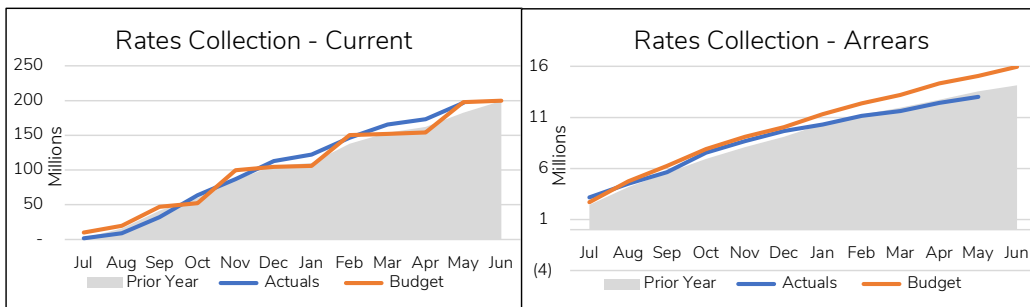
Debtors



Legend: <1 Year, 1 Year, 2 Years, 3+ Years, Current, 30 Days, 60 Days, 90+ Days

Rates Collection

Rates cash collections are on budget and will be monitored over the upcoming months for impact on the forecast cash balances.



Investments

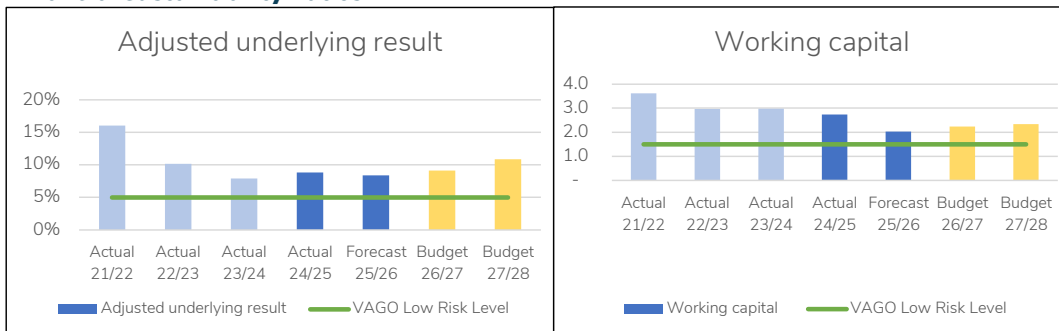
Of the \$102.9 million cash assets, \$82.9 million is convertible to cash in less than 60 days and \$72.0 million (100%) of term deposit investments are held in green investments. The portfolio is in compliance with Council policy which requires at least \$20.0 million to be convertible to cash and green investments to make up greater than 70% of all investments.

| Bank | Maturity Date | Green % | Interest Rate % | S & P short term rating | Amount \$'000 | Ratio % |
|------------------|---------------|---------|-----------------|-------------------------|----------------|---------------|
| Minor Cash* | N/A | | N/A | N/A | 120 | |
| Westpac | N/A | | 4.20% | A-1+ | 20,334 | |
| Westpac | N/A | | 4.30% | A-1+ | 10,477 | |
| ME Bank - 2 | 18/08/2026 | 100% | 4.75% | A-2 | 5,000 | |
| ME Bank - 2 | 30/06/2026 | 100% | 4.60% | A-2 | 5,000 | 23.6% |
| ME Bank - 2 | 18/08/2026 | 100% | 4.75% | A-2 | 7,000 | |
| Bendigo Bank - 2 | 23/06/2026 | 100% | 4.65% | A-2 | 5,000 | |
| Bendigo Bank - 2 | 20/08/2026 | 100% | 4.80% | A-2 | 5,000 | 20.8% |
| Bendigo Bank - 2 | 8/07/2026 | 100% | 4.65% | A-2 | 5,000 | |
| Suncorp - 3 | 22/06/2026 | 100% | 4.67% | A-1 | 10,000 | 13.9% |
| IMB - 3 | 27/08/2026 | 100% | 4.95% | A-2 | 10,000 | 13.9% |
| Westpac - 6 | 9/10/2026 | 100% | 5.13% | A-1+ | 4,000 | |
| Westpac - 6 | 4/06/2026 | 100% | 4.32% | A-1+ | 10,000 | 27.8% |
| Westpac - 6 | 23/06/2026 | 100% | 4.44% | A-1+ | 6,000 | |
| Total | | 100% | | | 102,931 | 100.0% |
| Green | | | | | 72,000 | 100.0% |

* Minor cash includes NAB holding account and Petty Cash

Financial Sustainability

Financial Sustainability Ratios

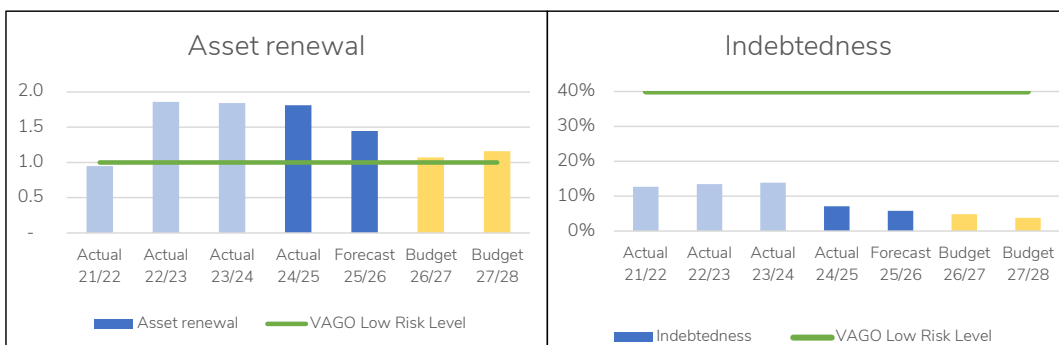


Adjusted underlying surplus (deficit) / adjusted underlying revenue

This ratio measures an entity's ability to generate its own cash. A positive result indicates a surplus, and the larger the percentage, the stronger the result. The result highlights Council's challenges in generating enough cash to fund future capital works without borrowing.

Current assets / current liabilities

Compares current assets to current liabilities, which provides a measure of the ability to pay existing liabilities in the next 12 months. This year's result expected to be in the low-risk range.



Renewal & upgrade spend/ depreciation

Ratios higher than 1.0 indicate that spending on existing assets is faster than the depreciation rate. This year's result is expected to stay in the low-risk range.

Non-current liabilities / own-source revenue

Measures Council's ability to pay the principal and interest on its borrowings as due from the funds it generates. This year's result is expected to stay in the low-risk range.

Treasury Corporation of Victoria (TCV)

| TCV loan requirements | | Target | Forecast |
|------------------------|---|--------|----------|
| Interest Cover | EBITDA/Interest Expense | > 2 | ▲ 88 |
| Interest Bearing Loans | Interest Bearing Liabilities/Own Source Revenue | < 60% | ▲ 6% |

TCV financing is conditional upon the Council maintaining a sustainable financial position when measured by the interest cover and interest bearing loans ratios. Forecast results indicate that the Council is meeting the minimum requirements. TCV loan requirements are well within target given limited borrowing compared to own source revenue and liability obligations.

Standard Statements

Comprehensive Income Statement

| Comprehensive Income Statement | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|---------------------------------------|--------------------------|-------------------------|---------------------------|----------------------------|------------------------------|------------------------------|
| Revenue | | | | | | |
| Rates and charges | 204,807 | 202,616 | 2,191 | 202,778 | 204,529 | 1,750 |
| Statutory fees and fines | 17,936 | 17,689 | 247 | 19,323 | 19,886 | 563 |
| User Fees | 8,905 | 8,204 | 701 | 8,899 | 9,637 | 738 |
| Contributions - Monetary | 6,877 | 7,765 | (889) | 8,232 | 8,700 | 467 |
| Contributions - Non-monetary | 378 | - | 378 | - | - | - |
| Grants - Operating | 17,461 | 16,876 | 585 | 21,205 | 21,741 | 536 |
| Grants - Capital | 4,331 | - | 4,331 | 12,964 | 11,525 | (1,439) |
| Other Revenue | 8,313 | 6,828 | 1,486 | 7,797 | 8,901 | 1,103 |
| Asset Sales | 26 | 26 | 0 | 92 | 92 | 0 |
| Total Revenue | 269,035 | 260,004 | 9,031 | 281,292 | 285,010 | 3,719 |
| Expenses | | | | | | |
| Employee Benefits | 109,703 | 105,778 | (3,925) | 116,144 | 118,949 | (2,805) |
| Contracts, Materials & Services | 69,152 | 64,448 | (4,704) | 73,199 | 80,439 | (7,240) |
| Depreciation | 38,080 | 39,986 | 1,905 | 43,621 | 41,767 | 1,854 |
| Amortisation | 324 | 322 | (2) | 236 | 352 | (116) |
| Bad and doubtful debts | 2,880 | 2,909 | 28 | 3,153 | 3,476 | (323) |
| Net loss on disposal of assets | 5,479 | - | (5,479) | - | 3,994 | (3,994) |
| Finance Costs | 742 | 733 | (9) | 820 | 824 | (4) |
| Other Expenses | 634 | 662 | 29 | 790 | 733 | 57 |
| Total Expenses | 226,994 | 214,838 | (12,156) | 237,964 | 250,533 | (12,570) |
| Surplus/(Deficit) for the year | 42,041 | 45,166 | (3,126) | 43,328 | 34,477 | (8,851) |

| Underlying Result | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|---|--------------------------|-------------------------|---------------------------|----------------------------|------------------------------|------------------------------|
| Surplus for the Year | 42,041 | 45,166 | (3,126) | 43,328 | 34,477 | (8,851) |
| Other Comprehensive Income | | | | | | |
| Net asset revaluation | - | - | - | 49,206 | 49,206 | - |
| Total Comprehensive Result | 42,041 | 45,166 | (3,126) | 92,534 | 83,683 | (8,851) |
| Non Operating Income and Expenditure | | | | | | |
| Net loss on disposal of assets | 5,452 | (26) | 5,479 | (92) | 3,901 | 3,994 |
| Contributions Capital (cash & non-monetary) | (245) | (32) | (213) | (32) | (213) | (181) |
| Grants - Capital | (4,331) | - | (4,331) | (12,964) | (11,525) | 1,439 |
| PRRLF Reserve | (6,398) | (6,108) | (289) | (8,200) | (8,270) | (70) |
| DCP Reserve | (232) | (216) | (16) | - | (216) | (216) |
| Net asset revaluation | - | - | - | (49,206) | (49,206) | - |
| Total Capital Income | (5,753) | (6,383) | 630 | (21,289) | (16,324) | 4,965 |
| Underlying Result | 36,288 | 38,783 | (2,495) | 22,040 | 18,154 | (3,886) |
| Less | | | | | | |
| Loan Principal Repayments | 1,929 | 1,929 | - | 14,212 | 14,209 | 3 |
| Additional Rates Funded CAPEX | (10,468) | (10,468) | - | 13,041 | (11,420) | 24,461 |
| Transfers to Reserves - Operating | 232 | 7,134 | 6,902 | 7,783 | 7,783 | (0) |
| Transfers from Reserves - Operating | - | - | - | (13,500) | (16,640) | 3,140 |
| Carry Forwards processed into FY27 | 23,737 | 23,737 | - | - | 23,737 | (23,737) |
| Total Transfers & Other | 15,430 | 22,333 | 6,902 | 21,536 | 17,669 | 3,867 |
| Unrestricted Surplus/(Deficit) | 20,856 | 16,449 | 4,407 | 504 | 484 | (19) |

Statement of Financial Position

| Statement of Financial Position | YTD Actuals \$'000 | 30/06/25 Actuals \$'000 | Movement Inc/(Dec) \$'000 | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|--|--------------------------|-------------------------------|---------------------------------|----------------------------|------------------------------|------------------------------|
| Current assets | | | | | | |
| Cash and cash equivalents | 30,931 | 36,116 | (5,185) | 89 | 24,108 | 24,019 |
| Trade and other receivables | 67,905 | 41,679 | 26,226 | 45,793 | 45,891 | 99 |
| Other financial assets | 72,000 | 60,000 | 12,000 | 73,107 | 67,607 | (5,500) |
| Inventories | 690 | 690 | - | 659 | 659 | - |
| Prepayments | 3,316 | 3,160 | 157 | 2,429 | 2,429 | - |
| Non-current assets classified as held for sale | 25,153 | 22,975 | 2,178 | - | - | - |
| Other assets | 3,833 | 4,156 | (323) | 2,208 | 2,208 | - |
| Total current assets | 203,829 | 168,776 | 35,053 | 124,284 | 142,902 | 18,618 |
| Non-current assets | | | | | | |
| Unlisted Shares | 2 | 2 | - | 2 | 2 | - |
| Property, infrastructure, plant and equipment | 2,815,803 | 2,635,161 | 180,642 | 2,983,191 | 2,956,045 | (27,146) |
| Right-of-use assets | 705 | 813 | - | 128 | 128 | - |
| Investments | 38,675 | 37,232 | 1,443 | 36,024 | 36,024 | - |
| Total non-current assets | 2,855,185 | 2,673,207 | 182,085 | 3,019,345 | 2,992,199 | (27,146) |
| Total assets | 3,059,013 | 2,841,983 | 217,138 | 3,143,629 | 3,135,101 | (8,528) |
| Current liabilities | | | | | | |
| Payables | | | | | | |
| Payables | 18,850 | 20,543 | (1,693) | 18,753 | 18,753 | - |
| Revenue Received in Advance | 3,475 | 2,302 | 1,172 | 6,898 | 6,898 | - |
| Provisions | 21,726 | 20,923 | 803 | 27,110 | 27,433 | 323 |
| Interest Bearing Loans and Borrowings | 14,209 | 14,209 | - | 2,172 | 2,172 | - |
| Trust Funds & Deposits | 1,222 | 5,822 | (4,600) | 6,384 | 6,384 | - |
| Lease liabilities | 23 | 121 | (98) | - | - | - |
| Total current liabilities | 59,505 | 63,920 | (4,415) | 61,318 | 61,640 | 323 |
| Non-current liabilities | | | | | | |
| Provisions | 2,872 | 2,510 | 362 | 2,603 | 2,603 | - |
| Interest-bearing liabilities | 11,736 | 12,961 | (1,224) | 11,437 | 11,437 | - |
| Lease liabilities | 467 | 457 | 11 | - | - | - |
| Trust Funds & Deposits | 706 | 706 | - | - | - | - |
| Total non-current liabilities | 15,781 | 16,633 | (852) | 14,040 | 14,040 | - |
| Total liabilities | 75,286 | 80,554 | (5,268) | 75,358 | 75,681 | 323 |
| Net assets | 2,983,727 | 2,761,430 | 222,298 | 3,068,272 | 3,059,421 | (8,851) |
| Equity | | | | | | |
| Asset revaluation reserves | 2,048,579 | 1,871,459 | 177,120 | - | - | - |
| Other reserves | 52,667 | 66,701 | (14,034) | 2,151,921 | 2,172,986 | 21,065 |
| Accumulated surplus | 882,482 | 823,270 | 59,212 | 916,351 | 886,435 | (29,916) |
| Total equity | 2,983,727 | 2,761,430 | 222,298 | 3,068,272 | 3,059,421 | (8,851) |

Statement of Cashflows

| Statement of Cash Flows | YTD | Annual | Annual | Annual |
|---|-----------------|-----------------|-----------------|----------------|
| | Actuals | Budget | Forecast | Variance |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| | Inflows | Inflows | Inflows | Inflows |
| | (Outflows) | (Outflows) | (Outflows) | (Outflows) |
| Cash flows from operating activities | | | | |
| Rates and charges | 177,394 | 199,737 | 201,399 | 1,663 |
| Statutory fees and fines | 15,873 | 18,357 | 18,908 | 552 |
| User fees | 4,883 | 8,721 | 9,459 | 738 |
| Grants - operating | 17,461 | 21,205 | 21,741 | 536 |
| Grants - capital | 5,503 | 12,964 | 11,525 | (1,439) |
| Contributions - monetary | 6,879 | 8,232 | 8,700 | 467 |
| Interest received | 5,102 | - | 879 | 879 |
| Trust funds and deposits taken | 36,584 | 41,524 | 41,524 | - |
| Other receipts | 6,939 | 7,797 | 8,021 | 224 |
| Net GST refund/(payment) | 815 | - | - | - |
| Payments to Employees | (111,297) | (113,670) | (116,475) | (2,805) |
| Payments to Suppliers | (74,507) | (73,167) | (80,407) | (7,240) |
| Trust funds and deposits repaid | (32,755) | (41,414) | (41,414) | - |
| Other payments | (678) | (790) | (733) | 57 |
| Net cash (used in) / provided by operating activities | 58,195 | 89,497 | 83,129 | (6,368) |
| Cash flows from investing activities | | | | |
| Payments for property, infrastructure, plant and equipment | (49,091) | (93,886) | (68,880) | 25,006 |
| Proceeds from sale of property, infrastructure, plant and equipment | 470 | 92 | 92 | 0 |
| Payments/(Proceeds) for investments | (12,000) | 4,993 | 4,993 | - |
| Net cash used in investing activities | (60,621) | (88,801) | (63,795) | 25,006 |
| Cash flows from financing activities | | | | |
| Finance costs | (731) | (816) | (820) | (4) |
| Repayment of borrowings | (1,930) | (14,212) | (14,209) | 3 |
| Interest paid - lease liability | (11) | - | - | - |
| Repayment of lease liabilities | (87) | (20) | (20) | - |
| Net cash used in financing activities | (2,759) | (15,048) | (15,049) | (1) |
| Net increase/(decrease) in cash held | (5,185) | (14,352) | 4,285 | 18,638 |
| Cash at beginning of period | 36,116 | 14,441 | 36,116 | 21,675 |
| Cash at end of period | 30,931 | 89 | 40,402 | 40,313 |
| Cash Position | | | | |
| Non-restricted Cash at 1 July 2025 | 36,116 | 14,441 | 36,116 | 21,675 |
| Other Financial Assets at 1 July 2025 | 60,000 | 78,100 | 60,000 | (18,100) |
| Cash & cash equivalents at beginning of financial year | 96,116 | 92,541 | 96,116 | 3,575 |
| Non-restricted Cash at end of financial period | 30,931 | 89 | 24,108 | 24,019 |
| Other Financial Assets at end of financial period | 72,000 | 73,107 | 67,607 | (5,500) |
| Cash & cash equivalents at end of financial period | 102,931 | 73,196 | 91,715 | 18,519 |

Statement of Capital Works

| Statement of Capital Works | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance \$'000 | Annual Budget \$'000 | Annual Forecast \$'000 | Annual Variance \$'000 |
|--|--------------------------|-------------------------|---------------------------|----------------------------|------------------------------|------------------------------|
| Property | | | | | | |
| Land | 18 | - | (18) | - | - | - |
| Buildings | 2,968 | 4,615 | 1,647 | 8,910 | 3,919 | 4,991 |
| Building Improvements | 3,563 | 6,002 | 2,439 | 7,535 | 6,966 | 569 |
| Total property | 6,549 | 10,617 | 4,068 | 16,445 | 10,885 | 5,560 |
| Plant and equipment | | | | | | |
| Plant, machinery and equipment | 1,998 | 3,794 | 1,795 | 5,877 | 3,324 | 2,553 |
| Fixtures, Fittings and Furniture | 119 | 153 | 33 | 171 | 176 | (4) |
| Computers and telecommunications | 1,049 | 1,095 | 46 | 1,125 | 1,113 | 12 |
| Artworks | 116 | 47 | (69) | 47 | 131 | (84) |
| Library books | 886 | 1,015 | 129 | 1,082 | 1,082 | 0 |
| Total plant and equipment | 4,169 | 6,103 | 1,935 | 8,302 | 5,825 | 2,477 |
| Infrastructure | | | | | | |
| Roads | 16,790 | 23,468 | 6,678 | 27,223 | 23,616 | 3,607 |
| Bridges | 225 | 765 | 540 | 3,334 | 339 | 2,995 |
| Footpaths and cycleways | 3,757 | 3,648 | (108) | 6,662 | 5,045 | 1,617 |
| Drainage | 1,181 | 2,387 | 1,206 | 2,946 | 1,461 | 1,485 |
| Recreational, leisure & community facilities | 7,683 | 14,289 | 6,606 | 14,025 | 9,972 | 4,053 |
| Waste management | 174 | 230 | 56 | 2,183 | 269 | 1,914 |
| Parks, open space and streetscapes | 8,633 | 9,989 | 1,357 | 12,767 | 11,469 | 1,298 |
| Total infrastructure | 38,443 | 54,777 | 16,334 | 69,140 | 52,171 | 16,969 |
| Total capital works expenditure | 49,160 | 71,497 | 22,336 | 93,887 | 68,881 | 25,006 |
| Represented by: | | | | | | |
| New asset expenditure | 5,630 | 7,299 | 1,669 | 12,345 | 8,479 | 3,867 |
| Asset renewal expenditure | 31,347 | 47,476 | 16,129 | 60,648 | 43,088 | 17,560 |
| Asset upgrade expenditure | 12,184 | 16,722 | 4,538 | 20,894 | 17,315 | 3,580 |
| Total capital works expenditure | 49,160 | 71,497 | 22,336 | 93,887 | 68,881 | 25,006 |

7.3 GOVERNANCE REPORT - JULY 2026 - CYCLICAL REPORT

Director Business Transformation, Sue Vujcevic

Governance and Strategy

Officer Recommendation

That Council:

1. Notes the summary of minutes from the First Peoples Advisory Committee held 28 May 2026, at Attachment 1 to this report.
2. Notes the Records of Meetings, at Attachment 2 to this report.
3. Notes the response to a question taken on notice during Public Question Time at the May 2026 Council meeting, at Attachment 3 to this report.
4. Notes the summary of minutes from the Audit and Risk Committee held 2 June 2026 at Attachment 4 to this report.
5. Notes Mayor, Cr Abboud's report on attendance at an approved activity, Australian Local Governance Association National General Assembly 2026.

| |
|---------------|
| REPORT |
|---------------|

Executive Summary

The Governance report is prepared as a monthly standing report to Council which provides a single reporting platform for a range of statutory compliance, transparency, and governance related matters.

This Governance report includes:

- A summary of the minutes of the First Peoples Advisory Committee.
- Records of Meetings, with a recommendation that Council notes the records.
- Response to a Public Question Time item taken on notice at the May 2026 Council meeting, with a recommendation that Council notes the response.
- The summary of minutes from the Audit and Risk Committee held 2 June 2026.
- A report from Mayor, Cr Abboud on attendance at an approved activity, Australian Local Governance Association National General Assembly 2026.

Previous Council Decisions

Governance Report – March 2026 – Cyclical Report – 11 March 2026

That Council:

...

6. *Approves interstate travel and registration of Mayor Abboud to represent Council at the 2026 National General Assembly of Local Government in Canberra from 23-25 June 2026, noting the travel, accommodation and registration expenses will be met from the Mayor and Councillor Support budget.*

...

1. Policy Context

The *Local Government Act 2020* (the Act) and the Governance Rules set out the requirements for keeping and reporting records of meetings held under the auspices of Council.

Council's Governance Rules contain provisions which enable the Chairperson to take a question on notice, with a considered written response provided to the questioner, in circumstances including where the question requires information that is either not available or accessible at the time of that meeting, or where the time allowed for Public Question Time has elapsed.

The Councillor Support, Expenses and Resources Policy states that Councillors attending any approved activity must provide all Councillors with a verbal or written report on their attendance. The report must be submitted to a Council meeting as soon as practicable.

2. Background

The Governance Report is prepared as a monthly report to Council to provide a single reporting platform for a range of statutory compliance, transparency, and governance related matters.

In accordance with best practice principles and good governance practice, and to ensure compliance with the requirements of the Act, this report incorporates matters including reporting of Advisory Committees, records of meetings held under the auspices of Council, items relating to the delegation of Council powers and duties, and policy and strategy reporting.

3. Issues

Advisory Committee minutes

A summary of the minutes of the First Peoples Advisory Committee held 28 May 2026 is provided at **Attachment 1** for Council's information.

Records of Meetings held under the auspices of Council

Records of matters discussed at meetings organised or hosted by Merri-bek that involve Councillors and Council officers are kept in accordance with the Governance Rules.

Meeting Records must include meeting attendees, including organisations represented by external presenters; the title of matters discussed; and any conflicts of interests disclosed and whether the declarant of a conflict of interests recused themselves from the meeting.

Some examples include Councillor Briefings, meetings with residents/developers/clients/organisations/Government departments/statutory authorities and consultations.

Records of Meetings received since the previous Council Meeting are provided at **Attachment 2** as follows:

- Central Coburg Oversight Committee – 27 May 2026
- Audit and Risk Committee – 2 June 2026
- Councillor Briefing – 9 June 2026
- Councillor Briefing – 15 June 2026
- Planning Briefing – 22 June 2026.
- Councillor Briefing – 29 June 2026

Responses to questions taken on notice at Council meetings

At Council Meetings, questions are taken on notice during Public Question Time, where persons submitting questions are not in attendance or where the maximum allowable time for public questions has elapsed.

Questions taken on notice are provided with a written response following the meeting for which they are submitted and reported to Council at the next practicable meeting. The questions are recorded in the meeting minutes.

The response to a question taken on notice at **Attachment 3** to this report relates to a question from the May 2026 Council meeting regarding:

- Waste collection and industrial action.

Audit and Risk Committee minutes

A summary of the minutes from the Audit and Risk Committee meeting held 2 June 2026 is provided at **Attachment 4**.

The summary is provided in accordance with the Audit and Risk Committee Charter, the Governance Rules 2023, public transparency principles and governance principles in the *Local Government Act 2020*.

Report from Mayor, Cr Abboud on attendance at an approved activity - Australian Local Government Association National General Assembly 2026

The Australian Local Government Association (ALGA) National General Assembly (NGA) is the largest annual gathering of local government leaders in Australia. The event provides an opportunity for councils from across the country to engage with key speakers, discuss emerging issues, and contribute to national policy discussions affecting local government.

The 2026 NGA was held in Canberra on 24–25 June 2026.

In accordance with the Councillor Support, Expenses and Resources Policy, the Mayor's report on her attendance at the NGA is provided to Council at **Attachment 5**.

Community impact

This report supports transparency and accountability by providing Council and the community with regular updates on governance matters.

Climate emergency and environmental sustainability implications

There are no climate emergency implications associated with this report.

Legal and risk considerations

There are no legal or risk considerations associated with this report.

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities, and this report does not contravene or limit any of the 20 fundamental human rights as set out in the Charter.

4. Community consultation and engagement

Advisory committees provide a valuable communication and consultation link between the organisation, Councillors, Council and the community.

Affected persons rights and interests

This report and its recommended decision does not affect any person's rights.

5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in the matters listed.

6. Financial and Resources Implications

There are no financial implications associated with this report.

7. Implementation

Governance activity, including reports of Committees to Council, Records of Meetings and Community Question Time items will continue to be reported to Council monthly.

Attachment/s

- | | | | |
|---|---|---|------------|
| 1 | ↓ | Reports from Advisory Committees to Council - July 2026 | D26/279505 |
| 2 | ↓ | Records of Meetings - July 2026 | D26/279430 |
| 3 | ↓ | Responses to questions taken On Notice - July 2026 | D26/279461 |
| 4 | ↓ | Summary of Audit and Risk Committee Minutes - 2 June 2026 | D26/261191 |
| 5 | ↓ | Mayor, Cr Abboud's report on attendance at an approved activity, Australian Local Governance Association National General Assembly 2026 | D26/292148 |

FIRST PEOPLES ADVISORY COMMITTEE - 28 MAY 2026

A report of the First Peoples Advisory Committee meeting held on 28 May 2026 is provided for Council's information.

Councillors appointed to the First Peoples Advisory Committee: Cr Sue Bolton.

Key Items Discussed

- The committee selected Nayuka Hood as the new community Co-Chair after the previous co-chair stepped back due to other commitments. Nayuka was encouraged to chair the next meeting.
- Council officers presented on how council's procurement policy supports First Nations suppliers. Members discussed opportunities to expand the local First Nations business directory beyond registered suppliers to include sole traders. The committee requested that officers circulate the current supplier list and tender invitations to the advisory committee.
- The committee received an update on the Ballerrt Mooroop site. The land title cannot be transferred until rezoning is finalised, and the current lease expires in October 2026. Members emphasised the need for key Aboriginal organisations to meet and coordinate on the future of the site, and noted that steps are being taken to facilitate this at a senior level. The need for temporary buildings and meeting space in the near term was also raised.
- The committee considered a recommendation that council set aside any available 2026/27 budget surplus toward infrastructure at the Ballerrt Mooroop site, reaffirming the June 2025 Council resolution. Members noted the importance of maintaining momentum given the approaching October 2026 lease deadline and the broader political environment.
- Members expressed interest in two upcoming workshops covering effective allyship and Human Rights policy. The committee discussed the importance of securing genuine commitment from executive leadership and councillors to First Peoples policy, noting that progress tends to stall without this.

Disclosures of Conflict of Interest

No conflict of interest was disclosed at the meeting.

Committee Recommendation

That Council consider setting aside any available 2025/26 budget surplus toward the Ballerrt Mooroop project for infrastructure on the site, reaffirming the June 2025 Council resolution.

Attachment/s

There are no attachments for this report.

Record of Meeting

Meeting: Central Coburg Oversight Committee

Date: 27 May 2026

Meeting time: 4:00pm



This Record is kept in accordance with the Governance Rules adopted by Council.

Rule 9.1 provides that a record of the matters discussed at all **Hearing of Submission Meetings, Advisory Committee Meetings** and **Councillor Briefings** organised or hosted by Council will be kept.

The record will include the attendees at the meeting, including the organisations represented by external presenters, the title of matters discussed and any conflicts of interest disclosed and whether the person with the conflict of interest left the meeting.

| | |
|---|---|
| Attendees | |
| Councillors | Cr Nat Abboud, Mayor Cr Jay Iwasaki Cr Liz Irvin |
| Apologies | Cr Chris Miles Cr Helen Politis |
| Council Staff (name and position) | Sue Vujcevic, Acting CEO Pene Winslade, Director Place and Environment Eamonn Fennessy, Director Community Peter Sagar, Program Director Central Coburg Lisa Dempster, Manager Cultural Development |
| External participants | Nil |

| | Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|---|------------------------|--|---------------------|
| 1 | Site A1 process | Nil | |
| 2 | Bi-lo site | Nil | |
| 3 | Feasibility update | Nil | |

Name and title of Council officer completing record: Peter Sagar, Program Director Central Coburg

This form is kept in accordance with the Information Privacy Principles and Merri-bek City Council's Privacy Policy and practices as stated on Merri-bek's [website](#).

Record of Meeting

Meeting: Audit and Risk Committee Meeting

Date: 2 June 2026

Meeting time: 7.15pm



This Record is kept in accordance with the Governance Rules adopted by Council.

Rule 9.1 provides that a record of the matters discussed at all **Hearing of Submission Meetings, Advisory Committee Meetings** and **Councillor Briefings** organised or hosted by Council will be kept.

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| Attendees | |
|------------------------------|---|
| Councillors | Cr Liz Irvin |
| Apologies | Cr Katerine Theodosis Cr Helen Politis Marilyn Kearney - Independent Member, Audit and Risk Committee |
| Council Staff | Sue Vujcevic, Acting Chief Executive Officer Yvonne Callanan, Acting Director Business Transformation Greg Rodwell, Acting Director Business Transformation Eamonn Fennessy, Director Community Pene Winslade, Director Place and Environment Jemma Wightman, Chief Financial Officer Bernie McMullen, Program Director Transformation Peter Sagar, Program Director Central Coburg Sophie Barison, Acting Manager Governance and Strategy Robert Raiskums, Manager Information Technology |
| External participants | John Watson, Chairperson - Audit and Risk Committee Lisa Tripodi (independent member) - Audit and Risk Committee Jeff Rigby (independent member) - Audit and Risk Committee Crowe representative RSD Audit representative |

| Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|--|---|--------------|
| 1 Declaration of interests and/or conflicts of | NIL | |

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| Items discussed | | Conflict disclosed by, general or material and the nature | Left meeting |
|-----------------|---|---|--------------|
| 2 | CEO update | NIL | |
| 3 | Confirmation of items asterixed for discussion | NIL | |
| 6 | Central Coburg Project | NIL | |
| 7 | Finance Management Report | NIL | |
| 8 | Audit Actions Report | NIL | |
| 9 | Committee Management and Work Plan Report | NIL | |
| 10 | Memorandum Of Audit Planning and Audits Completed | NIL | |
| 12 | External Audit Report | NIL | |
| 13 | AASB 13 Fair Value Assessment - Impact Assessment | NIL | |
| 14 | Risk Management Report | NIL | |

Name and title of Council officer completing record: Sophie Barison – Acting Manager Governance and Strategy.

This form is kept in accordance with the Information Privacy Principles and Merri-bek City Council's Privacy Policy and practices as stated on Merri-bek's [website](#).

Record of Meeting

Meeting: Councillor Briefing

Date: 9 June 2026

Meeting time: 6.00pm



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| Attendees | |
|---|---|
| Councillors | Cr Helen Davidson, Deputy Mayor, Chair Cr Chris Miles Cr Sue Bolton Cr Liz Irvin Cr Jay Iwasaki Cr Adam Pulford Cr Ella Svensson Cr Katerine Theodosis |
| Apologies | Cr Helen Politis Cr Nat Abboud, Mayor |
| Council Staff (name and position) | Sue Vujcevic, Acting Chief Executive Officer Greg Rodwell, Acting Director City Infrastructure Eamonn Fennessy, Director Community Pene Winslade, Director Place and Environment Yvonne Callanan, Acting Director Business Transformation |
| External participants | Nil. |

| Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|---------------------|---|--------------|
| 1 Agenda briefing | Nil | |

Name and title of Council officer completing record: Yvonne Callanan, Acting Director Business Transformation.

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Record of Meeting

Meeting: Councillor Briefing

Date: 15 June 2026

Meeting time: 6.00 pm



This Record is kept in accordance with the Governance Rules adopted by Council.

Rule 9.1 provides that a record of the matters discussed at all **Hearing of Submission Meetings, Advisory Committee Meetings** and **Councillor Briefings** organised or hosted by Council will be kept.

The record will include the attendees at the meeting, including the organisations represented by external presenters, the title of matters discussed and any conflicts of interest disclosed and whether the person with the conflict of interest left the meeting.

| Attendees | |
|---|--|
| Councillors | Cr Nat Abboud, Mayor Cr Chris Miles Cr Jay Iwasaki Cr Ella Svensson Cr Helen Davidson, Deputy Mayor Cr Liz Irvin Cr Adam Pulford |
| Apologies | Cr Helen Politis Cr Sue Bolton Cr Oscar Yildiz Cr Katerine Theodosis |
| Council Staff (name and position) | Kate McCaughey, Chief Executive Officer Sue Vujcevic, Director Business Transformation Greg Rodwell, Acting Director City Infrastructure Eamonn Fennessy, Director Community Pene Winslade, Director Place and Environment Jemma Wightman, Chief Financial Officer Riley Morton, Unit Manager Financial Strategy Julia Hardiman, Unit Manager Urban Design Caden McCarthy, Manager City Design and Economy |
| External participants | Nil. |

| Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|--|---|--------------|
| 1 Final Budget briefing | | |
| 2 Wheatsheaf Road Streetscape works - contract variation | | |
| 3 Draft Local Law - Councillor Check in | | |

Name and title of Council officer completing record: Sue Vujcevic, Director Business Transformation.

This form is kept in accordance with the Information Privacy Principles and Merri-bek City Council's Privacy Policy and practices as stated on Merri-bek's [website](#).

Record of Meeting

Meeting: Planning Briefing

Date: 22 June 2026

Meeting time: 7.00 pm



This Record is kept in accordance with the Governance Rules adopted by Council.

Rule 9.1 provides that a record of the matters discussed at all **Hearing of Submission Meetings, Advisory Committee Meetings** and **Councillor Briefings** organised or hosted by Council will be kept.

The record will include the attendees at the meeting, including the organisations represented by external presenters, the title of matters discussed and any conflicts of interest disclosed and whether the person with the conflict of interest left the meeting.

| Attendees | |
|---|--|
| Councillors | Cr Nat Abboud, Mayor Cr Jay Iwasaki Cr Liz Irvin Cr Ella Svensson Cr Helen Davidson, Deputy Mayor Cr Chris Miles Cr Adam Pulford Cr Katerine Theodosis |
| Apologies | Cr Sue Bolton Cr Helen Politis |
| Council Staff (name and position) | Kate McCaughey - Chief Executive Officer Pene Winslade – Director Place and Environment Phil Priest – Group Manager City Development Mark Hughes – Unit Manager Urban Planning Ryan Hay – Planning Coordinator Aileen Chin – Planning Coordinator Esha Rahman – Planning Coordinator |
| External participants | Nil |

| Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|---|---|--------------|
| 1 MPS/2026/194 - 209 Sydney Road Brunswick | - | - |
| 2 MPS/2020/109/A - 1 Champ Street, Coburg (BrewDog Pentridge) | - | - |
| 3 Prosecution outcomes for 64 Walsh Street, Coburg | - | - |
| 4 MIN/2025/3/A - 1/427 Albert Street, Brunswick - An amendment to a Ministerial application | - | - |

This form is kept in accordance with the Information Privacy Principles and Merri-bek City Council's Privacy Policy and practices as stated on Merri-bek's [website](#).

Name and title of Council officer completing record: Phillip Priest, Group Manager City Development

This form is kept in accordance with the Information Privacy Principles and Merri-bek City Council's Privacy Policy and practices as stated on Merri-bek's [website](#).

Record of Meeting

Meeting: Councillor Briefing

Date: 29 June 2026

Meeting time: 6.00pm – 8.00pm



This Record is kept in accordance with the Governance Rules adopted by Council.

Rule 9.1 provides that a record of the matters discussed at all **Hearing of Submission Meetings, Advisory Committee Meetings** and **Councillor Briefings** organised or hosted by Council will be kept.

The record will include the attendees at the meeting, including the organisations represented by external presenters, the title of matters discussed and any conflicts of interest disclosed and whether the person with the conflict of interest left the meeting.

| Attendees | |
|------------------------------|---|
| Councillors | Cr Nat Abboud, Mayor Cr Jay Iwasaki Cr Ella Svensson Cr Katerine Theodosis Cr Sue Bolton Cr Helen Davidson, Deputy Mayor Cr Liz Irvin Cr Chris Miles Cr Adam Pulford |
| Apologies | Cr Oscar Yildiz JP Cr Helen Politis |
| Council Staff | Kate McCaughey, Chief Executive Officer Sue Vujcevic, Director Business Transformation Greg Rodwell, Acting Director City Infrastructure Eamonn Fennessy, Director Community Pene Winslade, Director Place and Environment Peter Sagar, Program Director Central Coburg Matthew Diemer, Acting Unit Manager Transport Planning Caden McCarthy, Manager City Design and Economy Amber Stuart, Unit Manager Arts and Culture Lisa Dempster, Manager Cultural Development Alayna Chapman, Unit Manager Strategic Planning Seamus Lowe, Manager Property |
| External participants | Nil. |

| Items discussed | Conflict disclosed by, general or material and the nature | Left meeting |
|--|---|--------------|
| 1 Central Coburg - delivery and procurement strategy | - | - |
| 2 Hope Street – Streets for People | - | - |
| 3 Festivals Refresh | - | - |

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| Items discussed | | Conflict disclosed by, general or material and the nature | Left meeting |
|-----------------|--------------------------------|---|--------------|
| 4 | Merri-bek Affordable Housing – | - | - |
| 5 | Planning Scheme Review | - | - |
| 6 | Update on property matter | - | - |

Name and title of Council officer completing record: Sue Vujcevic, Director Business Transformation

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Stuart Anderson



Dear Stuart,

PUBLIC QUESTION TIME ON NOTICE RESPONSE FROM MAY 2026 COUNCIL MEETING

I write to you in response to your question submitted to the Council meeting of 13 May, as follows:

Whilst I understand the council and bin collection contractors have been going through a period of industrial action. Regardless as to whether this has been resolved prior to the next council meeting I'd like to understand what lessons have been learnt and how council will react and respond to the situation should it arise again.

The reason for asking is surely council acknowledge the period in April leant itself to a health and safety issue but council seems slow to respond and has now real alternatives to the issues other than out of pocket to the rate payer or to compound the health and safety issues.

Council surely accepts and acknowledges that rate payers have been let down and need some visibility and transparency as to what can be done better.

Council acknowledges the disruption caused by the industrial action and the impact this is had on the community. We recognise that service interruptions created inconvenience and community concern.

During this period, Council monitored the situation, prioritised services where possible, and implemented practical mitigation measures within the constraints of the industrial action.

Council is progressing improvements in contingency planning, clearer communication with residents, and escalation arrangements to better support continuity of essential services.

I trust this answers your question, however if you require any further information, please don't hesitate to contact Sophie Barison, Acting Manager Governance and Strategy via sbarison@merri-bek.vic.gov.au.

Yours sincerely,



Yvonne Callanan

Acting Director Business Transformation

12/06/2026

| Speak with us in your language  | | For more information visit merri-bek.vic.gov.au/your-language | |
|---|--|--|--|
| Per maggiori informazioni nella tua lingua, chiama il numero 9280 1911 | اپنی زبان میں مزید جاننے کے لیے پر کال کریں۔ 9280 1917 | 如需了解更多您语言版本的信息, 请致电 9280 0750 | अपनी भाषा में अधिक जानने के लिए, 9280 1918 पर कॉल करें |
| Για να μάθετε περισσότερα στη γλώσσα σας, καλέστε το 9280 1912 | तपाईंको भाषामा थप जान्नुको लागि, 9280 1910 मा कल गर्नुहोस् | Para saber más en tu idioma llama al 9280 1916 | To speak with us in a language not listed here, please call 9280 1919 |
| لمعرفة المزيد بلغتك, اتصل بالرقم 9280 1913 | Kendü dilinizde daha fazla bilgi edinmek için 9280 1914 'ü arayın | Để tìm hiểu thêm bằng ngôn ngữ của bạn, hãy gọi 9280 1915 | |



| | |
|-------------------------|--|
| Committee: | Audit and Risk Committee (Established in accordance with the <i>Local Government Act 2020</i>) |
| Meeting Date: | Tuesday 2 June 2026 |
| Representatives: | Councillor members - Cr Liz Irvin, Cr Helen Politis (apology) and Cr Katerine Theodosis (apology) Independent members - John Watson (Chair), Marilyn Kearney (apology), Lisa Tripodi and Jeff Rigby |

The Audit and Risk Committee is chaired by Independent Chair, John Watson. The following business was conducted:

1. No conflicts of interest were declared.
2. The Acting CEO advised the Committee that no issues relating to any impending legal action or known legislation breached or instances of fraud were noted.
3. The internal and external auditors reported that there had been no obstructions to the work of internal or external audit.
4. It was confirmed that the minutes of the Audit and Risk Committee Meeting held on 3 March 2026 had been circulated and confirmed out of session.

CENTRAL COBURG PROJECT

That the Audit and Risk Committee:

1. **RECEIVED and NOTED** the update on the Central Coburg Program risk framework.
2. **RECEIVED and NOTED** the Central Coburg Program Risk Strategy.

Findings:

1. The Central Coburg Program is currently in the investigate and define stage.

FINANCE MANAGEMENT REPORT

That the Audit and Risk Committee:

1. **DISCUSSED** the progress against the 3-year Financial Management Improvement Plan and:
 - a) **NOTED** the current plan ends in June 2026 with 8 open items in progress; and
 - b) **APPROVED** the extension of the current plan to 2027, having regard to open items and other unknown improvements coming out of Elevate (phase 1).
2. **NOTED** the monitoring and update on Council's controls for unusual transactions above acceptable risk.
3. **NOTED** the management disclosures in financial reports of the effect of significant compliance issues.
4. **NOTED** Council's handling of accounting, internal accounting controls or auditing matters or other matters likely to affect the Council or its compliance with relevant legislation and regulations.
5. **NOTED** the finance management report and Q3 financial review for the period ending 28 February 2026.
6. **DISCUSSED** the capital carry forwards identified.

Findings:

1. Council is monitoring and managing its financial position and key controls.

AUDIT ACTIONS REPORT

That the Audit and Risk Committee:

1. **DISCUSSED and NOTED** progress toward completion of outstanding audit action items.

Findings:

Management continues to progress on the completion of actions arising from internal audits, noting there are delays on some audit actions.

COMMITTEE MANAGEMENT AND WORK PLAN REPORT

That the Audit and Risk Committee:

1. **NOTED** the schedule of the Place and Environment polices overdue for review.
2. **NOTED** the report on Register-Instruments of Delegations.
3. **NOTED** the report on Gifts, Benefits and Hospitality.
4. **NOTED** there are no CEO credit card transactions to review.
5. **ADOPTED** the Audit and Risk Committee Work Plan for the financial year 2026-27.
6. **NOTED** the contract review report on Internal Auditor Crowe.

Findings:

1. Management has a plan in place to review overdue policies managed by the Place and Environment Directorate.
2. The Register-Instruments of Delegations is current.
3. Gifts, benefits and hospitality have been recorded in accordance with policy.
4. There were no CEO corporate credit card transactions to review.
5. The Audit and Risk Committee work plan is on track. Management and the Audit and Risk Committee have fulfilled all obligations scheduled since the March 2026 meeting.
6. Internal Auditor Crowe are meeting their contract deliverables.

MEMORANDUM OF AUDIT PLANNING AND AUDITS COMPLETED

That the Audit and Risk Committee:

1. **DISCUSSED, ACCEPTED and APPROVED** the following Memorandums of Audit Planning for forthcoming audits:
 - Community Grants (Outgoing), including the Home Energy Subsidy Program
 - Community Engagement
 - Various Financial Controls: Payroll and Credit Cards.
2. **DISCUSSED, RECEIVED and ENDORSED** the findings, recommendations, and management comments for the following audits:
 - Asset Management (Infrastructure)
 - Project Management – Elevate Transformation Program

| |
|---|
| <p>3. NOTED the progress made to date on the 2025-26 Strategic Internal Audit Plan.</p> <p>Findings:</p> <ol style="list-style-type: none"> 1. The Asset Management (Infrastructure) audit identified findings and management comments have been provided against recommendations. 2. The Project Management – Digital Transformation audit identified findings and management comments have been provided against recommendations. 3. Crowe have completed the eight audits scheduled in the 2025-26 Internal Audit Plan. <p>EXTERNAL AUDIT REPORT</p> <p>That the Audit and Risk Committee:</p> <ol style="list-style-type: none"> 1. DISCUSSED the Interim Management Letter. 2. NOTED Council’s response to the Public Accounts and Estimate Committees recommendations to the Inquiry into Fraud and Corruption Control in Local Government: Follow-Up review. 3. NOTED the April 2026 VAGO Status Report 4. NOTED Council’s response to the recommendation from VAGO’s Results of 2024-25 Audits: Local Government report. 5. NOTED Council’s response to the Ombudsman’s recommendations from the recent investigation report into outsourcing small claims handling. <p>Findings:</p> <ol style="list-style-type: none"> 1. Management has received the VAGO Interim Management Letter. 2. Management has reviewed and responded to the recommendations of the Public Accounts and Estimates Committee’s Inquiry into Fraud and Corruption Control in Local Government: Follow-Up review. 3. Management has reviewed the April 2026 VAGO Status Report. 4. Management has reviewed and responded to the recommendation from VAGO’s Results of 2024-25 Audits: Local Government report. 5. Management has reviewed and responded to the recommendations of the Ombudsman’s Outsourcing small claims handling: how councils manage fairness and responsibility investigation report. <p>AASB – 13 AIR VALUE ASSESSMENT – IMPACT ASSESSMENT</p> <p>That the Audit and Risk Committee:</p> <ol style="list-style-type: none"> 1. DISCUSSED the implications for fair value measurement of assets scheduled for revaluation in 2025–26 (Land, Buildings, Artworks and Infrastructure) 2. DISCUSSED the implications of fair value measurement on assets that had an unadjusted audit difference (Roads, Kerb and Channel, Footpaths, Cycleways and Drainage) at 30 June 2025 as the fair value implications relating to the disruption costs and third-party asset related costs. <p>Findings:</p> <ol style="list-style-type: none"> 1. The results of the 2023-24 Local Government audit recommended that audit and risk committees: <ul style="list-style-type: none"> • Review the accounting paper on AASB 13 Fair Value Assessment prior to 30 June • Again, after balance date (as a part of the financial statements), when reviewing: <ul style="list-style-type: none"> ○ Determine whether there have been any changes to circumstances which would indicate the key assumptions behind the initial paper are no longer true ○ Assess whether the valuation and fair value assessment outcomes are reasonable. |
|---|

RISK MANAGEMENT REPORT

That the Audit and Risk Committee:

1. **NOTED** the recent activities detailed in the Information Technology update.
2. **NOTED** Council's management of complaints.
3. **NOTED** the report on the effectiveness of the Complaints Handling and Public Interest Disclosure frameworks.
4. **NOTED** the breakdown of a key control.
5. **NOTED** the significant open Public Liability claims.
6. **NOTED** the report on the currency of Council's Business Continuity Plan.
7. **NOTED** the quarterly update on Council's strategic risks.
8. **DISCUSSED** Council's response to the emerging risk of fuel shortages.

Findings:

1. The Information Technology update outlines the results of the current Microsoft Secure Score, the results of a recent phishing simulation, and progress implementing phishing-resistant MFA.
2. Council continues to efficiently manage complaints.
3. The Complaints Handling and Public Interest Disclosure frameworks remain effective.
4. There has been one breakdown of a key control since the March committee meeting.
5. There are open public liability claims that may exceed Council's excess.
6. The Business Continuity Plan is in place, current and effective.
7. The risk rating of Council's strategic risks has not changed.
8. Council's response to the emerging risk of fuel shortages is effective and supported by active monitoring and contingency planning.

Forthcoming Meetings: 1/09/2026 and 24/11/2026

Attendance at an approved activity - report from a Councillor:

Name: Mayor Cr Nat Abboud

Name of the event: Australian Local Governance Association National General Assembly 2026

Date of the event: 24-25 June 2026

Location: Canberra, ACT

Summary of the event:

Theme:

This year's Assembly theme was *Stronger Together: Resilient. Productive. United*, reflecting the sector's shared commitment to working with all levels of government to deliver better outcomes for local communities.

Key focus: Increase in (federal) Financial Assistance Grants

A key focus of this year's NGA was the sector's united advocacy for fairer Financial Assistance Grants, including support for an emergency motion and letter to the Speaker of the House of Representatives calling on the Australian Parliament to restore Financial Assistance Grants to 1 per cent of federal taxation revenue annually. The driver for this, is the sad fact that the value of Financial Assistance Grants has halved as a share of national taxation over the past 30 years, from 1 percent in 1996 to just 0.49 percent in 2026-27. You can find a good online article about this advocacy here: [Councils highlight Australia's revenue problem | The Point](#).

The formal event kicked off with a very moving Welcome to Country, the anthem with verse two sung in language by a local school choir and an impressive speech by the Governor-General Sam Mostyn. A guest speaker spoke to us about his experiences as a neurodivergent man in the community in an effort to help us understand accessibility and inclusion from a more informed position. Debate on motions kicked off late afternoon.

I was invited to a dinner at the Press Club by the Mayor of Port Phillip and attended (and paid my own way) with other local Mayors from Murrindindi, Strathbogie, Hobsons Bay, Maribyrnong and Glen Eira.

I also attended the Gala Dinner at the War Memorial which led to many fruitful conversations with councillors and Mayors from Gippsland to Whitehorse about everything from waste incineration to community consultation processes. It was delightful to see many councillors in cultural dress which is not something I remember from other times I've attended.

We were acknowledged as executive members of the Mayoral taskforce advocating for people seeking asylum when I attended the breakfast talk with representatives from many (48) other councils across Australia and heard from an asylum seeker about their time in Australia and the fact that their daughter is no longer able to continue study due to the complicated bridging visa conditions the family continue to experience.

Most of the motions were passed. Bega Valley's motion asking the Federal Government to address regulatory and policy barriers regarding tiny homes was lost.

I seconded a motion to strengthen the national emissions framework with a carbon pricing mechanism which was also lost. A call on the Federal Government to develop a local government focussed net-zero initiative to help transition petrol-based small plant and equipment to electric was also rejected showing how well Merri-bek is performing as a pioneer in this space once again.

A motion regarding tree management by energy infrastructure maintenance crews was lost.

I also seconded and spoke to a motion that was passed asking to introduce a system to incentivise retirees to rent out vacant rooms in an effort to alleviate the rental crisis. Specifically, I spoke about intergenerational housing and need to acknowledge that we have retirees who are sitting on large empty properties who cannot afford their rates.

Motion 186, which I had an amendment rejected for, was passed. I spoke to outline the fact that my amendment was rejected and note that I was not informed that the deadline had been extended but also to mention islamophobia and to open the floor since other councillors were keen to talk to it.

Moonee Valley's motion regarding NDIS reform was lost.

Motions regarding 30kph around schools and protecting cyclists were lost.

Brisbane's two motions about dogs were lost.

Everyone in the country has aging public swimming pools and some of us tried to engage in a dialogue about whether all pools need focus or regional pools should be prioritised.

Day two of the conference also saw a great workshop regarding problem solving which was facilitated by Jason Clarke who some of you might remember from Minds at Work. He has a very effective style and somehow managed to get a room of about 300 people to collaborate which I find impressive.

I was very impressed with the meetings and lobbying by the Maribyrnong councillors and met with all and sundry, especially Mohummad Semra who is incredibly impressive and a very important role model for his community at the moment.

The conference was also a good opportunity to spend time with Kate and feel once again like we are in good hands with her in the role as our new CEO.

7.4 CONTRACT VARIATION: RFT-2024-2 WHEATSHEAF ROAD STREETSCAPE IMPROVEMENT

Director Place and Environment, Pene Winslade

City Design and Economy

Officer Recommendation

That Council:

1. Approves an increase to the total contract sum for Contract RFT-2024-2 Wheatsheaf Road Streetscape Improvement from \$2,616,165.00 up to \$3,218,085.05 (excluding GST) for unforeseen and anticipated variations arising during construction works and causing a halt to works and project delay, noting that:
 - a) The increase of \$601,920.05 will bring the variation to a cumulative total of 23% of the contract value (inclusive of variations totalling \$119,315.32 that have been approved previously under delegation).
 - b) The new total contract amount of \$3,218,085.05 is within the approved project budget in the adopted capital works program.
2. Authorises the Chief Executive Officer to do all things necessary to approve the contract variation and related documentation identified in point 1.
3. Notes the draft *Arrangement for the transfer of Road Management Functions under section 15 of the Road Management Act 2004 (Vic)* between the Department of Transport and Planning and Merri-bek City Council for Wheatsheaf Road.
4. Authorises the affixing of the Common Seal to the *Arrangement for the transfer of Road Management Functions under section 15 of the Road Management Act 2004 (Vic) – Arrangement number: RMA000061*.

| |
|---------------|
| REPORT |
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Executive summary

Council entered into Contract RFT-2024-2 with Evergreen Civil Pty Ltd in 2024 to undertake works associated with streetscape improvement works on Wheatsheaf Road, Glenroy.

Works commenced in July 2024 and were paused in August 2024 due to the need for additional approvals and design changes from the Victorian Department of Transport and Planning (DTP) who own and manage the road.

The project was less than one month into a ten-month construction program, with 13% of the works completed. Contract delay costs accrue on a monthly basis.

Council officers have worked with DTP to update the detailed design to its satisfaction and progress a Section 15 Agreement to clarify management responsibilities over the road (**Attachment 1**). This agreement requires the common seal of Merri-bek City Council to be finalised.

This report is seeking Council approval to increase the total contract sum to \$3,218,085.05 (excluding GST), to address the increased cost of materials, scope and delay costs to-date. The cumulative variation is a total of 23 per cent of the original contract value (inclusive of variations totalling \$119,315.32 that have been approved previously under delegation). The proposed variation does not exceed the total project budget within the adopted capital works program.

Previous Council Decisions

Contract RFT-2024-2 Wheatsheaf Road Streetscape Improvement – 12 June 2024

That Council:

1. *Authorises the Chief Executive Officer to:*
 - a) *Make a formal offer to Evergreen Civil Pty Ltd, ACN:128 554 307 (Contractor) to award Contract RFT-2024-2 for the Wheatsheaf Road Streetscape Improvement (Contract) on the following terms and otherwise subject to and in accordance with paragraph 1(b) of this Resolution:*
 - i. *For the lump sum of \$2,616,165 (excluding GST)*
 - ii. *Advises all tenderers of Council's decision in relation to the Contract.*
 - b) *Negotiate and finalise the terms of the Contract between Council and the Contractor provided that:*
 - i. *the terms specified in paragraph 1(a) of this Resolution shall not be altered without a further Resolution of Council; and*
 - ii. *other than terms referred to in paragraph 1(a) of this Resolution, the terms of the Contract are acceptable to the Chief Executive Officer;*
2. *Conditional on acceptance of the Contract by the Contractor in accordance with the terms of this Resolution:*
 - a) *Authorises the Chief Executive Officer to do all things necessary to execute the Contract and any required documentation for Contract RFT-2024-2 Wheatsheaf Road Streetscape Improvement; and*
 - b) *Refers the budget shortfall of \$775,000 to the 2024/25 budgeting process as part of the reallocation and planned reprioritisation of the activity centre capital budgets over forward years with no net dollar impact on the 2024/25 Capital Works Program.*

Wheatsheaf Road Streetscape Improvements – 20 June 2023

That Council:

1. *Endorses the Final Concept Design for the Wheatsheaf Road Streetscape Improvements.*
2. *Endorses, in accordance with the Road Management Act 2004, the removal of eight car parking spaces from Wheatsheaf Road (three on the north side, five on the south side), and two car parking spaces from Argyle Street near the intersection with Wheatsheaf Road, as part of the design.*
3. *Notes that, in accordance with the Road Management Act 2004, Council will assume the role of the Responsible Road Authority upon the completion of the project for the footpath and landscaping and drainage infrastructure from the back of kerb, as well as the indented parking and street trees within the road reserve.*

1. Policy Context

Financial Management

This report is in keeping with Council's commitment to accountability and sound financial management. Contract variations exceeding Council's delegation to the CEO require Council approval.

Council Plan

The Wheatsheaf Road Streetscape Improvement project aligns with the Council Plan 2025-29. Wheatsheaf Road is an important link connecting Glenroy Station and the Glenroy Community Hub and aligns with the five key themes of the Council Plan:

- Care for nature and climate resilience by increasing urban canopy and delivering considered stormwater management.
- Healthy and inclusive communities by creating functional and accessible places for people to gather and connect.
- Beautiful and liveable city by improving the look and feel of Wheatsheaf Road and enhancing its vibrancy for our community.
- Thriving economy and culture by providing an attractive streetscape for local businesses with more outdoor dining opportunities.
- Engaging and responsible Council by engaging with our community during the design process, keeping them updated on progress and delivering on promises made to upgrade the streetscape.

Places for People

The Wheatsheaf Road streetscape improvements are identified as a high priority opportunity in Merri-bek's Places for People plan, which was adopted by Council on 10 June 2026. This streetscape project aligns with the principles of Places for People by making the street a better place for our community.

2. Background

Wheatsheaf Road is a vital part of Glenroy's local community. It hosts a variety of vibrant and unique shops and businesses. Wheatsheaf Road is an important link connecting Glenroy Station and the Glenroy Community Hub. This project aims to improve the presentation of Wheatsheaf Road, and make it easier and safer to visit and move around.

Following design development through two rounds of community engagement, a final design was endorsed by Council in June 2023. A contract was awarded 12 months later at the June 2024 Council meeting. Works commenced in July 2024 and were paused in August 2024 due to issues raised by DTP, which owns and manages the road, relating to underground connections. A letter to local businesses was distributed outlining the delay and approvals required prior to construction recommencing.

Council staff have been working closely with DTP staff for the last two years to make amendments to the design, including the locations of underground pipes and flood mitigation. Council officers have worked with DTP to update the detailed design to its satisfaction and progress a Section 15 Agreement to clarify management responsibilities over the road (**Attachment 1**). This agreement requires the common seal of Merri-bek City Council to be finalised. Following the endorsement of a contract variation and finalisation of the Section 15 Agreement, preparation to recommence construction works can begin.

Council staff have now implemented measures to minimise the recurrence of similar issues on future projects. This includes earlier alignment with DTP on key design items, and stronger coordination throughout approval stages – particularly on complex projects involving shopping strips on DTP roads. Coordination with Melbourne Water has also improved, particularly around flood modelling, and recent changes to Melbourne Water's zero-afflux policy.

3. Issues

Since the tender was awarded by Council, a number of issues that could not have been reasonably identified at the time of awarding the contract have been uncovered, resulting in cumulative variations totalling **\$601,920.05** (excluding GST). A breakdown of the variation is included in **Confidential Attachment 2**.

Community impact

This project will improve a key connection between Glenroy Station and the Glenroy Community Hub, providing significant community benefit to local people and businesses. It will improve the vibrancy and safety of Glenroy, providing opportunities for outdoor dining and evening activation.

The construction work will mainly include footpath reconstruction, road excavation, drainage, water main works, and asphalt works. During construction, access will remain to all properties in the works area. Construction will happen in small stages to minimise impacts. Contractors will work around the businesses' opening hours to reduce inconvenience.

Climate emergency and environmental sustainability implications

The project will deliver a more sustainable urban environment with the project including:

- Extensive new tree canopy and understorey planting for urban cooling and increased biodiversity.
- Water sensitive urban design features for stormwater infiltration.
- A safe and walkable streetscape encouraging active travel within the activity centre.
- An EV charging station for cars to support sustainable transport in our community.

Economic sustainability implications

If approved, delivery will be monitored closely to minimise the risk of any further delays or cost escalations.

Legal and risk considerations

Legal advice recommended that Council continue to work with Evergreen Civil on this project, as the contractor was not considered at fault for delays.

As part of the resolution with DTP, Council will take responsibility for maintaining this section of Wheatsheaf Road after works are completed. This is reasonable given Council is undertaking the streetscape upgrade. The cost of maintenance can be managed within existing road maintenance operating budgets.

Human rights consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities and no impacts were identified.

4. Community consultation and engagement

Council consulted with the community in two stages for the development of the design in November 2020 and June-July 2021. Community feedback was incorporated into the final Concept Plan, which was released in October 2021. 'Construction commencement' and 'Construction on hold' flyers were distributed to local businesses and made available to the broader community on the project webpage. Community engagement information and project updates are publicly available on the project page on the Conversations Merri-bek website.

Should Council approve the contract variation, officers will finalise contractual updates and then communicate with local businesses, giving them an update on the timing of construction works and impacts. The Conversations Merri-bek website will also be updated with project delivery timelines and information.

Affected persons rights and interests

Affected persons, including local businesses, will be informed of the changes with letters explaining the updated project timeline and providing the opportunity for people to speak with Council officers about any concerns they may have. Conversations Merri-bek will be updated to ensure information about the project is publicly available.

5. Officer declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and resources implications

Table 1 shows the remaining project budget. This contract variation is within the adopted project budget.

| Table 1 – Remaining project budget | \$ (excluding GST) |
|--|---------------------------|
| Total remaining project breakdown | |
| Endorsed carry forward from 2025-26 to 2026-27 (<i>from adopted budget – June 2026</i>) | \$2,269,773 |
| Anticipated EOFY additional carry forward into 2026-27 (<i>yet to be declared at EOFY</i>) | \$261,285 |
| 2026-27 capital works budget allocation (<i>from adopted budget – June 2026</i>) | +\$670,000 |
| Total Project Budget | \$3,201,058 |

Table 2 shows the breakdown of the contract, noting that expenditure has been incurred to-date which is why the amount does not equal table 1.

| Table 2 – Contract sum | |
|---|-----------------------|
| Original contract sum RFT-2024-2 | \$2,616,165.00 |
| Variation approved to-date (under CEO delegation) | \$119,315.32 |
| Variation requested – delay costs, scope and material increases | \$482,604.73 |
| Subtotal (contract expenditure under RFT-2024-2) | \$3,218,085.05 |

As noted, the cost of maintenance can be managed within existing road maintenance operating budgets.

7. Implementation

Should Council approve the contract variation, works on the project will continue towards a new scheduled practical completion date of June 2027.

Attachment/s

1↓ Glenroy - Wheatsheaf Road Improvements - DTP - Clean -Section 15 Arrangement D26/264892

2 RFT-2024-2 Wheatsheaf Road Improvements - Variation Breakdown D26/279920

Pursuant to section 3(1)(g)(ii) of the Local Government Act 2020 this attachment has been designated as confidential because it relates to private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.



Arrangement for the transfer of Road Management Functions under section 15 of the Road Management Act 2004 (Vic)

Arrangement number: RMA000061

by **Head, Transport for Victoria (ABN 97 481 088 949) of 1 Spring Street, Melbourne, Victoria, 3000 (Head, TfV)**

to **Merri-Bek City Council (ABN 46 202 010 737) of 90 Bell Street Coburg Victoria 3058 (Council)**

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Arrangement under section 15 Road Management Act

Parties

Head, Transport for Victoria (ABN 97 481 088 949) a body corporate established under the *Transport Integration Act 2010* (Vic) of Level 21, 1 Spring Street, Melbourne, Victoria, 3000 (**Head, TfV**)

and

Merri-Bek City Council (ABN 46 202 010 737) (**Council**)

Background

- A Head, TfV is the Coordinating Road Authority for Arterial Roads located within the City of Merri-Bek, pursuant to section 36 of the *Road Management Act 2004* (Vic) (**Act**), along with other Arterial Roads in Victoria.
- B Head, TfV is the Responsible Road Authority for the Applicable Road Reserve pursuant to section 37 of the Act.
- C Head, TfV wishes to transfer to Council the Transferred Road Management Functions it has as the Responsible Road Authority in relation to the Applicable Road Reserve.
- D Head, TfV and the Council have agreed to the transfer of those Transferred Road Management Functions to Council under section 15 of the Act, on the terms and conditions set out in this arrangement (**Arrangement**).

Operative provisions

1 Definitions and Interpretation

1.1 Definitions

In this Arrangement:

"Act" means the *Road Management Act 2004*.

"Arterial Road", **"Coordinating Road Authority"**, **"Infrastructure"**, **"Non-road Infrastructure"**, **"Road"**, **"Road Infrastructure"**, **"Road Management Function"**, **"Road Reserve"**, and **"Responsible Road Authority"** have the same meaning as they have in the Act.

"Applicable Infrastructure" means the infrastructure specified in Item 4, situated on the Applicable Road Reserve.

"Applicable Road Reserve" means the road reserve or parts, sections thereof described in Item 1.

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Arrangement under section 15 Road Management Act

"**Authority**" means all Commonwealth and State Governments and instrumentalities and their departments and any other public authority or provider of services having jurisdiction over any aspect of the Applicable Road Reserve or Applicable Infrastructure.

"**Business Day**" means a day other than a Saturday, Sunday or public holiday (being a public holiday appointed as such under the *Public Holidays Act 1993* (Vic)).

"**Claim**" means any and all claims, actions, disputes, differences, requisitions, objections, demands, proceedings, accounts, interest, costs (whether or not the subject of a court order), loss, damage, expenses and debts or liabilities of any kind of whatever nature and however arising.

"**Code**" means the Ministerial Code of Practice for Operational Responsibility for Public Roads published in the Victoria Government Gazette in notice S 174 on Tuesday 30 May 2017, as amended or remade from time to time.

"**Excluded Infrastructure**" means the infrastructure specified in Item 5, situated on the Applicable Road Reserve.

"**Excluded Road Management Functions**" means the road management functions specified in Item 3.

"**Item**" means an item of the Schedule.

"**Law**" means the law in force in Victoria, including, without limitation, all statutes, rules, regulations, ordinances, by-laws, instruments, directives and proclamations made under the authority either direct or indirect of any statute (including any Commonwealth statute), rules of common law and equity and the requirements or recommendations of any Authority.

"**MAV Insurance**" means the Liability Mutual Insurance scheme that Municipal Association of Victoria provides for the benefit of local government bodies in Victoria, including municipal councils.

"**Municipality**" means the Merri-Bek Local Government Area.

"**Regulations**" means regulations made pursuant to the Act.

"**Transferred Road Management Functions**" means the road management functions specified in Item 2.

"**VMIA**" means the body corporate established under s 5 of the *Victorian Managed Insurance Authority Act 1996*.

1.2 Interpretation

- (a) In this Arrangement, unless the context otherwise requires:
- (i) words used in the singular include the plural and vice versa;
 - (ii) if a word or phrase is defined, its other grammatical forms have corresponding meanings;
 - (iii) 'includes' means includes without limitation;

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Arrangement under section 15 Road Management Act

- (iv) no rule of construction will apply to a clause to the disadvantage of a party merely because that party put forward the clause or would otherwise benefit from it;
 - (v) a reference to:
 - (A) a person includes a natural person, partnership, body corporate, joint venture, unincorporated association, corporation and a government or statutory body or authority;
 - (B) a person includes the person's legal personal representatives, successors, assigns and persons substituted by novation;
 - (C) a document includes all amendments or supplements to, or replacements or novations of, that document;
 - (D) a clause, paragraph, schedule, annexure or attachment is to a clause or paragraph of, or schedule, annexure or attachment to, this Arrangement;
 - (E) any legislation includes subordinate legislation under it and includes that legislation and subordinate legislation as modified or replaced;
 - (F) an obligation includes a warranty or representation and a reference to a failure to comply with an obligation includes a warranty breach or departures from a representation which render it inaccurate;
 - (G) a right or obligation of any two or more persons binds or benefits them jointly and severally;
 - (H) '\$', 'dollars' or 'AUD' is a reference to Australian currency;
 - (I) a party or parties is a reference to Head, TfV and Council (as the case requires); and
 - (vi) if the date on or by which any act or thing must be done under this Arrangement is not a Business Day, the act or thing must be done on or by the next Business Day.
- (b) Headings do not affect the interpretation of this Arrangement.

2 Council agrees to perform functions of Responsible Road Authority

2.1 Pursuant to s 15 of the Act, Head, TfV transfers to Council, and Council agrees to perform at Council's cost, all of the Transferred Road Management Functions for:

- 2.1.1 the Applicable Infrastructure; and
- 2.1.2 the Applicable Road Reserve.

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Arrangement under section 15 Road Management Act

- 2.2 This Arrangement does not apply to, and Head, TfV will continue to perform at its cost:
- 2.2.1 all Excluded Road Management Functions for the Applicable Infrastructure and/or the Applicable Road Reserve; and
 - 2.2.2 all Road Management Functions of a Coordinating Road Authority with respect to the Excluded Infrastructure,
- and determine the standards to which those functions will be performed.

3 Performance of Transferred Road Management Functions

- 3.1 The Council must:
- 3.1.1 Perform the Transferred Road Management Functions:
 - (a) using all due care and skill;
 - (b) in accordance with the requirements of the Act, the Code and other relevant Laws; and
 - (c) otherwise, in accordance with appropriate standards and requirements as Council determines.
 - 3.1.2 Promptly provide to Head, TfV on request (acting reasonably) copies of any reports, audits, routine and periodic inspection records or similar documentation that evidences Council's compliance with this Arrangement from time to time.
 - 3.1.3 Promptly give notice to Head, TfV of any material defects Council identifies that may detrimentally impact safe and efficient use of the Applicable Road Reserve and/or the Applicable Infrastructure.

4 Head, TfV retains functions of Co-ordinating Road Authority

To avoid doubt, Head, TfV will retain all of the Road Management Functions of the Coordinating Road Authority for Arterial Roads located in the Municipality, including those applicable for the Applicable Road Reserve.

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Arrangement under section 15 Road Management Act

5 Term of Arrangement

This Arrangement commences when it has been executed by all parties and continues until terminated in accordance with clause 11 below.

6 Details to be included in register of public roads

Pursuant to s 15(2) of the Act, Council and Head, TfV must include the details of this Arrangement in their registers of public roads maintained in accordance with Schedule 1 to the Act.

7 Consultation

7.1 Parties must consult regarding operation of Arrangement

- 7.1.1 The parties must consult with each other in good faith as required regarding the efficient and effective operation of this Arrangement.
- 7.1.2 Whilst this Arrangement is in force, each party will designate a suitably experienced contact officer for the purposes of this Arrangement.
- 7.1.3 At the date of execution of this Arrangement, the contact officers shall be the persons specified in Item 6.
- 7.1.4 Each party will give notice to the other party of any change to its contact officer, as soon as practicable after the change is made.
- 7.1.5 Each party will ensure that its contact officer:
 - (a) is available at all reasonable times to address any questions, concerns or disputes raised by the other party, arising out of the operation of this Arrangement; and
 - (b) arranges (in conjunction with the other party's contact officer) such meetings of appropriate staff of the parties as are reasonably necessary to facilitate the safe, efficient and effective operation of this Arrangement and use of the Applicable Road Reserve.

Review of Arrangement

- 7.2 Each party must cooperate with and provide prompt and effective assistance in response to any reasonable request received from the other party (on reasonable notice) seeking a review of this Arrangement or any of its components.

7.3 Head, TfV and Council must consult

- 7.3.1 Where Head, TfV intends to exercise any of its functions as a Coordinating Road Authority (eg, issuing a lease, licence or consent under the Act) or a Responsible Road Authority which may affect Council's performance of the Transferred Road Management Functions,

[10175507:52703144_1]

Arrangement under section 15 Road Management Act

Head, TfV must consult with Council at least 14 days prior to exercising that function or within any relevant time period specified in the Act or prescribed in the Regulations, whichever is the lesser.

- 7.3.2 Where Council intends to exercise any of the Transferred Road Management Functions in a way which may affect Head TfV's performance of its Road Management Functions or Coordinating Road Authority functions retained under this Arrangement, including in relation to the safety or operation of the Excluded Infrastructure, Council must consult with Head, TfV at least 14 days prior to exercising that function or within any relevant time period specified in the Act or prescribed in the Regulations, whichever is the lesser.

8 Notification of Claims, etc

- 8.1 Head, TfV and Council must notify each other of:

8.1.1 any Claim made or threatened to be made; and/or

8.1.2 any event which may give rise to a Claim,

against Head, TfV, Council, or their contractor, that relates to the Applicable Road Reserve or Applicable Infrastructure.

9 Insurance, Release and Indemnity

- 9.1 **Insurance**

9.1.1 Despite clauses 9.3 and 9.4, the parties acknowledge and agree that:

- (a) Council is a municipal council within the meaning of the *Local Government Act 1989* (Vic) insured by MAV Insurance and VMIA insures Head, TfV;
- (b) accordingly, it is unnecessary to include a release, indemnity or insurance provision with respect to public or products liability in this Arrangement. The insurance coverage of Council and Head, TfV with respect to this subject matter is adequate to cover foreseeable losses arising out of each of their own potential liabilities; and
- (c) any insurance or indemnity issue arising under this Arrangement focussed on public or products liability will be determined having regard to common law principles of liability, and to avoid doubt, the release in clause 9.3 and the indemnity in clause 9.4 will not apply to Claims relating to this subject matter while the parties' insurers remain the same.

[10175507:52703144_1]

Arrangement under section 15 Road Management Act

- 9.1.2 If either Council or Head, TfV ceases to be a client of MAV Insurance or VMIA, respectively:
- (a) that party must thereafter, at its cost, take out and keep in force public liability insurance cover of \$20 million in respect of any single claim or event throughout the currency of this Arrangement;
 - (b) that party must ensure that for all such insurance policies, each party to this Arrangement is named as an insured party on such policies (the effect of which is that the policies apply to each of the persons comprising the insured as if separate policies of insurance had been issued to them, subject always to the overall insured sum not being increased as a result);
 - (c) that party must not do or permit anything to be done which may invalidate any insurance, make any insurance void or voidable or cause the other party's insurance premiums to increase;
 - (d) if a party causes the other party's insurance premiums to increase, the culpable party must reimburse the other party for the amount of that increase; and
 - (e) the release and indemnity set out in clauses 9.3 and 9.4 will apply.

9.2 **Damage and Destruction Insurance**

The parties agree to maintain property/asset insurance with a reputable insurer for the full replacement value of:

- 9.2.1 the Applicable Infrastructure in Council's case; and
- 9.2.2 the Excluded Infrastructure in Head, TfV's case,

for the duration of this Arrangement, and acknowledge and agree that:

- 9.2.3 subclauses 9.1.2(c) and 9.1.2(d) above will apply to this insurance coverage; and
- 9.2.4 moreover, the release set out in clause 9.3 will apply to Claims of this nature.

9.3 **Release**

Council accesses the Applicable Road Reserve at its own risk in all respects and releases Head, TfV to the fullest extent permitted by Law, from all Claims resulting from any accident, damage, loss or injury occurring in or on the Applicable Road Reserve or the surrounding land, except to the extent that Head, TfV's negligent or unlawful act or omission or breach causes or contributes to a Claim.

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Arrangement under section 15 Road Management Act

9.4 Indemnity

- 9.4.1 Council indemnifies Head, TfV against any Claim that is made, threatened or commenced (including legal costs on a full indemnity basis) that Head, TfV incurs in connection with Council's performance or non-performance of the Transferred Road Management Functions.
- 9.4.2 Council's indemnity in Head, TfV's favour does not apply to the extent that Head, TfV's negligent or unlawful act or omission or breach caused or contributed to the Claim.

10 Dispute resolution

- 10.1 If there is a dispute between the parties regarding the terms or operation of this Arrangement, the dispute shall be resolved using:
 - 10.1.1 the provisions in section 125(1) of the Act, and
 - 10.1.2 the processes and procedures set out in Part 6 – Dispute Resolution of the Code.

11 Termination

- 11.1 Head, TfV may terminate this Arrangement upon giving Council 6 months' prior written notice and when such termination takes effect, each party resumes responsibility for performing all their Road Management Functions in accordance with the Act.
- 11.2 The parties may agree in writing to terminate this Arrangement and when such termination takes effect, each party resumes responsibility for performing all their Road Management Functions in accordance with the Act.

12 Costs and Notice

Costs

- 12.1 Each party must pay its own costs incurred in connection with the preparation, negotiation and execution of this Arrangement.

Giving notices etc

- 12.2 A notice, consent, information or request that must or may be given or made to a party under this Arrangement is only given or made if it is signed by or on behalf of the party giving or making it and is:
 - 12.2.1 delivered or posted to the party to whom it is directed at the address stated in Item 7; or
 - 12.2.2 sent via electronic mail to the address stated in Item 8.

[10175507:52703144_1]

Arrangement under section 15 Road Management Act

- 12.3 However, if a party gives another party 3 Business Days written notice of a change of that, or a subsequent, address, or electronic mail address, a notice, consent, information or request is only given or made by that other party if it is delivered or posted to the recipient's latest address or electronic mail address, as applicable.

Time notice etc is given

- 12.4 A notice, consent, information or request is to be treated as given or made in accordance with the following rules:
- 12.4.1 If it is delivered, when it is left at the relevant address.
 - 12.4.2 If it is sent by post, 5 Business Days after being posted.
 - 12.4.3 If it is sent via electronic mail, in accordance with section 13A of the *Electronic Transactions (Victoria) Act 2000*.
- 12.5 If a notice, consent, information or request is delivered, after the normal business hours of the recipient, it is to be treated as having been given or made at the beginning of the next Business Day.

13 Miscellaneous

Persons

- 13.1 In this Arrangement, a reference to any legal entity which no longer exists or has been reconstituted, renamed, replaced or whose powers or functions have been removed or transferred to another legal entity, is a reference to the legal entity which most closely serves the purposes or objects of the first-mentioned legal entity.

No agency or other relationship

- 13.2 Neither party is an agent, representative, trustee, employee or partner of the other party by virtue of this Arrangement and neither party may represent itself as such in any circumstances.

Waiver

- 13.3 The fact that a party fails to do, or delays in doing, something the party is entitled to do under this Arrangement, does not amount to a waiver of any obligation of, or breach of obligation by, another party.
- 13.4 A waiver by a party is only effective if it is made in writing. A written waiver by a party is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach on any other occasion.

Severability

- 13.5 Any provision of this Arrangement which is invalid or unenforceable will be read down, if possible, to the minimum extent required for it to be valid and enforceable.

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Arrangement under section 15 Road Management Act

- 13.6 Where that provision cannot be read down, it will, to the extent that it is capable, be severed without affecting the remaining provisions of the Arrangement.

Functions and powers of Council under other legislation

- 13.7 Nothing in this Arrangement is intended to prevent Council from performing its functions and validly exercising its powers under any other Act, regulation or local law that may apply to the Applicable Infrastructure or the Excluded Infrastructure.

Governing Law

- 13.8 This Arrangement is governed by and is to be construed in accordance with the Laws applicable in the State of Victoria. Each party irrevocably and unconditionally submits to the jurisdiction of the courts of the State of Victoria and waives any right to object to any proceedings being brought in those courts.

Entire Agreement

- 13.9 This Arrangement contains everything the parties have agreed in relation to the subject matter it deals with. No party can rely on an earlier written document or anything said or done by or on behalf of another party before this Arrangement was executed.

Counterparts

- 13.10 This Arrangement may be executed in any number of counterparts, all of which taken together constitute one instrument.

Variation

- 13.11 No variation of this Arrangement will be of any force or effect unless it is made in writing and validly signed by the parties to this Arrangement.

Survival of Terms

- 13.12 The provisions of this Arrangement which by their nature survive termination or expiry of this Arrangement will survive termination or expiry of this Arrangement.

Electronic execution

- 13.13 Each party consents to signing of this Arrangement by electronic means. The parties agree to be legally bound by this Arrangement if it is signed in this manner.

[10175507:52703144_1]

Arrangement under section 15 Road Management Act



Execution and date

Executed and delivered as a deed.

The common seal of **Merri-Bek City Council (ABN 46 202 010 737)** was affixed in the presence of:

Affix seal

Authorised Officer signature

Authorised Officer signature

Authorised Officer name (print)

Authorised Officer name (print)

Authorised Representative title (print)

Authorised Representative title (print)

Date

Date

[10175507:52703144_1]

Arrangement under section 15 Road Management Act

Executed by a duly authorised
representative of the **Head, Transport for
Victoria** in accordance with s 64ABA(1)(b)
of the *Transport Integration Act 2010* (Vic):

Authorised representative signature

Authorised representative name (print)

Authorised representative title (print)

Date

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Arrangement under section 15 Road Management Act

Schedule

| | | |
|--------|---------------------------------------|--|
| Item 1 | Applicable Road Reserve | <p>Parts of:</p> <ul style="list-style-type: none"> • Wheatsheaf Road, Glenroy (between Plumpton Avenue and Glenroy Road), and • Plumpton Avenue, Glenroy <p>as shown in red in the image in "Attachment 1"</p> |
| Item 2 | Transferred Road Management Functions | <p>Transferred Road Management Functions means:</p> <p>(a) Responsible Road Authority Road Management Functions for the Applicable Road Reserve,</p> <p>excluding always the Excluded Road Management Functions.</p> |
| Item 3 | Excluded Road Management Functions | <p>(a) Not applicable.</p> |
| Item 4 | Applicable Infrastructure | <p>Applicable Infrastructure means:</p> <p>(a) all Road Infrastructure including all parts and elements located in, on, under or over the Applicable Road Reserve</p> <p>(b) Stormwater drainage in the Applicable Road Reserve</p> <p>(c) Road pavement in the Applicable Road Reserve</p> <p>(d) Water mains in the Applicable Road Reserve</p> <p>excluding always the Excluded Infrastructure.</p> |
| Item 5 | Excluded Infrastructure | N/A |
| Item 6 | Contact Officers | <p>Head, TfV: Liam Butcher, Director Maintenance Operations.</p> <p>Council: Greg Rodwell, Manager Open Space and Environment</p> |

[10175507:52703144_1]

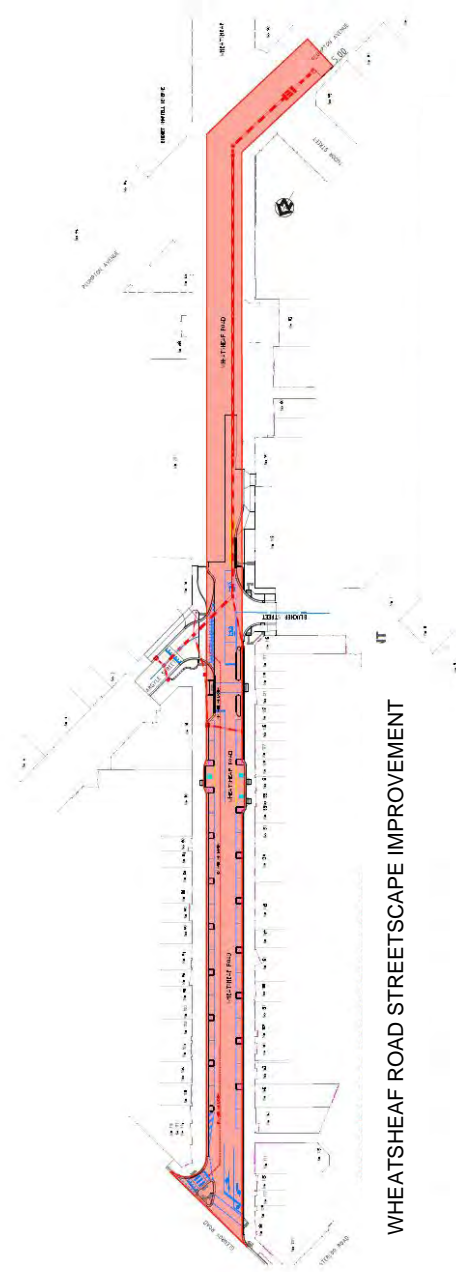
Arrangement under section 15 Road Management Act

| | | |
|--------|------------------------------|---|
| Item 7 | Address for notices | Head, TfV: Council: 5 Walter Street, Hadfield, Victoria, 3046 |
| Item 8 | Email address for notices | Head, TfV: Liam.Butcher@transport.vic.gov.au Council: GRodwell@merri-bek.vic.gov.au |

[10175507:52703144_1]

Arrangement under section 15 Road Management Act

Attachment 1



[10175507:52703144_1]

7.5 CONTRACT EXTENSION AND VARIATION: RFT-2023-489 AND RFT-2024-36 OUTDOOR GARDENING PANEL

Director Community, Eamonn Fennessy

Aged and Community Support

Officer Recommendation

That Council:

1. Approves an extension to the panel contractors listed in the table as per point 2 according to the service categories, for the Contract RFT-2023-489 and RFT-2024-36 Outdoor Gardening Panel (Contract) with both contracts to expire on 30 June 2029.
2. Approves a variation to the Contract RFT-2023-489 and RFT-2024-36 Outdoor Gardening Panel to increase the maximum spend to \$2,046,622.42 (excluding GST) across all suppliers for the term of the contract.

| Tenderers Name | ABN | Service Categories |
|---------------------------------------|----------------|---|
| Tree Response Pty Ltd | 24 141 958 054 | Planting and pruning |
| Erdem Aksu T/as Green Aura | 68 867 812 957 | Planting, pruning, raised garden beds, general clean up, rubbish removal, landscaping |
| UDL M Group Pty Ltd | 30 610 979 309 | Planting, pruning, raised garden beds, paving, general clean up, rubbish removal, landscaping |
| Melbourne Landscape Group Pty Ltd | 76 629 019 889 | Raised garden beds, trimming, planting, hedge trimming |
| Moonering Garden Pty Ltd | 31 678 274 514 | Raised garden beds, tree stump removal, trimming, planting, hedge trimming |
| Auxiliary Service Group Pty Ltd | 84 652 760 588 | Raised garden beds, trimming, planting, hedge trimming |
| Flask Gardening & Maintenance Pty Ltd | 94 085 189 199 | Raised garden beds, tree stump removal, trimming, planting, hedge trimming |
| A1 Tree Solutions Pty Ltd | 41 202 469 925 | Tree stump removal |
| Centrogen Pty Ltd | 47 063 665 172 | Tree stump removal |

3. Notes that:
 - i. The contract under RFT-2023-489 is due to expire on 3 December 2026 and RFT-2024-36 is due to expire on 18 August 2027.
 - ii. The total expenditure to date across both contracts is \$724,338.42 (excluding GST)
4. Authorises the Chief Executive Officer:
 - a) To do all things necessary to execute the required documentation for the Contract; and
 - b) Accept new panel contractor(s) during the contract term subject to the same public tender/evaluation process as adopted for the original panel contractors, to ensure we can maintain a range of suitable suppliers to meet Council's needs, providing the total contract amount to remain as paragraph 2; and
 - c) Advises all tenderers of Council's decision in relation to the Contract.

Executive Summary

The purpose of this report is to obtain Council approval to extend and increase the contract expenditure to the existing Outdoor Garden Help Program contract RFT-2023-489 and RFT-2024-36 to align the expiry of contracts until 30 June 2029.

Initially funded for 3 years, the program has been extended for a further 3 years and funding increased to align with delivery. Due to their strong understanding of the program's specific operational requirements and high-quality outcomes, continuing with these contractors will preserve valuable expertise and established relationships, minimise the risk of service disruption, and ensure resources are used efficiently and effectively.

Council's Outdoor Garden Help Program provides one-off gardening services to older residents to assist them in maintaining safe, accessible and liveable outdoor spaces. The program was established in response to community need and strong feedback from older residents around support with garden maintenance to promote independence and continued access to outdoor spaces. The proposed extension will ensure continuity of service delivery, support ongoing program delivery, and avoid disruption to residents.

Both contracts were established through Request for Tender (RFT) process. Contract RFT-2023-489 commenced on 4 December 2023 for a period of three (3) years ending 3 December 2026. Due to the strong demand for the services, Contract RFT-2024-36 was established on 18 August 2025 for a period of two (2) years ending 18 August 2027 to increase panel capacity.

Previous Council Decisions

Nil.

1. Policy Context

This report is in keeping with Council's commitment to accountability and sound financial management. It also addresses the requirement under section 109(1) of the *Local Government Act 2020* which requires Council to adhere to its Procurement Policy when entering into contracts for the purchasing of goods or services, or the carrying out of works.

The Procurement Policy allows Council to extend existing contracts when the establishment arrangement with an alternative supplier is considered not to be in the public interest, as it may be cost prohibitive and/or present a risk in the delivery of critical public services to the municipality.

The contractors have developed a strong understanding of the program's operational requirements, key stakeholder expectations, and the unique considerations involved in working with older residents in Merri-bek.

Through their experience, they are familiar with the challenges that can arise during the delivery of works and have demonstrated the ability to manage interactions sensitively, professionally and with empathy. They consistently deliver inclusive and effective communication before, during and after works, helping to build trust and minimise disruption for residents.

Contractors have received consistently positive feedback from residents, with several demonstrating exceptional commitment to achieving positive resident outcomes. Their proactive, resident-focused approach, responsiveness to individual needs and dedication to delivering a high standard of service have contributed significantly to resident wellbeing, satisfaction and the overall success of the program.

Extending the current contractors will retain valuable program knowledge, established relationships and proven processes, reduce the risk of service disruption while ensuring the efficient and effective use of resources.

2. Background

Council established the Outdoor Garden Help Program in late 2023 following the success of an earlier pilot initiative. The program provides free garden maintenance support to eligible older Merri-bek residents, helping them maintain their independence and continuing to enjoy their gardens and outdoor spaces.

Through the program, Council engages qualified gardening contractors to undertake one-off garden works up to the value of \$1,000 per household. Services may include pruning, hedge trimming, planting assistance, installation or maintenance of garden beds, turning of soil, and tree removal by a qualified arborist. These improvements can reduce trip hazards, enhance visibility and access to pathways, and make outdoor areas safer, more accessible, and more enjoyable to use.

The program is available to eligible Merri-bek residents aged 55 years and over who are on a low income and not currently receiving Support at Home or NDIS funding.

Initially established with a budget of \$250,000, in 2024 Council recognised the strong demand and positive outcomes of the program and resolved to double its funding for the 2025/26 financial year. To support this expansion, Council engaged an additional 7 contractors through a tender process, increasing to a panel of 10 contractors in total.

To ensure the program is accessible to all eligible residents, referrals and enquiries can be made by phone, email, or in person. Information is available in multiple languages and interpreter services can be arranged as required.

To date, the program has supported over 890 older community members from diverse cultural and linguistic backgrounds across Merri-bek.

The Outdoor Garden Help Program has been extended through to 2029 and continues to address a significant community need. It provides a valuable service that is not currently available through other Council or Commonwealth-funded programs, enabling older residents to safely access and enjoy their outdoor environments.

3. Issues

Collaboration

Section 109(2) of the *Local Government Act 2020* requires that any report to the Council that recommends entering into a procurement agreement must include information in relation to any opportunities for collaboration with other councils or public bodies which may be available.

Under this contract there are no opportunities to collaborate as the program is a Council-funded initiative with requirements that are not aligned with other councils or public bodies.

Local Implications

Local implications of the contract extension have been considered. Current contractors are familiar with the specific operational needs of the program and skilled at delivering on expectations around inclusive, effective communication before, during and after works. Extending the current contractors will prevent any disruption to services and optimise resources.

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

4. Community Consultation and Engagement

Community consultation is not required as this report relates to continuation of an existing program.

5. Declaration of Conflict of Interest

Council Officers, external consultants and all other parties involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and Resources Implications

The adopted Budget (22 June 2026) has the below strategic priorities funded until 2028-29.

| | 2026-27 | 2027-28 | 2028-29 |
|--|----------------|----------------|----------------|
| Expand and extend the outdoor help program for seniors (excluding GST) | 552,180 | 562,252 | 572,326 |

The extension of these contracts does not have any direct financial implications as works will be funded through the strategic priority budget. The anticipate spend for the life of contract are detailed in the table below:

| Year | Estimate Budget Value (\$ excluding GST) |
|-------------|---|
| 2026-2027 | \$434,598 |
| 2027-2028 | \$440,803 |
| 2028-2029 | \$446,883 |

7. Implementation and Timeline

It is proposed that the CEO be authorised to do all things necessary to execute any other required documentation.

Attachment/s

There are no attachments for this report.