

Attachments

Special Committee of Council Meeting

Tuesday 9 June 2020

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6.1.1 Pandemic Recovery Stimulus Package

Attachment 1 Whitehorse Community Recovery Grants
Proforma

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6.1.1 – ATTACHMENT 1. Whitehorse Community Recovery Grants Proforma

Whitehorse Community Recovery Grants 2020-2021

Whitehorse City Council is committed to providing financial and other support to local community organisations, clubs and groups in their recovery, as a result of the impacts of COVID-19

- **Objectives:**

The Whitehorse Community Recovery Grants 2020-2021 provide financial assistance to eligible community organisations, clubs and groups who have been impacted by COVID-19, to:

1. Assist in their recovery
2. Respond to local community need in light of COVID-19

- **Application Process:**

1. Register online at *SmartyGrants*
2. Applications will be completed and submitted online via *SmartyGrants*
3. On submission, organisations will receive an acknowledgment email from *SmartyGrants*
4. Applications are assessed by City of Whitehorse officers (the City of Whitehorse reserves the right to request further information in regards to the application)
5. Relevant paperwork is required such as insurances, incorporation status and relevant financial information
6. Successful grant applications will be required to expend the funding within the 2020-2021 financial year.
7. Organisations will be required to acquit their grant at the end of the 2020/2020 financial year.

- **Organisations will be required to demonstrate:**

1. That they are based in Whitehorse
2. The financial impact of COVID-19 on the organisation (genuine financial need)
3. That what is being applied for is sustainable into the future
4. That the planned program, project, service, activity or equipment purchase application is responding to community need in recovery from COVID-19

6.1.1 – ATTACHMENT 1. Whitehorse Community Recovery Grants Proforma

- **Community Grant Categories: (funding streams, what can be funded and available funding)**

1. **More than one funding stream can be applied for, however the total amount requested (per Organisation) can be no greater than \$5000**

Funding Stream	What can be funded	Funding
Community Engagement/Participation/Volunteers initiatives	Programs, projects, activities and initiatives that: 1. Engage with the community and encourage community participation in activities and initiatives. 2. Creative strategies and initiatives to support volunteers and volunteering activity.	\$2,500
Programs and initiatives relating to: • sport & recreation organisations • arts & culture organisations • community organisations	Sport & Recreation, Arts & Culture and broad Community focussed programs and initiatives that respond to community need as a result of COVID-19 and which are sustainable for the Whitehorse community into the future.	\$2,500
Marketing and promotions	Assisting organisations, clubs etc., to attract participants, consumers and volunteers back into programs by supporting promotional/marketing initiatives (branding, advertising, social media campaigns, temporary signage, mail outs, etc.).	\$2000
Organisation operating cost/administration	To assist organisations, clubs and groups to re-commence their operations.	\$1,500
Equipment, supplies & other items (physical requirements)	Includes: equipment and other physical requirements essential to assist organisations to recover including: hand sanitisers, disinfectant, other cleaning products essential to manage hygiene requirements of recommencement of activity etc. Plastic cones, markers, barrier tape, cords etc. useful to manage physical distancing requirements. Supplies including loss of items/perishables. Cleaning, rubbish removal etc.	\$2500

- **Two Funding Rounds- key dates:**

1. Applications open on: 6th July 2020 Close on: 31st July 2020
2. Applications open on: 16th November 2020 Close on: 11th December 2020

- **Questions to respond to:**

1. Tell us what you want to achieve with the grant and why?
2. Tell us how you've been impacted by COVID-19 (financial and other)? Has your organisation, club, group qualified for JobKeeper?
3. Tell us how you will deliver what you are applying for, given the current restrictions and if the restrictions are lifted?
4. Tell us how your grant outcome will be sustainable into the future?
5. Have you been funded by another level of Government, or any other funding source?
6. Provision of a detailed budget

6.1.1 – ATTACHMENT 1. Whitehorse Community Recovery Grants Proforma

- **Approval process:**

1. Applications will be assessed by the relevant City of Whitehorse officers, who will make recommendations to the decision making panel, against an assessment matrix
2. Decision making panel to include: Mayor, GM Human Services, GM City Development and a Finance department representative- who will be supported by the Manager Community Development

- **Eligibility:**

1. Be registered as a Not-for-Profit organisation and/or an Incorporated (or be auspiced by an appropriate organisation that meets this criteria.) who has operated for 12 months or more.
2. Be based within the City of Whitehorse and all activities, programs, projects, services and events must be held within the City of Whitehorse.
3. Have a majority of Whitehorse residents as members/ participants
4. Have a min \$20million Public Liability Insurance and provide an up to date certificate of currency.
5. Provide a **financial report** (not a bank statement)
6. Demonstrate the financial impact of COVID-19 on your organisation (genuine financial need)
7. Demonstrate that what they are applying for is sustainable into the future and will not rely on ongoing funding from Council.
8. Programs, services, projects, initiatives and activities must not have commenced prior to this Grant payment, and must be completed by end of the financial year in which funding is allocated.
9. While salaries are not funded under the grants program, a small amount of funding can be sought under the stream(s) to coordinate the implementation of initiatives.

- **Ineligible:**

1. Applications for individual pursuits
 2. Organisations not based in, or operating in, Whitehorse
 3. Organisations that are not incorporated or by an appropriate organisation that meets this criteria.
 4. Organisations that cannot demonstrate genuine financial need
 5. Organisations that have an outstanding debt with Council
 6. Organisations that have not acquitted funding provided prior to 2020/21 Financial year
 7. Organisations that do not submit all of the required paperwork
 8. Fee relief, coach or player payments or salaries for staff
 9. Retrospective funding
 10. Organisations that seek funding for political, religious or spiritual activities
 11. Funding for Rent/ accommodation costs
 12. Funding for significant capital equipment/ works
 13. Funding that is the responsibility of another level of government.
 14. Funding that will rely on recurrent future funding from the City of Whitehorse
 15. Programs, projects, services or activities that cannot demonstrate the ability to provide safe working methods or adherence to relevant government restrictions.
 16. Activities that contravene any COVID-19 restrictions including mass gatherings and social distancing requirements.
- Grants are not to be diverted to another use, unless prior permission has been sought and approval given.

6.1.1 – ATTACHMENT 2. SME Grants

**Whitehorse City Council
Investment & Economic Development
COVID-19 Small to Medium Enterprise Grants Program
Tranche One – July 2020**

Whitehorse City Council is committed to providing support to the local Small to Medium Enterprises (SME) and it acknowledges that many SME's have experienced severe impacts from COVID-19, and that some SME's have been affected since January 2020.

Objectives

The COVID-19 SME's Grants Program will provide financial assistance to eligible SME's affected by the pandemic. Three funding streams are available and they all have an overarching focus on business adaption, innovation and resilience.

Application Process

Register online at SmartyGrants

1. Complete and submit your application online via SmartyGrants.
2. On submission you will receive an acknowledgment email from SmartyGrants (the online application system will allow you to save, edit and print out application before you choose to submit them. Supporting information can also be attached to your online application).
3. Applications are assessed by the City of Whitehorse Officers/Grants Panel against the criteria outlined in these guidelines. Every application is scored based upon the extent to which the application addresses the criteria. The application's score informs the funding recommendation. The City of Whitehorse reserves the right to request further information in regards to the application.
4. Applicants will be notified of the outcome of their application by email as soon as Council has completed the assessment and approval process.
5. Applicants are required to include relevant documentation as per the eligibility criteria.

6.1.1 – ATTACHMENT 2. SME Grants

Proposed Funding Streams

Businesses can apply for multiple funding streams where there is a clear distinction between the types of project/services being funded however the total application can be no greater than \$3 000.

Funding Stream	What Can Be Funded	Funding Available
Business Innovation	Costs associated with online, e-commerce and non-online activities: <ul style="list-style-type: none"> Website design and development. E-commerce platforms (selling online, receiving payments & contactless payment) Digital marketing and promotion. Introduction of a new service, product or processes. 	Up to \$3 000 (Excluding GST)
Business Continuity	Costs associated with encouraging a business to reposition itself for the future: <ul style="list-style-type: none"> Training and professional development (in house training, attendance at conference/seminars, industry association membership fees) Engagement of an professional to provide specialist advice (for example but not limited to Accountant, Lawyer or Business Planner) 	Up to \$3 000 (Excluding GST)
Business Restart	Costs associated with supporting a business to re-commence operations: <ul style="list-style-type: none"> Purchase of stock/inventory Business equipment (printer, cash registers) PPE Supplies (disposable gloves, hand sanitizers) Cleaning/sanitising products Physical distancing equipment (plastic cones, markers, barrier tape) Disposable Equipment (cups, cutlery, serviettes) Minor capital works 	Up to \$3 000 (Excluding GST)

Funding Rounds

- Application open on 13 July 2020 Close 22 July 2020
- Applications open on 8 February 2021* Close 12 February 2021* *indicative dates

These funding rounds will be supported with an extensive marketing campaign in the weeks prior to ensure businesses have a well thought application with relevant supporting documentation. This may alleviate a large number of pending applications in the Smarty Grants system as experienced by other Councils.

Assessment Process

- Application will be assessed by the Investment & Economic Development Officers, who will make recommendations to the decision making panel against an assessment matrix.
- Decision making panel comprised of the Mayor, General Manager - City Development, General Manager - Corporate Services and a Finance Department representative – who will be supported by the Assistant Manager Investment & Economic Development.

6.1.1 – ATTACHMENT 2. SME Grants

Assessment Criteria

Applications will be assessed against an assessment matrix that addresses the following:

1. Demonstrated relevance of proposal to COVID-19 impacts (business adaption and innovation) and how it aligns to the grant stream.
2. Demonstrated financial and/or operating impacts from COVID-19.
3. Demonstrated plan/timelines and budget.
4. Demonstrated local procurement.

It is expected the proposed activity will be completed within six months and preference will be given to those that can be completed in shorter time frame. Extension of times will be granted on a case by case scenario.

Applicants are to declare if they have already applied for or received grant money from other sources.

Eligibility

To be eligible for funding applications must:

- Have an active Australian Business Number (ABN).
- Employ fewer than **20** FTE (or equivalent part time) employees at the time of application or have a maximum turnover of \$10 million per annum. (Under exceptional circumstances applications above 19 employees and \$10 million turnover will be considered at the discretion of the Grant Review Panel.)
- Business must be located within the City of Whitehorse municipality.
- Must be an existing business trading for 12 months or more as at 30 June 2020.
- Own or have a commercial lease agreement within the City Of Whitehorse municipality with a minimum of one year remaining or intend to take up an option to renew a lease, or are move relocating to another premises in the City of Whitehorse. Or alternatively the business operation is from your residence (home based business).
- Have all appropriate insurances, licences and permits for the current business operation.
- Have all appropriate insurances, licences and permits for the business to undertake the proposed activity or operation funded by this program.
- Demonstrate the financial impact of COVID-19 on your business (genuine financial need).
- Demonstrate how this grant will help support business in response to the impact of COVID-19.
- Demonstrated potential for business sustainability beyond the City of Whitehorse SME Grant Program funding.
- Demonstrate how your business supports the local economy and/or community of Whitehorse.

Ineligibility

The program will not accept applications from:

- Businesses located outside the City of Whitehorse municipality.
- Current City of Whitehorse employees, Councillors (including 2020 nominating Councillors), immediate family members and their contractors.
- Political organisations.
- Trader associations and unincorporated associations.
- Community groups and Sporting Clubs.
- Owner's corporations.
- Franchisees.
- Not for profit organisations.
- Business that have an adverse effect on public health, safety, environment or heritage.

The program will not accept funding application that relate to:

- Operational expenses that are considered ongoing such as rent, wages, utilities, routine maintenance or routine accounting services.
- Servicing creditors or debts.

The City of Whitehorse reserves the right to decline any application that is ineligible or does not meet the eligibility criteria.

Canvassing or lobbying of Councillors or employees of the City of Whitehorse in relation to any grant application is prohibited during the application process. Failure to comply will make the application ineligible.

6.2.1 2020/2021 Budget Consultation

Attachment 1 2020/2021 Budget Submissions

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 1

Annual Budget

From:
Sent: Monday, 27 April 2020 10:17 AM
To: Annual.Budget@whitehorse.vic.gov.au.
Cc: Sharon Ellis; Andrew Davenport; Ben Stennett; Prue Cutts; Andrew Munroe; Denise Massoud; Tina Liu; Blair Barker; bill.bennet@whitehorse.vic.gov.au; Raylene Carr
Subject: City of Whitehorse Budget is now open for community consultation
Attachments: BHUSC. Letter to Council. Facilities.01.04.20.docx

Dear City of Whitehorse ,

I hope this email finds you well!

I understand the City of Whitehorse Budget is now open for community consultation as per the link below:

<https://www.whitehorse.vic.gov.au/about-council/what-we-do/publications/corporate-documents/proposed-budget>
<https://www.whitehorse.vic.gov.au/about-council/what-we-do/publications/corporate-documents/proposed-budget>

Unfortunately I note there is no funding for design works included for synthetic pitch at Sparks Reserve Upper - home of Box Hill United SC.

This is extremely disappointing for our club. I do appreciate and respect the current situation but also would like to point out the lack of facilities for our club to a satisfactory and developing level of the game for a very long period of time and that we just cannot afford lose another year without the design works being completed.

I write to you to review the attached letter sent to council recreational services officers Olivea and Naomi on April 1, 2020. This was done after a recent change in recreation services officer to update Olivea on our clubs needs after another winter and summer submission for additional grounds was not successful and so that many pieces of previous communication with council staff is not lost with change of staff.

Based on the information outlined in this letter and the main points being.

- The current grounds available to our club for training and game day required from early January to mid-December every year for over 350 players are not satisfactory and do accommodate for our current demands.
- We are unable to accommodate ongoing and growing demand from Junior female and male players to join the club due to lack of grounds from early January to mid-December.
- We are unable to accommodate requests by local high schools to use our grounds (Box Hill High School, Forest Hill College and Kingswood College) due to the grass not holding up from overuse from existing commitments.
- By gaining synthetic grounds on Sparks Reserve Upper it will mean that the club can service current and any growing amount of players within our current grounds alleviating the request for additional grounds that are not available within the City of Whitehorse.

I urge you to please reconsider including funding in your budget for design works for synthetic grounds at Sparks Reserve Upper home of Box Hill United SC.

I am also happy to meet with you at the club at any time to discuss this matter further and show you around our current facilities if required.

Feel free to contact me should you have any questions.

I look forward to a successful outcome.

Kind Regards

George Petheriotis
Box Hill United SC - Club Operations Manager (Board Member)

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 1



Dear Olivea and Naomi,

I would like to take this time to tell you about our club after our recent communication.

Firstly, a massive thanks to the City of Whitehorse for the amazing service we receive from you.

We have a lot of people working for our club that really care about it and the City of Whitehorse have really stepped up in recent years to deliver everything possible within your resources and we are very thankful I can't stress this enough.

Please don't take anything in this letter as negative but instead a genuine wish list that is important to deliver our development program to important and respectful young people.

Box Hill United Soccer Club has been a part of the sporting landscape within the City of Whitehorse since 1922. There are not many clubs that can attest to this. We are a club that the entire community can be proud of.

We have over 350 Male & Female players at our club. Our players train every year from the 7th of January until the 18th of December. Our club participates in the NPL & WPL development system we take pride in developing great young footballers and respectable fine young people.

We are an "all year round" sporting club. We require facilities to deliver our program during the entire year.

Our Current Facilities.

Wembley Park.

We have a wonderful facility at Wembley Park. We are very thankful to have it and we take so much pride in the ground. We have our own facility managers and conduct working bees to up keep it. The ground playing size approx. 69mx 99m. This is used for NPL & WPL games. It caters for approximately 170 games from February to September each year on average around 6 high level games a week. This ground is used sparingly for training by the male and female senior teams only. Junior teams cannot train on the ground because its main purpose is to play games and the ground would not hold up if additional training was conducted.

Ground Weakness

- Most years there have been differing quality surface issues in saying that the ground is still excellent.
- The ground cannot be used in April due to the winter grass oversew period and again from October to end of January the rest and repair period. We request that the necessary measures are taken to complete maintenance as soon as possible in October and even consider an October or November oversew period as was completed on Sparks during November 2019. This had fantastic results and would mean we can still use the ground in April.
- Requires 200 lux lighting.
- Requires longer coaches' benches.
- The ground needs high netting behind both goals.
- The grass behind east goals and south west corner needs to be maintained for players to warm up.

Sparks Reserve

Box Hill United Pythagoras SC Inc Incorporation No. A0055397J
Wembley Park, 980 Canterbury Road BOX HILL VIC 3128 PO Box 1 BOX HILL VIC 3128
E: enquiries@boxhillunited.com.au W: www.boxhillunited.com.au

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Submission 1



Sparks Reserve is opposite Wembley Park. The total ground size of Sparks Reserve is approx. 100mx100m from this we need to take away 3m on all sides from the nearest obstacle. A full soccer pitch is recommended to be 64-75m wide x 100-110m long. All in all, this ground is one full pitch and a two mini pitches for small groups.

- We use this ground to train over 350 players, 5 days per week from 5.30pm until 9pm
- We also use the ground to train players on Saturday morning from 8.30am to 10.30am

Ground Weakness

- Very poor lighting needs to be upgraded to 200 lux.
- Ground needs to become synthetic so we can satisfy training and playing requirements all year round.
- Ground surface needs to be extended towards Canterbury road and to the east towards the Rugby grounds, so we can utilise dead space and cater for our current and new players.
- We have requests from Box Hill High, Forest Hill College and Kingswood college to use the ground during the day which is not permitted as the facilities will not hold up for extra games. We care about our community and if the facilities were upgraded, we welcome all schools to use the facilities during the day.
- The ground needs high fencing or netting all round to stop the distribution of balls to neighbouring areas.
- Parking conditions are very poor.
- We need to use this ground as our secondary playing ground but we are not able to do this due to lack of facilities but also because the ground does not hold up for training and games due to its excessive use.
- Has a difficult link to Wembley park due to the busy road and the walkway bridge being a distance away from the grounds and deemed by FV not suitable for walking using boots.
- Since 1922 the hundreds of male and female players and parents that frequented the ground weekly have never had facilities such as toilets, drinking water or rubbish bins. With the most gratitude ever, the work to fix this is due to start by council later this year. Thankyou.

Growth of the football club.

Due to lack of ground facilities Box Hill United SC has never been able to grow. In December of this year we completed a family fun day to introduce young girls and boys aged 4 to 12-year-old to the club. We completed a mail out to over 10,000 City of Whitehorse residents and actively promoted the event on social media. We had over 100 children turn up unfortunately we could not sign more than 10 players because we received no additional facilities to provide for them.

Moving forward – Short and long term.

We have huge demand from girls and boys to play football. We need to get these kids playing the sport of their choice, the largest participation sport in Australia and the world for boys and girls. In line with local council and state government funding we need a strategic plan to deliver a great facility to the City of Whitehorse, Box Hill United SC and local schools in the area.

Moving forward - Short term

We require a facility the size of Sparks Reserve as a minimum or 2 full size pitches preferably in one location to conduct our training and games. The training grounds can be oval in shape we can adapt our training they don't need lights outside of daylight savings, they don't need goals either. We have not had toilets or drinking water facilities since 1922 so we can keep going without for now on additional training grounds if that's all we can get. Consider installing lights to Ballyshannassy Park Burwood and allow BHUSC to use all year round. We are flexible with the location but what we do need is a reasonably good surface and to be able to wear boots. These two things are essential to play football.

When Football resumes post Covid-19 crisis.

Continue with Sparks and Wembley until end September. We will rest the request for additional ground use.

Box Hill United Pythagoras SC Inc Incorporation No. A0055397J
Wembley Park, 980 Canterbury Road BOX HILL VIC 3128 PO Box 1 BOX HILL VIC 3128
E: enquiries@boxhillunited.com.au W: www.boxhillunited.com.au

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 1



From the first week of October 2020 to end March 2021 we request access to two full sizes pitches at Ballyshannassy Park, Burwood East, Mon to Fri 5.30 to 9pm and Saturday morning 8.30 to 10.30am to deliver our training program. We must be able to wear boots (I cannot highlight how important it is that we have use of two full size pitches during this period so our 350 players can get back into a sound mental state post Covid-19 crisis)

If you are not able to provide additional grounds, we request to continue using Sparks and Wembley until December 11 and resume January 11, 2021 this will give council only 30 days to complete required maintenance on both grounds.

I am happy to have a meeting over the phone to discuss any points further and work through options.

I also request that our Ward Councillors and Mayor are made aware of this information as its very important for the long-term future of the club.

I look forward to your review and reply as soon as possible understanding that these are difficult times and you may need a little longer to get back to me.

Yours Sincerely.

George Petheriotis
Box Hill United SC - Club Operations Manager

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 2

Annual Budget

From: Kon Kyranakis
Sent: Tuesday, 28 April 2020 10:35 PM
To: Annual Budget
Subject: City Of whitehorse budget is now open for Community Consultation

Dear City of Whitehorse,

I understand that the City of Whitehorse Budget is now open for community consultation and I would like to express my concern and disappointment that there was no funding for design works included for a synthetic pitch at Sparks Reserve Upper.

I have lived in the city of Whitehorse for the last 45 years. I have been involved at the club as a player in the mid 1980s' and mid 2010's, coach and committee member for the last 8 years and a parent of 2 children Mara and Nicholas Kyranakis one of which is currently in the senior training squad. I was very excited when I found out about the new change rooms that will be built, this will be a brilliant asset for the club and the city of Whitehorse but It is my belief to maximise the use of this wonderful facility it MUST be able to be trained and played on all year round. For this reason the council should provide funding for design works for a synthetic Surface in the next budget

Based on the information outlined previously by the club I would like to reaffirm the clubs and my concerns;

- The current grounds available to our club for training and game day required from early January to mid-December every year for over 350 players are not satisfactory and do accommodate for our current demands.
- We are unable to accommodate ongoing and growing demand from Junior female and male players to join the club due to lack of grounds from early January to mid-December.
- We are unable to accommodate requests by local high schools to use our grounds (Box Hill High School, Forest Hill College and Kingswood College) due to the grass not holding up from overuse from existing commitments.
- By gaining synthetic grounds on Sparks Reserve Upper it will mean that the club can service current and any growing amount of players within our current grounds alleviating the request for additional grounds that are not available within the City of Whitehorse.

Please reconsider funding in your budget for design works for synthetic grounds at Sparks Reserve Upper.

Resident, Committee member and Parent

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 2

Kon Kyranakis

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 3

Annual Budget

From: apalmos
Sent: Thursday, 30 April 2020 7:09 PM
To: Annual Budget; Sharon Ellis; Andrew Davenport; Ben Stennett; Prue Cutts; Andrew Munroe; Denise Massoud; Tina Liu; Blair Barker; Bill Bennett; Raylene Carr
Subject: City of Whitehorse Budget is now open for community consultation

> Dear Councillors,
>
> I write to you following the City of Whitehorse Proposed Budget 2020/21 release.
>
> My name is Alex Palmos, and prior to October 2018 I was the proud President of Box Hill United SC.
>
> During my 18 years as President, I selfishly committed all my spare time to this proud football club, to the point that my wife and children thought I lived there.
> I was extremely passionate and committed to making Box Hill United the best club it could be, and one where it's members had a place to call home.
>
> Nowadays I'm a passionate supporter and general volunteer of Box Hill United SC.
>
> Since my departure as a committee member of this great club I've had time to reflect on why I committed so much time as a board member, and prior to this why did I commit another 10 years playing Aussie Rules Football for MHSOB.
>
> The answer is simple, it gave me a place where I felt I belonged. The social element of interacting with my teammates, my coaches, the many families and opponents on a weekly basis made me feel alive and normal.
> Sport has taught me so much, and the disciplines it teaches the many children and adults cannot be underestimated.
> But above all it gives players a social belonging, it gives the many parents a chance to watch their children whilst interacting with other parents and breathing the fresh air in the great outdoors.
>
> So 8 years ago, as President of Box Hill United SC, I asked the City of Whitehorse to consider putting a synthetic surface on Sparks Reserve for the simple reason that our boys and girls needed a decent surface to train and play for 12 months of the year. Not much has changed in the past 8 years, the surface really only lasts as decent for at most 4 months a year.
>
> I urge you all to consider setting aside money in the proposed budget 2020/2021 for a design plan to put synthetic on Sparks Reserve.
> Not only would it allow the club I love to train and play for 12 months a year, it would give the many local schools a facility to use during school hours.
>
> I understand things take time and more importantly money, but if we could get the design work budgeted and future planned, then who knows when the Federal Gov't, State Gov't, Local Gov't, FFA or FFV put up grants to assist. If we are shovel ready then we can take advantage of any future possibilities.
>
> I'm sorry for the long email, but I'm passionate in kids playing sport, socialising, being involved in the community and staying healthy.
>
> Please consider reviewing the draft and finding money in the budget for the works.
>
> I'm certainly available on Tuesday 6th June to voice my thoughts either in person or voice call, and can be contacted by phone on should you have any questions.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

>
> Thanks for taking the time to read this,
>
> Stay Safe and Good Health,
> Alex Palmos.
> Box Hill United SC Life Member.
>
>
>
>
> Sent from my iPhone

Submission 3

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 4

Annual Budget

From: Eugene Kontos
Sent: Monday, 11 May 2020 11:13 AM
To: Annual Budget
Cc: Steffi Kontos
Subject: Whitehorse Budget 2020/2021 - Synthetic Soccer Pitch Proposal for Sparks Reserve Canterbury Road Box Hill.

Whitehorse City Council

Annual Whitehorse Budget 2020/2021 Proposal for Consideration

Dear Sir/Madam,

As a long term resident for over 22 years in the City of Whitehorse I wish to make a proposal for a synthetic soccer pitch in the City of Whitehorse.

My two sons and I regularly use Sparks Reserve Upper in Canterbury Road Box Hill for recreation and regular outdoor physical activity and training. The physical activity on many occasions is an entire family affair as we on occasions ride our bikes or walk to the soccer pitch for a game between local friends, family and other local residents.

Sparks Reserve is an ideal location for synthetic soccer pitches for both community and Box Hill United Soccer Club use as one of my sons also plays for the club competitively.

There are many favourable reasons to invest in synthetic pitches that I submit for your consideration.

1. As a family soccer has been our long term passion and our main type of physical activity. The game is played all year round in our family and we train and play together, including one son that plays for the Box Hill United Soccer Club.
2. We believe that providing a synthetic soccer pitch will enhance our use of the pitch as a family and further provide increased community involvement and engagement in Sport. I have personally seen increased community use of other similar facilities at other venues in the municipalities of Manningham and Monash which have been extremely popular with both local Soccer Clubs and local resident, especially young children and the youth.
3. Engaging our local youth in sport and recreation is a high priority for our community, especially this current generation. The local vicinity of Sparks Reserve is a hub of youth activity with the skate park nearby, this will

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Submission 4

also potentially create further increased youth engagement in the use of the artificial soccer pitch and the skate park.

4. Sparks Reserve has always been our local soccer ground although our use of the facility in winter has been significantly reduced over the years due to the poor condition of the ground during the wet and wintery months.
5. An artificial pitch will assist my family and the Box Hill Soccer Club to use this facility all year round without adversely affecting the ground condition and reserve.
6. I would anticipate that this proposal and future investment will be beneficial and a community priority for both council and the local community.
7. I do understand the significant nature of the financial investment although the ongoing maintenance and upkeep of an artificial pitch may be less expensive in maintenance costs and council labour costs than maintaining the existing soccer pitch.

Please consider the attached proposal for your future budgeting considerations and please do not hesitate to contact me for any further submissions or information that may arise.

Yours sincerely,

Eugene and Steffi Kontos

Eugene Kontos

Vice President

Box Hill United SC

m:

e:

w: www.boxhillunited.com.au

fb: <http://www.facebook.com/BoxHillUtd>

tw: <http://twitter.com/BoxHillUnited>

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions



Submission 5

11th May 2020

Whitehorse City Council
Annual Whitehorse Budget 2020/2021
379-397 Whitehorse Rd,
Nunawading VIC, 3131

Re: Proposal for Synthetic Pitches at Wembley Park

annual.budget@whitehorse.vic.gov.au

To whom it may concern,

We write to the Council as long term residents of the City of Whitehorse. We have lived in the area all our lives and within the City of Whitehorse for the past twenty five years.

For the last fifteen years, our sons have been members of the Box Hill United Soccer Club (the Club) at Wembley Park.

The Club is home to hundreds of junior and senior players. These numbers have grown over the years as Box Hill has continued to improve as a Club, including maintaining and upgrading its playing facilities. As a result, the Club is one of the premier clubs in Melbourne's eastern suburbs and has successfully attained NPL status. The number of members continues to grow particularly with the growth of junior girls, who also engage in the sport.

As you are no doubt aware, the Club utilises Sparks Reserve for training. Whilst the Council has gone to considerable effort and expense to resurface and maintain Sparks Reserve over the years, with the level of traffic and usage, Sparks invariably becomes unusable through the later part of the winter season.

This results in the Club having to make awkward, annual, makeshift arrangements to continue to provide training facilities that are safe and to standard. It also results in Sparks being unavailable for Club use (and therefore use by the broader community) through the later part of winter as it degenerates into a degraded state. It also is 'out of bounds' annually over summer – including during school holidays – as it is during this period that the Council invests time, effort and resources to rehabilitate the condition of the playing surface in preparation for the upcoming season.

Sparks Reserve is an ideal location for synthetic soccer pitches for both community and Club use and one of my sons continues to play for the Club competitively.

Southern Cross HQLC Pty Ltd F24/58 Mahoneys Rd, THOMASTOWN VIC 3074 P: 1300 72 66 30 - 03 9462 8222 F: 03 9460 4766 www.vha.com.au E: bookings@vha.com.au ABN 24 693 917 564

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Submission 5

It is our view that investing in synthetic pitches is a shrewd investment for Council, and would result in benefits, including:

1. The capacity for Sparks to accommodate the requirements of the Box Hill United Soccer Club and its hundreds of male and female members, year round.
2. The obligation for council to provide supplementary facilities and playing grounds for the Club's purposes (Bill Stewart, Bally-shannassy etc) would become redundant.
3. enhancing utility of the Sparks as it could be utilised by local schools during the day during the school year
4. the capacity for Sparks to host further community involvement and engagement in sport more generally
5. significantly reduced ongoing maintenance and upkeep costs for council

Over the past fifteen years, Wembley Park and Sparks Reserve have benefitted from significant Council and Government investment. As a result of these investments, the Club has been able to retain its position as a premier Club and has continued to be able to attract hundreds of members.

After all, clubs such as Box Hill are one of the mechanisms by which council promotes health and wellbeing in the community.

In order that the Club continues to be relevant and competitive, Council has to ensure that facilities continue to meet the expectations of residents, the broader community and the players themselves, particularly as other Councils are making this exact type of investment.

We ask that council seriously consider this proposal for your future budgeting considerations and please do not hesitate to contact me for any further submissions or information that may arise.

Yours sincerely,

George & Effie Kapnias

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 6

Annual Budget

From: Arthur Athanasopoulos
Sent: Sunday, 17 May 2020 7:10 AM
To: Annual Budget
Subject: Sparks Reserve Synthetic pitch

Dear Mayor and councillors,

On behalf of the Box Hill United Soccer Club community I seek your support to commence planning for the installation of a synthetic pitch at Sparks Reserve Upper. To date the pitch has remained unusable on a yearly basis as it continually becomes unsafe and unstable due to weather conditions impacting the surface.

A synthetic pitch will provide:

- year round access
- avoid ongoing cutting and maintenance costs
- accessibility to other users including the broader community
- support increased usage for local community players especially girls
- reduce the impact of spreading loads onto Wembley Park
- ultimately reduce year round cost to councils

We believe that a synthetic pitch will serve as a Box Hill community hub for football - local kids can play all year around and can then also access the club in a safe and welcoming environment.

We respectfully request you consider our request.

Regards,

Arthur Athanasopoulos

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 7

Annual Budget

From:
Sent: Friday, 1 May 2020 1:14 PM
To: Annual Budget
Subject: Budget Submission

Following advice from our local Councillor, Andrew Davenport, we have been invited to make a **Budget Submission** in order to have the particular problem of the management of Lundgren Reserve (from Station Street *west* to Cumming Street Burwood) addressed by Council when deciding on projects for its next Budget planning.

We have been residents in Collier Court Burwood for 36 years and have seen great changes during that time. Over the years we have been concerned about the lack of attention given to the **Lundgren Reserve west** area between Station St. and Cumming Streets, Burwood. We have asked Council, over many years, for attention to this area but little has been done. Each time we have been told that it is "not in the Budget" for that particular year and then nothing happens the following year. This lack of attention is a breathtaking neglect of the area

Over the years shrubbery has been allowed to die and now only some trees remain, many in poor condition, leaving large areas of mulched "garden beds" with no plants eg ground covers just weeds. Nor is the area maintained, apart from the tractor mowing, which does not really cover the grass edges along the pathways, leaving a pretty shoddy appearance in the parkland. Large branches fall and whilst these could be seen as "natural landscaping" they add little to the overall appearance of the area. We understand that that the Council is not happy to plant shrubs for security reasons, however ground covers would give a lush appearance to the area rather than the look of neglect which is present at the moment. Also mass planting ground covers **at the correct time of the year**, say late autumn, will give the plants a chance to establish and grow. Occasionally Council contractors have been noticed spraying the area, however it appears that not all contractors are clear as to what are weeds and plants so the few that have survived have often been poisoned accidentally!

We ask that Council set aside funding for this long neglected area of parkland which many people use to walk, jog, cycle and play in. We have many significant animals including many species of bird life, owls, bats, snakes, lizards and possums which live in the park and contribute to the biosphere. There are very few water features (essential in this time of drought and heat) and few native plants for food. The area needs landscaping and planning so that that it does not look neglected (which inspires graffiti and vandalism).

We ask that money be put in the Budget for this year and recurring in future years to manage and beautify this area so that many residents and visitors can enjoy these natural features.

We also need **more waste bins** in the area so that dog walkers, who wish to do the correct thing, have somewhere to place their dog's droppings. If you walk from Cummings St entrance along the Lundgren Reserve, over Peacock St and towards Station Street, cross over Station St and walk into that parkland it is a long way before the first bin is available. This is just ridiculous. If you ask residents to abide by rules for managing their dogs in parkland then bins need to be provided for that purpose. Also a number of students play basketball at the hoop but there is no bin provided for their rubbish when they choose to have snacks whilst playing, so pizza boxes and other rubbish is left on the seat for walkers like us to dispose of elsewhere. Please note: This is the only point where water is available between Cumming and Station Sts.

So in summary our request is:

1. A complete review of the area between Cumming St and Station St section of the **Lundgren Reserve** by a landscaper and gardening staff.

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Submission 7

2. Water features to provide water for residential animals.
3. Mass planting of ground and low covering *at the correct time of the year* to allow for them to get growing.
4. More waste bins along the Reserve for disposal of rubbish and dog droppings.

We invite Councillors to take a walk along this area to see the poor condition it is in and make representation to Council to manage this section of the parkland on behalf of the many residents and others who use the park. We are happy to accompany any staff wanting further information about our concerns for this particular section of Lundgren Reserve.

Thank you for asking for our input.

Jane & Graeme Brennan

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Submission 8

Annual Budget

From: Julie Melia
Sent: Tuesday, 5 May 2020 5:25 PM
To: Annual Budget
Cc: Andrew Davenport
Subject: Submission COVID-19 response package assistance for neighbourhood houses
Attachments: COW COVID-19 budget submission.pdf

Dear Andrew Davenport & Council.

Thank you for the opportunity to present a submission for support for neighbourhood houses. Please find attached a request for consideration in the Council's Budget COVID-19 response package community consultation.

We very much appreciate your support.

Kind regards, Julie

Julie Melia (on behalf of Committee of Management)
Manager

Bennettswood Neighbourhood House

Work days: Monday 9.30am - 3.00pm, Tuesday 10am - 2pm, Wednesday 10am - 4pm, Thursday 10am - 2.30pm

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Submission 8



Bennettswood Neighbourhood
House

Inc. No. A0028651L ABN 27675966331

7 Greenwood Street,
Burwood, 3125

Ph: 9888 0234

Email: manager@bennettswoodnh.org.au

Website: <http://bennettswoodnh.org.au>

Dear Cr Andrew Davenport,

I refer to The Council Vision 2013-2023 Strategic Direction 1: Support a healthy, vibrant, inclusive and diverse community. Community development is at the core of the work neighbourhood houses do and at Bennettswood Neighbourhood House we continue to support the community through this pandemic situation during the closure of community centres due to social distancing restrictions. The need to respond to community wellbeing needs through programs and initiatives has never been greater. We respectfully request that Council increases budgetary support for neighbourhood houses by not only guaranteeing continuity of recurrent partnership funding but also by providing extra budgetary assistance for utilities and capital works, such as works that have been requested for two years but have not yet been received. Bennettswood Neighbourhood House has requested the instalment of a stairway bannister two years (or more) ago and we have had no response regarding this request during this time. Bennettswood Neighbourhood House would also like to request that the lease on the property at 7 Greenwood Street is renewed and the continued peppercorn rent status is confirmed.

Any financial support and assistance that Council can provide at this time would be greatly appreciated. The demand for some of our services has already increased significantly, particularly in relation to the workload demands on our three part-time staff who are adapting to the rapidly changed circumstances and providing remote online activities and classes while also providing telephone and email support for vulnerable and isolated members of our community, as well as technical support for people who are finding themselves having to learn new technology skills to help them stay in touch with family and friends while socially distancing at home. These are new and emerging community needs that neighbourhood houses are endeavouring to serve and our staff are currently adapting to providing these community services remotely. We would like to have Council specifically and separately consider the needs of neighbourhood houses in the Whitehorse Budget and also expressly appreciate the impact that the pandemic is having on our earned income stream. As a result of the pandemic our neighbourhood house has lost 44% of earned income due to cancellation of face-to-face classes and activities and the inability to hire out the House as a venue for community use.

Thank you for the opportunity to make a submission to Council for more assistance for neighbourhood houses through the allocation of funding in the Whitehorse Budget and Council's Budget COVID-19 response package during this difficult time. The Bennettswood Neighbourhood House Committee of Management and staff appreciate your interest and support.

Yours sincerely,

Julie Melia
Manager
Bennettswood Neighbourhood House

Submission 9

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 9

**BUDGET SUBMISSION TO WHITEHORSE CITY COUNCIL
REQUEST FOR APPLICATION OF DIFFERENTIAL RATES FOR
RETIREMENT VILLAGES**

IN REFERENCE TO COUNCIL'S BUDGET FOR THE 2020/21 YEAR, ON BEHALF OF RESIDENTS OF RETIREMENT VILLAGES LOCATED WITHIN THE CITY OF WHITEHORSE, WE RESPECTFULLY ASK THAT COUNCIL CONSIDER INTRODUCING A DIFFERENTIAL RATE FOR PROPERTIES LOCATED WITHIN RETIREMENT VILLAGES WHICH ARE LOCATED WITHIN THE CITY OF WHITEHORSE.

THE REASON FOR THIS REQUEST IS THAT RETIREMENT VILLAGE MANAGEMENT INTERNALLY PROVIDE A RANGE OF PROPERTY SERVICES THAT COUNCIL PROVIDES TO OTHER RESIDENTIAL PROPERTIES.

THESE INCLUDE BUT ARE NOT LIMITED TO:

- STREET, FOOTPATH AND CURB MAINTENANCE
- STREET LIGHTING
- STREET SWEEPING, TREE MAINTENANCE AND PRUNING
- MOWING OF LAWNS AND GENERAL MAINTENANCE

EFFECTIVELY THE ONLY ON SITE SERVICE THE RESIDENTS RECEIVE FROM COUNCIL IS GARBAGE COLLECTION

IN ADDITION RETIREMENT VILLAGES PROVIDE OTHER SERVICES THAT REDUCE RESIDENTS DEPENDANCE ON COUNCIL SERVICES, EXAMPLES BEING:

- PROVISION OF LIBRARIES
- PROVISION OF GYMNASIUMS AND EXERCISE CLASSES
- PROVISION OF POOLS AND AQUAROBICS

THE ABOVE EXPENSES ARE PAID FOR BY RESIDENTS IN THEIR MONTHLY FEES OR SEPARATELY IN THE CASE OF THE SECOND GROUP OF SERVICES.

RESIDENTS CONSISTENTLY RECEIVE A SIGNIFICANTLY LOWER LEVEL OF LOCAL GOVERNMENT SERVICES WHEN COMPARED WITH THE AVERAGE FOR THE CITY OF WHITEHORSE.

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Submission 9

THE RECENT RATE LEVY FOR THE 2020 YEAR HIT MANY VILLAGE RESIDENTS HARD, WHILST THE OVERALL RATE INCREASE WAS CAPPED AT 2.5%, IN THE CASE OF THE VICTORIA GRANGE VILLAGE, RATE INCREASES VARIED BETWEEN 17% AND 22%.

THE AVERAGE AGE OF RESIDENTS IN RETIREMENT VILLAGES THROUGHOUT AUSTRALIA IS 81 YEARS. RETIREES ARE NO LONGER IN THE WORK FORCE AND RELY ON SUPERANNUATION, SAVINGS AND PENSIONS TO SURVIVE.

INCOME STREAMS OF RESIDENTS HAVE BEEN SERIOUSLY AFFECTED WITH INTEREST RATES AT AN ALL-TIME LOW, AS ARE SHARE PRICES AND DIVIDENDS.

ACCORDINGLY WE ASK THAT YOU CONSIDER THE ESTABLISHMENT OF A DIFFERENTIAL RATE FOR RETIREMENT VILLAGES.

ALTERNATIVELY COUNCIL MAY ELECT TO PROVIDE A RATE REBATE OR THE MAKING OF A GRANT TO VILLAGES TO OFFSET COSTS INCURRED WHICH CAN BE USED FOR VILLAGE IMPROVEMENTS.

WE ASK THAT THIS REQUEST BE CONSIDERED BY A SPECIAL COMMITTEE OF COUNCIL AND WOULD BE PLEASED TO ATTEND ANY HEARING THAT YOU MAY DEEM USEFUL.

YOURS SINCERELY,

G.B.LITTLE

FOR AND ON BEHALF OF THE VICTORIA GRANGE RETIREMENT VILLAGE
RESIDENTS' COMMITTEE.

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Submission 10

Annual Budget

From: Oakey, Kevin
Sent: Wednesday, 13 May 2020 1:18 PM
To: Annual Budget
Subject: Heatherdale Reserve Pavilion Redevelopment

Dear Whitehorse Council and Councillors,

Re: the proposed 2020/21 Whitehorse Council budget and the Heatherdale Reserve Pavilion Redevelopment – request for inclusion in the budget.

It is understand that these are unusual times right now due to Covid-19 and that the council has undertaken to adopt a measured approach to this budget. However, as I am sure you can understand, this is an extremely disappointing decision for the stakeholder clubs and the local community. It would also be a devastating decision for Jenny Gorgorinis and her team, and Terence Carey Architects, who have put in an enormous amount of work to produce plans and undertake assessments to get to the project to the point of action.

On behalf of the Heatherdale Reserve Pavilion Action Team, the stakeholder clubs and the local community, I would ask that the Whitehorse Council reconsider their position on this project, particularly when the impact of the pandemic becomes clearer and council surely considers the release of a revised budget. We would strongly recommend that this project be considered as significant importance and be given the highest of priority.

When reconsidering the various new infrastructure initiatives please consider:

- That this project is 'shovel ready' and comes with iron clad commitment of \$2M from the Federal Government, money that we would not want to lose if there are further delays to the project. No other project comes with this amount of 'outside' financial support.
- That this project was supported by both Liberal and Labour candidates at the last Federal and State elections and all are keen to see it underway.
- That significant infrastructure building is a key way to support a rebuild of community after the impact of an event like the Covid-19 pandemic. Stressing the need that now, more than ever, in the current climate, we need to have safe, equitable facilities to help our community through this crisis. The stakeholders know that this will be tough for them as their members struggle to grapple with their lives post Covid-19. The building of this pavilion, allows the possibility to keep members and the wider community connected, providing hope and certainty for friends and families to work towards normality.
- That this project is primed and ready to go, with agreed and signed-off plans and internal layouts, agreements on temporary relocations and assessments on soil and water movement completed. I also understand that the project is within the council directed budget and ready for final approval.
- That the growth of women's sport (particularly in cricket and football) will not cease or slow once there is a return of local sport, and that this facility is desperately needed to cope with this demand. Another year delay is simply going to add pressure to the key stakeholder clubs who are already under significant pressure to house women and girls in the current outdated facility.
- That this project will directly impact and benefit the local rate payers, who would all prefer to see council money invested in their community as a priority, particularly as the re-zone ward boundaries will see very few developments occurring in the Heatherdale area.

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Submission 10

- That the 21 October 2019 Ordinary Council Meeting Council resolved to refer this project to the 2020/21 budget process for consideration of funding allocations of \$4,840,000 in 2020/21 and \$900,000 in 2021/22 to allow construction of the Pavilion to proceed.
- And that Ward Councillors and Council Officers at this meeting were in clear support of the project proceeding.

We are mindful and understanding that in the current circumstances it was difficult to follow the usual budget process, and at the time the budget was approved, there were significant unknowns at play and that these issues will clearly have coloured the budget process and the decisions made. However, we also understand that in light of the pandemic, local governments had been given extensions for the preparation of budgets for the coming year.

With that in mind, the benefit of time and with the current move toward re-opening the Australian and Victorian economies, we would hope that the overly conservative current budget be revised and that worthwhile projects be presented to council for consideration and inclusion. The Premier himself is on record as having said that the economic recovery in Victoria will be led by construction and infrastructure projects. Now is the time to ensure progress for the City of Whitehorse and generate jobs for local members of the community.

Accordingly, in light of the current circumstances surrounding the COVID-19 pandemic, and the scope to reconsider the budget, we respectfully request that the current budget be amended to include the Heatherdale Reserve Pavilion Redevelopment as a matter of priority.

Regards,

Kevin Oakey



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Submission 11

Annual Budget

From: Chris White
Sent: Wednesday, 13 May 2020 10:33 AM
To: Andrew Munroe; Denise Massoud; Ben Stennett; Prue Cutts; Andrew Davenport; Raylene Carr; Bill Bennett; Tina Liu
Subject: Junction Road Parklands - Locked Down

https://www.youtube.com/watch?v=NMFux4JFI_s

As can be seen in the link to this short film.

The ratepayers vote with their feet - and dozens use the Junction Road Parklands every day.

So when we have Whitehorse Council (Melbourne Victoria) intent on spending the best part of \$100 million on a redeveloped Arts Centre.

That is promoted as a pre eminent facility for use by other ratepayers in other LGA's (effectively meaning that Whitehorse ratepayers are not only likely to be unable to afford tickets to functions there, but will effectively be subsidising others for that privilege

But consistently ignores open space over many years - like the Junction Road Parklands - that large numbers of ratepayers use each and every day.

It says an awful lot about the true budgetary priorities of this local council.

Regards

Chris White

Sent from Mail for Windows 10

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 12



10th May 2020

To Whom It May Concern,

RE: Whitehorse City Council Proposed Budget 2020/2021

We write this submission in support of project number 2014-46 (Brentford Square - Streetscape) proposed in the draft 2020/2021 Budget.

Our Traders Association fully supports the Council's proposal to further enhance our centre.

Council and the Traders Association have recently been working towards making our Centre a safe and appealing place to shop with the car park undergoing resurfacing and the redesign of pedestrian pathways. Furthermore, the Association was successful in obtaining a Commonwealth grant for CCTV installation and increased lighting which we have just have completed.

The centre would greatly benefit from some streetscape works and would complement the wonderful work that has recently been completed.

Should you have any queries in relation to this matter please contact me via email at:

Kind regards

Rohan Brown.

Brentford Square Traders Association President.

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Submission 13

Annual Budget

From: Michael Davis
Sent: Monday, 18 May 2020 8:59 AM
To: Annual Budget
Cc:
Subject: Whitehorse Budget 2020/2021
Attachments: ESLFC-Local-Sports-Infrastructure-Fund.docx; 2020-2021-LSIF-expression-interest-for-community-groups-2.docx

Dear council,

I am writing in response to the proposed annual budget 2020/21 on behalf of the Emmaus St Leos OCFC football club (ESLOCFC).

We were disappointed to see that the council did not include any new programs in 20/21. We understand that due to Covid-19 there is a lot of uncertainty and some funding will need to be diverted to projects related to safety and financial protection of local individuals and businesses. However, we feel that an investment in infrastructure will help to "re-boot" the economy as we turn to the new normal and that perhaps more funding should have been directed to new projects to support this.

One project close to our heart is the light towers at the Bennettswood South Oval. To be frank these light towers are at an extremely dangerous level that are restricting usage of the ground. We know that the council and in particular Cr Andrew Davenport are strong advocates of participation in sport and in particular increasing female participation but a lack of funding for the lighting on this ground, which is in a high growth and demand area, stunts any efforts to expand participation and leaves current participants in danger.

After discussions with Parkside and the Recreation and Open Spaces teams we understand that Whitehorse council has long stated that the lighting was subpar. Further we feel this should have been addressed as part of the previous clubroom upgrades. Whilst the upgrade was greatly appreciated, leaving the light towers at their current lux level does not allow us (the ESLOCFC) or any other community group to use the oval and facilities to its full potential.

We are aware that council has allocated \$50,000 to prepare a lighting design and documentation for the Northern oval as part of the planning work and we ask that the Southern Oval is included in this and any upgrade of lighting on the Southern oval is fast-tracked. We feel that in light of the Covid-19 there will be even more of a pressure on the ground to spread distancing between groups. Without an upgrade in light towers this is not possible as large proportions of the ground are in complete darkness and are not suitable for training, let alone games. If this cannot be considered as part of projects funding perhaps given the level of risk perhaps this could be considered as part of the operational budget?

The club has actively been pursuing grant opportunities from the state government, federal government, AFL Vic and private business to support the upgrade of the light towers and are not asking for the full financial burden to be put on council but would like partial funding so that we can accelerate any conversations.

A more detailed summary of our reasons for pushing for light towers can be seen in the attached grant application but in summary we ask for council to reconsider budget and include funding for the Bennettswood South Oval for the following reasons:

- The reasons behind our need for better lighting include but are not limited to:
 - o managing ground pressures for ESLOCFC training with three teams (4 in 2020 and 5 in 2022, in addition to use by the Cricket club, Emmaus Juniors, Surrey Park Juniors, and the community in general)
 - o better ground security for women during and after training and twilight games - we have had a security issue where police were called

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Submission 13

- the general safety of all players when training (and hopefully in future playing) at night. For example the VAFA states for womens games we need a minimum level of Lux 100 to play games safely - we are significantly under this and hence each and every training session is at risk
- Our measurements with the light meter show we currently have nothing like the 100 LUX. Centre of the ground is 18 lux, goal squares are 82 lux (N) (thanks to 1 semi-upgraded tower) and 8 lux (S), wings are 43 lux (W) and 11 lux (E). We have a detailed map of all readings.
- We feel current lighting is at a dangerous level and cannot wait for the North Oval re-development otherwise we risk injury and accident

As a committee we are more than happy to discuss with council any opportunities to accelerate this project as we feel we have a duty of care to push for an upgrade for light towers where ever we can. Further, as we alluded to we also think an investment in infrastructure/capital projects like this should be prioritised as a way to stimulate the economy as we move into the new normal in 2020/21.

Thank you for your consideration,
Michael Davis on behalf of the Emmaus St Leos OCFC committee



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Submission 13



Emmaus St Leo's Football Club

Local Sports Infrastructure Fund

Application – Female Friendly Facilities Stream

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Submission 13

Dear Sport and Recreation Victoria,

On behalf of the Emmaus St Leo's Football Club and in partnership with the City of Whitehorse Council, we are putting in this application for funding as an initial draft. The reasoning behind this initial draft is to get input from all relevant officers and to explore all funding options available for us and our intended project. A full pricing breakdown and project plan cannot be put together without initial funding and as a not for profit club which is run by volunteers, we seek initial guidance before committing any funds. We hope you understand our current situation and consider our application as a collaborative discussion/work in progress.

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Submission 13

Responses to Assessment Criteria

1. What participation Issue/s is the project seeking to address? Explain in detail why the project is required?

Emmaus St Leo's is also making a strong push to include and involve as many female players and club members as possible. Woman's football, at all levels, has experienced a huge surge in popularity as of late. This has resulted in our female player numbers increasing from 0 women in 2017, to 43 female players registered at our club in 2019. This increase in registered female players has also attracted a huge amount of female involvement in our fan base, coaching staff and volunteer profile. One of our senior men's teams in 2019 was coached by a female club member, a testament to our clubs' conscientious effort to promote woman's football.

The recent shift in demographic of our football club is exciting, it aligns with our clubs mission to attract more female members. However, with our increasing number of female footballers, it is a focus point for us that we provide a safe environment for them. It is our responsibility to provide a safe environment for all members of our football community, from the moment they arrive at training, until the moment that they leave Bennettswood Reserve. The intended project will heavily improve safety standards on the training track for our club, but it will additionally improve safety standards at Bennettswood Reserve after training has finished.

The issues this project will address are:

- Safety for women at training and ground space available
- Safety for women after training

We feel if these issues are addressed, it will effectively improve our participation rates among females. We as a club have made substantial changes to our policies, coaching staff, our committee and the initiatives we have in place in a concerted effort to become a more female friendly club. The changes we have made internally have put us in a position to potentially launch a second women's team in 2021, impressive considering we launched our first woman's team in 2018. We feel that this project needs to occur for us to maintain or even enhance the growth in female membership we have experienced over recent years.

2. How will the project address the participation issues identified?

Detail the benefits of the project and how it will increase (or in certain locations maintain) participation for women and girls in sport and/or active recreation.

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The aim of our intended project is to provide a safe training facility for our women's team/s at Emmaus St Leo's to train at. Our current lighting situation provides very poor lighting and prevents our club from utilising the entire oval during our afternoon/night time training sessions. We intend to install four 100 Lux LED light poles at Bennettswood Reserve, which will concurrently improve the safety standards at our club and enable us to utilise the entire oval on the nights that we train. While we have seen incredible growth in participation rates among woman at our club, we believe that improving the quality of lighting at Bennettswood Reserve would further increase the number of women that join our club in the future.

A major barrier to women training at our club has been availability of ground space and safety. Due to oval availability, all of our teams are required to train on the same oval on Thursday nights. With our current lighting situation, it is very difficult to fit 3 teams on Bennettswood Oval as we are unable to utilise the entire oval due to visibility issues. Due to our membership rates which have increased annually over the past five years, Emmaus St Leo's intend on fielding 3 men's and 2 women's teams in 2021. 5 teams training on a single oval is difficult enough on an oval which can be fully utilised. The restrictions on oval usage caused by the current state of lighting at Bennettswood Reserve would make it incredibly unsafe and close to impossible for us to conduct proper training sessions on Thursday nights. Our intended project will aim to address the barrier of availability and ground space while reducing the risk of collision and injury.

In terms of safety after training, we often finish training after 8pm on Tuesdays and 9pm on Thursdays, by this time it is very dark. Players, both male and female that live at DU Residential College are required to return home via a poorly lit path behind our club rooms. The council are currently working on a plan to improve lighting in that area, however improved lighting at Bennettswood reserve would undoubtedly provide more visibility for those students.

Two out of the three carparks our players, coaches, volunteers and committee members utilise are not adjacent to our club rooms. This means that players are often required to walk over 100 metres to their car through poorly lit areas. One of the carparks we utilise has recently been assessed and results showed that the carpark had a LUX of 4, which as you are aware is incredibly poor lighting. In the last five years there have been incidents around Gardiners Creek (15 metres away from Bennettswood reserve) where people have been harassed, threatened or intimidated. Although uncommon, these incidents have almost always occurred in poorly lit areas.

Improving the lighting quality at Bennettswood Oval will improve safety standards both at training and after training for the women participants at Emmaus St Leo's Football Club. Improving oval availability and visibility at training and after training will have a positive ripple effect on the number of female participants we have join our club. In addition to improving interest in the club, we will also improve our capacity in being able to accommodate such a large number of female participants.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 13

3. Outline current participation activities and future activities, programs and activations that will result from the project that support Women and Girls

We have various policies and practices which reflect our clubs' high standards regarding gender equality. In 2018 we launched a woman's team. We also aspire to field a second woman's team, the launch of our second women's team could occur as soon as the upcoming 2020 season. Our club also holds an annual 'breast cancer awareness round' in which we conduct various fundraising events with all proceeds being donated to charities and foundations to fund breast cancer research. Our club started this initiative in 2016 and has since raised over \$75,000 for breast cancer research.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 13



2020-21 – Local Sports Infrastructure Fund Community Organisations Expression of Interest Form

Fields marked (*) are mandatory

Section 1 – Contact Information

* Name of Organisation: Emmaus St Leo's Football Club		
Holland Avenue in Burwood, Melbourne.		
* Main Street Address:		
* Town / Suburb: Burwood	* Postcode: 3125	* State: VIC
Postal Address (if different from above):		
Town / Suburb:	Postcode:	State: VIC
Authorised person (This is the person who is authorised by the organisation to make the expression of interest on their behalf)		
* Title: Mr	* First name:	* Last name:
*Position: Club Development Officer		
*Telephone:	Mobile:	Fax:
Email:		

Section 2 – Project Overview

* Project name Please use 10 words or less and name the facility/reserve and project type (for example, ABC Football Club LED Lighting Installation).	
Bennettswood Reserve LED Lighting Installation	
Current approximate membership numbers:	131 players
* What are you going to do? Describe the project in two sentences. Particularly describe what you have now and what you are going to achieve as a result of this project. (for example, Install 100 lux LED lighting at the ABC Reserve to benefit the ABC Football Club).	
We are looking to install four 100 Lux LED light poles, our current lighting situation provides very poor lighting and prevent our club from utilising the entire oval during our afternoon/night time training session. The completion of this project will allow our club to provide our members with a safe facility oval to train on, we aim to field 5 teams this year (3 mens and 2 women's) 2021, meaning that we need to utilise every inch of the ground to minimise risk of injury, collision etc.	
*Describe any groups or communities your project is directed at or particularly relevant to. For example, people with a disability, women, Aboriginal people, youth, culturally and linguistically diverse communities, older adults. If this is not relevant for your project you can leave this question blank. Your response is limited to 1000 characters.	
Our football community is composed of people from a range of varying locations, backgrounds and age groups. This project will affect our entire football community positively. The project will be particularly beneficial to the woman at our club. At our club, a barrier to woman training has been availability of ground space and safety. As mentioned previously, we aim to field two women's teams in 2021. Due to limited oval availability at Bennettswood Reserve, all men's and women's teams are required to train at the same time on Thursday afternoons. This means that all five of our teams will be required to train at	

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 13

the same-time on the same oval. Fitting five teams on an oval is difficult enough on an oval which can be fully utilised. The restrictions on oval usage caused by the current state of lighting at Bennettswood Reserve would make it incredibly unsafe and close to impossible for us to conduct proper training sessions on Thursdays. The current lighting has been deemed unsafe which means new light towers are required for any sort of night training to be conducted. The proposed improvements would make our night time training sessions in the future much safer for all members of our club as we would be able to utilise the entire oval.

The project will also have a positive effect on a large cohort of youth. Our Football Club is 150 metres from Deakin University Residential College, affiliated with Deakin University and representative of Emmaus St Leo's College. Organically, the majority of members at our club are students. In 2019 61% of our club members were either school students or university students. The completion of this project will allow us to provide a safe ground for our younger members to train on throughout the week. A safe and accessible training environment may encourage more members from Deakin University and the multiple schools we have relationships with to come down and join our club.

The project will also be beneficial to a large group of people that have relocated to Melbourne. Moving away from home can be an incredibly daunting process for a 19-year-old kid. As Bennettswood Reserve is situated at Deakin University, we attract a lot of members who are new to Melbourne and looking to join a football club. At Emmaus St Leo's, we like to view ourselves as one big family. We firmly believe that our club provides a feeling of security. We provide a family atmosphere for those people who have moved away from their family to pursue an education. In 2019, 71% of our members had relocated to Melbourne, 32% of members had relocated from another state.

*** Where will your project happen?** Please provide the address of where most of your planned activity will take place including town / suburb and postcode.

Holland Avenue in Burwood, Melbourne. 3150.

Local government area: Whitehorse

When will your project take place?

* Anticipated project start date:	September 2020	* Anticipated project completion date:	December 2020 – March 2021
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Section 3 – Project Details that address the Assessment Criteria

Please indicate how your project addresses the following assessment criteria: Why?, How?, Who?, and What will the project achieve?. Refer to the program guidelines to help you answer the questions. Responses to each question should be no more than 500 words. Attach additional pages if required.

*** Why do you want to do this project?** What circumstances and demand have created ideas for this project? Does it link with other plans?

Safety during training has been a major factor in our attempt to install 4x 100 Lux lightpoles at Bennettswood Reserve. We anticipate on fielding five teams in 2020 who will all share the oval on Thursday night training sessions. If we are to conduct training sessions with over 100 players on a single oval, it is a requirement that we utilise the entire oval to avoid injury, collisions etc.

Emmaus St Leo's is also making a strong push to include and involve as many female players and club members as possible. Woman's football, at all levels, has experienced a huge surge in popularity as of late. This has resulted in our female player numbers increasing from 0 women in 2017, to 43 female players registered at our club in 2019. This increase in registered female players has also attracted a huge amount of female involvement in our fan base, coaching staff and volunteer profile. One of our senior men's teams in 2019 was coached by a female club member, a testament to our clubs' conscientious effort to promote woman's football. Additionally, we have a growing number of school and

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Submission 13

university students joining our football team. In 2015, 11% of our playing group were under the age of 22. In 2019, 59% of our players were under the age of 22.

The recent shift in demographic of our football club is exciting, it aligns with our clubs mission to attract more females and students to our football community. However, with this increase in female and youth participation, it is our responsibility to provide them with a safe environment, before and after training. We often finish training after 8pm on Tuesdays and 9pm on Thursdays, by this time it is very dark. Players, both male and female that live at DU Residential College are required to return home via a poorly lit path behind our club rooms. The council are currently working on a plan to improve lighting in that area, however improved lighting at Bennettswood reserve would undoubtedly provide more visibility for those students.

Two out of the three carparks our players, coaches, volunteers and committee members utilise are not adjacent to our club rooms. This means that players are often required to walk over 100 metres to their car through poorly lit areas. One of the carparks we utilise has recently been assessed and results showed that the carpark had a LUX of 4, which as you are aware is incredibly poor lighting. In the last five years there have been incidents around Gardiners Creek (15 metres away from Bennettswood reserve) where people have been harassed, threatened or intimidated. Although uncommon, these incidents have almost always occurred in poorly lit areas.

With our increasing number of female footballers and young footballers, two groups who many would consider vulnerable, it is a focus point for us that we provide a safe environment for those groups in particular. It is our responsibility to provide a safe environment for all members of our football community, from the moment they arrive at training, until the moment that they leave Bennettswood Reserve. The intended project will heavily improve safety standards on the training track for our club, but it will additionally improve safety standards at Bennettswood Reserve after training has finished.

*** How Do you have a project plan?** Do you have quotation or cost estimate? Will it be locally led? How will you pay for it?

We aim to begin this project in the second half of 2020, preferably in July/September. Ideally, we would like for the project to be completed by the end of 2020. We have assessed recent, small-scale lighting projects that we have completed. We have also sourced various quotes and estimations. The market is responding with costs in the vicinity of:

- Design and Documentation: \$25,000
- Construction: \$416,250
- Total Project Cost: \$441,250

This is to deliver a four pole, 100Lux LED design solution.

*** Who will be involved in the project?** Who will manage the project? Who are the partners? Describe any voluntary or in-kind contributions?

The project will be led and managed by the Whitehorse Council with the support and consultation of both the football club and the local community. Financial contributions will be made from the state government, the council and our club with the exact breakdown to be determined during the discovery and design part of the project.

*** What will the project achieve?** How will it increase or maintain the use or multi-use of the facility? How will it increase (or maintain) participation in sport and recreation? How will it improve access to those groups traditionally disadvantaged? Describe what gender equality policies and/or practices are currently undertaken by the club/organisation.

The project will not only improve the safety standards for the groups mentioned throughout this EOI (female and youth participants). We expect that it will also drive more people from those groups to join our wonderful club. An increase in players from those groups often involves an increase in support and volunteers from that same demographic. This will further diversify our football community. The project also opens the ground up to opportunities for multi-use, such as AFL 9's. AFL 9's is a sport which is often held in the evenings on other grounds, the sport cannot be played at Bennettswood Reserve due to

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Submission 13

lighting restrictions.

As currently constructed, our lighting towers do not meet the safety standards required for us to be able to host twilight games. The VAFA is encouraging clubs to host twilight/night games, as long as their oval and lighting capacity is of legal standard. If we are to field 5 teams in 2021, we will be required to host twilight games if we are going to be able to play all home games on the same day. This is a necessity for us as if we are forced to host our home games at multiple locations, we will also be required to spread our support staff and volunteers over several locations. Volunteer attraction and retainment can be difficult for most sporting clubs. Regardless of our friendly and inclusive environment at Emmaus St Leos, we have experienced some difficulty in this area due to the fact that 71% of our members are not from Melbourne. This means their family and close friends are all located in either country Victoria or interstate, making it very difficult for those people to volunteer at our club on a regular basis. Conducting all home games on the same day at the same oval will make it easier to manage our volunteers and may also attract more volunteers and support staff to join our wonderful club.

We have various policies and practices which reflect our clubs' high standards regarding gender equality. In 2018 we launched a woman's team. We also aspire to field a second woman's team, the launch of our second women's team could occur as soon as the upcoming 2020 season. Our club also holds an annual 'breast cancer awareness round' in which we conduct various fundraising events with all proceeds being donated to charities and foundations to fund breast cancer research. Our club started this initiative in 2016 and has since raised over \$75,000 for breast cancer research.

In 2019 our club has also launched a mental health fund initiative. All of the proceeds from this initiative go towards funding medical support for those suffering with mental illness. Our club runs various mental health awareness events. We have also provided relevant training to members of our club, resulting in us having fully certified mental health officers at Emmaus St Leos. Our appointed mental health officers are there to address any mental health issues that may arise at the club with our members, they are also appointed to try and encourage the integrations between our women's and men's teams

Section 4 – Project Budget

Please provide details of the income and expenditure for your project, **excluding GST**. Note that the total income must equal total expenditure.

You are required to submit your budget using the categories provided. If you cannot provide enough details in this section please provide a summary here and the details on a separate sheet (or sheets) using the same categories.

Income		Expenditure	
Amount requested from this program	\$441,250* We are also pursuing partial funding from the Whitehorse council. Our club is also open to providing a small contribution	Professional Planning / Advice	\$25,000
Contributions – Local government	\$	Project Construction	\$416,250
Grants – Federal government	\$	In-Kind Expenses	\$
Grants – Other state government	\$	Contingencies, escalations and allowances	\$
Contributions – Public	\$	Project Management	\$
Contributions – Philanthropic organisations	\$	Other (please specify)	\$
Contributions – In-kind	\$		\$
Other (please specify)	\$		\$
Total Income	\$441,250	Total Expenditure	\$441,250

NB: Consideration will be given to claiming in-kind expenses such as voluntary labour and donated materials to a maximum value of 50 per cent of the total project cost.

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Submission 13

* ☐ The supporting documents checklist has been referred to and appropriate documents are attached to the expression of interest.

Declaration

I state that the information in this expression of interest and attachments is to the best of my knowledge true and correct. I understand that this is an expression of interest only and may not necessarily result in funding approval.

* Signature:	* Date:
* Print name:	* Position:
(To be signed by a person with delegated authority to apply - i.e. President, Secretary, Public Officer or Treasurer)	

Supporting documents

Please attach the following documents with your expression of interest (if applicable):

<input type="checkbox"/> Schematic plans
<input type="checkbox"/> Quotes
<input type="checkbox"/> Evidence of confirmation of funding sources (for example, bank statements confirming club contribution)
<input type="checkbox"/> * Completed Fair Play Code (formerly Victorian Code of Conduct for Community Sport) Form for Tenants from all clubs and/or associations that are tenants of the facility
<input type="checkbox"/> * Completed <i>Voluntary Labour and In-Kind Support</i> Pro-forma
<input type="checkbox"/> Letters of support from organisations that clearly indicates how the group/individual will either support the project or benefit from the scope of works
<input type="checkbox"/> A legally binding land use or joint use agreement for projects located on private land and a joint use agreement or notification of intention form for those projects located on school land

* Further information can be found at www.sport.vic.gov.au/grants

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 14

Annual Budget

From: Tanya Tescher
Sent: Sunday, 17 May 2020 5:45 PM
To: Annual Budget
Subject: Whitehorse Ratepayers and Residents Association's submission to 2020/2021 budget
Attachments: Budge Submission2020 2021.docx

Please find attached the submission of the Whitehorse Ratepayers and Residents Association in relation to the 2020/2021 budget. I would like to make an oral submission in relation to this at the council meeting scheduled to hear such submissions.

Kind Regards
Tanya Tescher
President-Whitehorse Ratepayers and Residents Association

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Submission 14

WHITEHORSE RATEPAYERS AND RESIDENTS ASSOCIATION

SUBMISSION ON DRAFT BUDGET 2020/2021

CITY OF WHITEHORSE

1. 2% increase in Rates

Why are rates being increased on the basis of a surplus of \$25m when Australia is looking at over one million unemployed and an economy in tatters? Whitehorse Council should realise that ratepayers in the City of Whitehorse are affected by this and not only will not be able to pay an increase in rates which may not only be 2% as this is an average across the municipality but a lot more. There is no mention of a waiver for people in dire circumstances and not much is being done for businesses. The biggest stimulus the Council can give ratepayers, both in business and residential, is to keep rates the same at the very least or lower them.

2. Increase in staff salaries

Why are staff salaries continually being increased when most people in many other organisations are being asked to take pay cuts? Given that a lot of council services are contracted out, we would need to ask the question, why so many staff and why the high level of wages given the technology increase in council operations? What stands out in the budget is the over 4 million dollars allocated to finance operations which do nothing for provision of services and also the large amount spent on the CEO office and governance. Given the current economic situation it is time to review what is necessary for basic operations of the council and what is superfluous.

3. Curtailment of services

Given that many services have been curtailed e.g. libraries, swimming pools etc. there is no mention of compensation for these removed services which would have resulted in a reduction in council payments – savings which could be passed on to the next budget.

4 Whitehorse Centre

Given the dire economic situation and the plight of ratepayers, we again question the need for a spend of 7.1 million dollars on a new Whitehorse Centre when many residents and ratepayers will now not be able to afford the cost of a ticket and would much rather see the savings in their own pockets especially as the current centre is only 30 years old. Would current councillors who live in houses over 30 years old want their houses demolished as they too will be regarded as being at the end of their lives? This project should be deferred/mothballed and the current centre resurrected and any necessary refurbishment carried out with much less monies.

5. Sparkes West Pavilion

From our own research all that was asked for by any clubs playing down there was a toilet block for the children to use when playing sport. This has now been translated into a 2.5 million dollar pavilion! This project should be shelved.

6. Whitehorse Digital Strategy

Why has another \$1 million been allocated for the Whitehorse Digital Strategy when millions have already been spent on the revamp of the web page which is now up and running?

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Submission 14

7. Nunawading Hub

Why is there another \$450,000 required for the Nunawading Hub given that this project should have been well and truly completed along with its \$200,000 of artwork?

8. Other questionable expenditure

In the current environment the \$350,000 allocated for a business case for Aqualink Nunawading should be spent on refurbishment

Why is \$200,000 needed for the development and implementation of the Whitehorse Development Contribution Framework and what is happening with developer contributions?

Why is there so much expenditure on council cars?

Why has \$510,000 been allocated to the continuous improvement program – surely this should be part of council officers' duties to review programs and find efficiencies?

Why has yet another couple of hundred thousand dollars been allocated to determining whether the City of Whitehorse should have a waste management charge when hundreds of thousands of dollars have been allocated in past budgets to determine how many bins there are in the municipality etc.

The State Government as part of its replacement policy on trees to be removed from areas involved with North East Link has offered to plant trees in other areas. Why has Whitehorse Council not taken this up and factored this into a tree planting program thus saving costs?

Finally, one of the most blatant waste of ratepayers' and taxpayers' monies along with the expenditure on the Whitehorse Centre, the \$200,000 allocated to a book in a past budget, the \$200,000 allocated to an artwork in the Nunawading Hub etc, must be the \$30,000 councilors' junket to Japan. This so-called sister city relationship and its spend has no justification in a world where we have a pandemic and hundreds of thousands of people lining the Centrelink queues wondering where their next meal will come from.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 15

Annual Budget

From: Benjamin Pearson
Sent: Tuesday, 19 May 2020 9:02 AM
To: Annual Budget
Subject: Budget 2020/21 Submission

Name: Ben Pearson

Suburb: Mitcham

Submission Notes: Please could it be read aloud if time permits. Thank you.

Submission below:

Budget 2020/21

Be the change you want to see in the world.

We all want to see a safer, cleaner and climate stable future and in order to make that a reality we need individual and governmental action at all levels. This is the first budget of a new decade - a decade that will be defined by our action on climate and our economic recovery from a global pandemic. Now is the time for large scale, purpose driven economic investment into climate solutions that both reboot the economy and prevent a far worse economic & public health future if our climate continues to warm and become unstable.

Climate focused initiatives could look like significant solar and battery investment / loan programmes, wide sweeping tree planting and nature restoration, investment in insulating and energy efficiency of homes, businesses and council buildings. With an Australian interest rate nearing 0% now is the time to front load future council investment as well as using budget reserves for this year.

If you look through the Capital Works section of the 2020/21 budget there is no major investment in climate solutions, in order to have true impact we must move beyond operational "sustainability" alone, our current trajectory is not sustainable, business as usual is not sustainable. Budget after budget has capital works for new buildings, sports grounds, entertainment facilities, golf courses etc. Why wouldn't we include a capital works programme for solar for instance? It would help small businesses or financial vulnerable in Whitehorse to become 100% renewable, energy independent and enjoy free and clean energy for years to come. Such an initiative could quickly contribute to stimulating the economy both in more jobs and investment but also ongoing benefit in freeing up income previously spent on electricity bills to instead be spent back in the community. Even for way of example, the Whitehorse Centre with a \$78 million price tag - such expenditure, at a conservative estimate, could put solar on at least 1/4 of Whitehorse households, stimulating thousands of jobs and maximising surplus income of households.

How many jobs could Whitehorse Council quickly activate through the implementation of a mass tree planting program, beyond business as usual. Hire hundreds of our local community to plant trees and restore nature reserves, there are plenty of small spaces that are empty grass areas that could be tree-filled havens for local wildlife and for sequestering carbon.

Energy efficiency of homes not only helps residents during extreme heat or cold winters, but it also saves costs and helps reduce CO2 emissions. Yes you could wait until the State and Federal government helps with this initiative but why not contribute to this at a Local government level, every bit counts.

The above is not by any means an exhaustive list of possible solutions, it's nowhere close and obviously climate and economic experts should be engaged. It serves though to beg the question "where are these climate focused, economic projects in Whitehorse's budget?". No need to reply, we need actions not commentary. We can build a safe future for our municipality and our residents. We can do our part, which is

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 15

beyond our current business as usual. We should be inspired by the possibility and seize the economic opportunity right now to stimulate our local economy with climate focused investment. Thank you.

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Submission 16

**SUBMISSION ON DRAFT 2020/2021 BUDGET
CITY OF WHITEHORSE**

I do note that this Budget has been prepared prior to the current crisis of the pandemic and is based on 'business as usual.' I look forward to seeing the promised revised version later in the year which should incorporate major spending cuts to alleviate the hardship everyone is suffering due to the current situation. For example, some Councils including the Melbourne City Council have announced staff will take pay cuts in order to reduce Council costs.

The operational budget of \$160m for services to the community includes

- (i) \$5.4m for Arts and Cultural services. Is this where the \$30,000 for Councilors to travel to Japan for the sister city 50th anniversary and the \$106,000 for a book to be written about the event are hidden?? I am only aware of this information after hearing Andrew Munroe being interviewed recently on 3AW. A few years ago \$200,000 was spent on writing a book about the sister city relationship and Japan did not contribute anything to this cost! There is no benefit to Whitehorse ratepayers of this continued association (only to the Councilors getting a free trip) and in the demographic information about Whitehorse population Japan does not even get a mention!
- (ii) \$0.05 allocated to prepare for an independent panel to implement the Box Hill Visioning Project – what is the costing on this project what does it entail and why does it need an independent panel to implement it?
- (iii) \$0.35m for Business Case for the potential redevelopment of Aqualink Nunawading – last year's budget allocated \$0.25m for this Business case – this money could well be spent on maintaining the facility rather than redevelopment

The CEO has stated that the Council faces uncontrollable cost increases as a justification of having to increase rates – Ratepayers do not have the ability to increase their income to absorb their uncontrollable costs!

“An exciting \$62m For Capital Works projects “ according to the Mayor

- 1. \$7.1m for the Whitehorse Centre redevelopment. – this project should be deferred indefinitely. So much money has been wasted on the original plans and then in 2018 a design

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Submission 16

competition for more plans and now New Focus plans. If this money was spent on refurbishing the Centre it would be fantastic. The Centre does not need to house more people – I have been to many productions where the current Centre is not full. The Centre may be 30 years old (but not nearly as old as the Box Hill Town Hall) and is still operating successfully. Why should Whitehorse ratepayers finance a massive Arts Centre which benefits less than 10% of Whitehorse residents? If the Centre is to be 'world class' then the government should be making a significant contribution. What a total waste of ratepayers' money!!

2. A total of \$6.07m on sports pavilions includes –
 - \$2.51m on Sparkes Reserve Pavilion - a toilet block was all that was requested!
 - \$3.56m on Terrara Park pavilion

Spending on these projects should only be what is absolutely necessary – not the building of 'exciting' new facilities!!

3. \$5.2m on Morack Golf Pavilion, driving range and mini golf course - how many ratepayers does this benefit??
4. \$0.54m for Design of redevelopment of Sportslink

Items 3 and 4 should be deferred until the current economic situation has dramatically improved.

5. \$0.03m in addition to the \$0.15m allocated in last year's budget for the preparation of a new Community Vision for 2020-2030. –it is not the time to be thinking of new projects to spend ratepayer's money on!

I do support the \$0.35m allocated to advocate for Whitehorse's interests in the NEL project and believe this is very important.

Rate income of \$213.84m is based on a 2% increase in rates.

There should definitely be no increase in rates. A responsible council would be looking at reducing rates to alleviate the economic hardship many residents/ratepayers are suffering as a result of job losses due to the current economic crisis the world is facing.

Staff numbers are forecast to increase over the coming years – 809 to 817 to 825 to 833. With advances in technology many businesses have been able to reduce the number of staff required. Please explain why council continues to

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Submission 16

increase the number of staff every year! Total employee expenditure is forecast to be \$85.896m – 16% of this is for executives – looks like the council is top heavy!! As I have already stated many councils and business staff in the community have opted to take salary cuts and this would be a responsible decision for Council to make in the current crisis.

The purpose of the local Council is to provide necessary, essential services for local community and Councilors being accountable to residents must take that responsibility seriously and curb unnecessary spending.

Just a few examples of unnecessary non-essential spending

1 Installation and upgrades of traffic management devices and landscaping on local roads is not necessary.

Roads are created to drive on – speed cameras have been introduced to catch speeding motorists who pay the price with fines and demerit points.

Obstructions on roads are a hazard and a frustration for the majority of road users who are law abiding. They also slow down emergency vehicles (fire trucks and ambulances) which could be disastrous.

2. Unnecessary replacement of park furniture which does not have to be replaced just because of a stipulated renewal program – it should only be maintained in good order

3. Play Space Renewal program – cyclical replacement – should just be maintained in good order. I notice that the play equipment in Eley Park is being completely redeveloped which seemed to be completely unnecessary

4 Capital works over and above what are absolutely necessary need to be prioritised and some deferred to future years.

I respectfully request that you consider and act on the issues I have raised in this submission

Please contact me if you wish to discuss any of these issues.

(Mrs) Kathleen Cummings, CPA

17th May 2020

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6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 17

Annual Budget

From: Michael Hassett <mebug@mebug.org.au>
Sent: Monday, 18 May 2020 12:52 PM
To: Annual Budget
Cc: via MeBUG Committee
Subject: Submission re annual budget
Attachments: WCC Budget Sub 2020.pdf; Whitehorse cycle projects wish list.pdf

Please find attached our submission in response to the draft budget for 2020/21.

Michael Hassett



Metro-East Bicycle User Group Inc
PO Box 172, Blackburn Vic 3130
mebug@mebug.org.au
mebug.org.au

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Submission 17



METRO EAST BICYCLE USER GROUP INC.

PO Box 172 Blackburn Vic 3130
<https://mebug.org.au>
mebug@mebug.org.au

Submission re draft budget 2020/21

This submission urges that Whitehorse Council:-

- **Approximately double** its funding allocation for cycling related capital in the 2020/21 budget by adopting some priority 1 projects from the list at the Appendix to this submission;
- Reassesses its prioritisation in future years, to **treble cycling investment**, over the current multi year average, recognising the importance of cycling in fulfilling various objectives in adopted Council strategies, as well as meeting community needs; and
- Take further steps to rectify habitual under resourcing of cycling by adopting a suitable resolution as suggested under item 4 below.

1. Covid-19 implications

The Covid-19 pandemic has had an immediate and dramatic impact on the community. There are concerns about health, safety and transport costs. It is likely that significant amount of this will carry over to the long term future even after society resumes activities curtailed in the immediate pandemic response.

It is widely reported and directly observed by our members, that shared trail usage has increased dramatically. The Koonung and Gardiners Creek Trails have experienced growth of 140% and 300% respectively¹. There are numerous press reports of greatly increased bicycle sales in Melbourne and Sydney. We have an anecdotal report from one local bike shop that their sales have doubled.

Melbourne City Council has recognised the importance of cycling with plans for 12 kms of pop up cycle lanes displacing car parks². similar initiatives are occurring in Europe and the UK

As the Covid-19 restrictions are gradually reduced, there is likely to be a fall in public transport patronage because of the difficulty of social distancing on public transport. Many people may switch commuting by bicycle where practicable. Car usage may also increase, but with good cycling paths, increase in car usage may be restrained as people look to avoid traffic congestion. Many people's income has been and will remain severely affected. They will be looking for ways to cut costs. Their transport and parking costs can be significantly cut if they can cycle to places of work, shopping or study.

The increased popularity of recreational cycling is also likely to be sustained as people discover the pleasures and maintain this activity into the future.

¹ Bicycle Network, as reported in The Age 8/5/2020

² The Age May 8, 2020

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Two conclusions flow from the above:-

1. Council should increase investment in shared paths to meet growing demand; and
2. Cycle projects should be included in the mix of stimulus activities considered for the \$2.5M funding allocation announced in the budget³. A range of suitable projects is given in the Appendix to this submission.

2. Strategic approaches

There is considerable scope to attract people to cycling, recognising that more than half of all trips by car are less than 6 kms⁴.

Council needs to broaden its concepts of cycling projects beyond discrete projects that characterise current thinking. There is scope for substantial increase in cycle paths by leveraging existing infrastructure. Two broad approaches need to be pursued:

(a) Cut throughs to link service lanes on major roads. Roads such as Springvale, Road, Burwood Highway etc. have service roads that run for a few hundred metres and then channel traffic into main running lanes. The provision of two metre wide cut throughs to link these service lanes would provide a contiguous and safe route for cyclists. MeBUG will be developing a detailed proposal shortly.

Recommendation: Council should, in consultation with the state government, conduct a municipal wide survey of existing service lanes and in cooperation with the state government, develop a plan to construct these cut throughs within a five year period, starting now.

(b) Designate existing wide walkways as shared spaces to allow cycling. There are a number of wide footpaths and plaza areas that can be safely shared between cyclists and pedestrians in much the same manner as Southbank in the City of Melbourne. This would greatly facilitate cycling to major commercial and sporting destinations such as the Nunawading Megamile

Recommendation: Conduct a municipal-wide survey to identify these spaces and implement appropriate signage and bike hoops where required.

3. Skewed funding allocation

This current budget, like all budgets in recent years, discriminates against cyclists compared to other groups and cohorts in the community. Cycling is both a recreational pursuit and a transport option for the Whitehorse community.

The Victorian government Cycling Strategy states that 17.2% of the Melbourne population cycled in the week prior to the 2017 study⁵. From this, we can infer that around 10% of the population are regular cyclists. This is despite the impediments to cycling because of the paucity of safe interconnected separated paths, which the Whitehorse Cycling Strategy acknowledges is a deterrent to around 60% of the population.

If cycling is viewed as a recreational pursuit it is grossly underfunded compared to investment in organised sporting facilities. Studies indicate⁶ that participation in 12 major sports such as football, cricket, golf and suchlike is only 15% across all age groups. It is heavily skewed to children up to age 14. Among working age adults, participation is only around 6 to 8%.

³ Coronavirus Pandemic Update, Whitehorse Mayor 20 April 2020

⁴ Victorian Cycling Strategy 2018-28 p 9

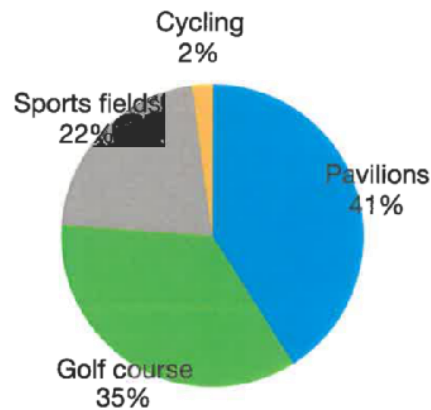
⁵ Victorian Cycling Strategy 2018-28, p 9

⁶ Sport Participation Rates-Aggregation of 12 Sports, Victoria 2017, Table 3
page 2 of 4

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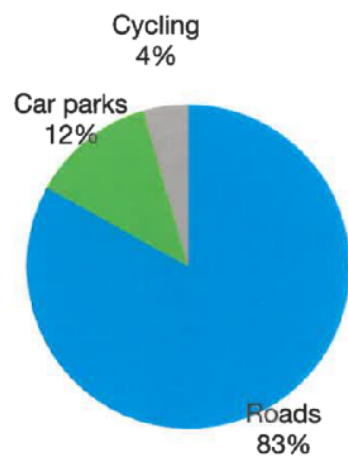
Submission 17

Recreation	
	\$ x 1000
Pavilions	6075
Golf course	5201
Sports fields	3211
Cycling	327



We see above that the 10% of the population that cycles receive 2% of capital funding, while the 15% in organised sport receive 98% of the funding. A similar picture applies in regard to transport, where 96% of funding goes to roads and carparks and a mere 4% to cycling.

Transport	
	\$ x 1000
Roads	6061
Car parks	910
Cycling	327

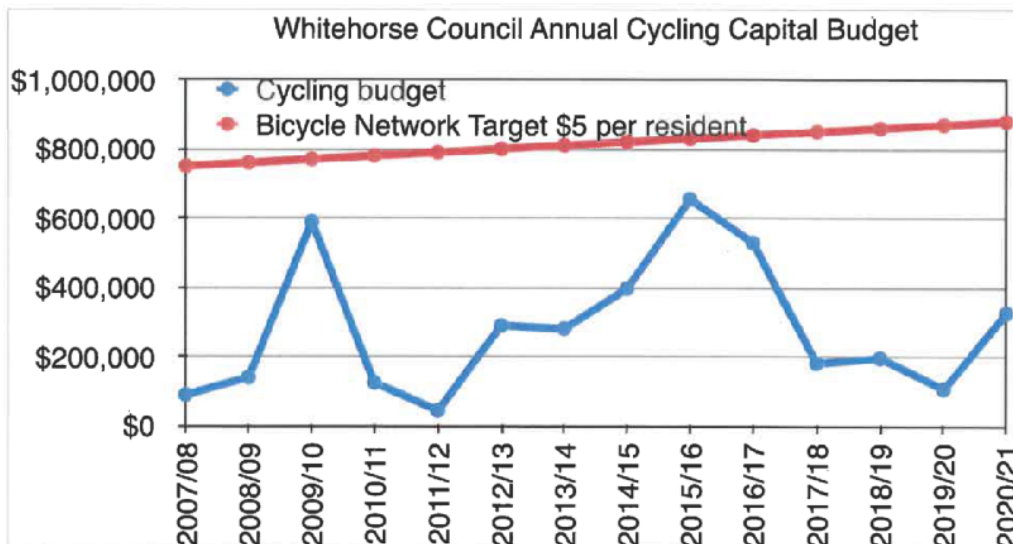


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4. Need for policy rethink by Council

Cycling investment by Council has for many years been inadequate, falling far short of the expectations of the cycling community and the Bicycle Network recommended figure of \$5 per resident per year as illustrated below.



The changes needed will not in our view, come about unless there is **'top down' leadership from the elected council**, who are the community's representatives and voice to Council. We urge Councillors to frame and pass a resolution that directs council officers to:

1. Frame future budgets that elevate cycling planning and resourcing substantially above what has historically been the case. Capital funding should align with the Bicycle Network \$5 per resident target.
2. Appoint a staff member whose primary responsibility is to plan and promote cycling planning and funding within Council and to liaise with the cycling community. It appears that currently, no person has such a role and that cycling seems to be a 'bit part' of various officers' remit, but the particular interest of nobody.

5. Summary

We have outlined the need for a major increase of cycling investment. A list of specific projects is provided in the Appendix to this submission.

MeBUG Inc
18 May 2020

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Appendix to MeBUG Budget submission 2020/21

MeBUG Cycling project proposals for Whitehorse Council - Revised May 2020

Ref #	MeBUG Priority	Item	Justification	Council response 4/4/2019 (paraphrased)	Comment
3	1	Remove access impediments to Box Hill to Ringwood Shared path at (a) Harvey Norman/Home Hardware (b) McGlone Street Mitcham (c) Richards St Mitcham (d) Install wayfinding signs along and in environs of the path (e) Provide kerb crossovers at i. Terra Cotta Drive, Nunawading ii. Tennyson Street, Mitcham	Improving safety for path users as well as efficient and direct access.	Administrative issues regarding responsibility. Safety concerns re Harvey Norman lane	Item (a) is now known to be in Council jurisdiction, contrary to earlier advice that this was not a Council road or lane. Safety should be assessed by comparing the safety of the present need for cyclists to ride on Springvale Rd and Maroondah Hwy. Safety concerns around Harvey Norman lane not justified see our survey dated 6/11/17, which showed an average of 1 vehicle every 2.20 minutes compared to thousands per hour on Whitehorse & Springvale Roads. Oliver Avenue now completed. The others about the main path and maintenance responsibility issues should not delay these improvements. Coordination should be straight forward in consultation with DoT (formerly VicRoads).
6	1	Shared Path on Melbourne Water Pipe Reserve. (a) Construct new section from Ballantyne Street to Mahoneys Rd roundabout. (b) Widen footpaths along Burwood Hwy to eliminate gaps in shared path		Lack of funding	Proposals discussed with Cr Bennett on site 26 Feb 2019. Eminently appropriate for immediate funding.
15	1	Woodhouse Grove & Mitta Av, Box Hill Nth. Construct short length of shared path to improve cycle linkage on Bushy Creek path.	Currently cyclists have awkward kerb crossings and have no option but to ride on the footpath.	"Needs further review"	Council's historical resistance to this simple improvement is perplexing. We understand it is funded in the 2019/20 budget but nothing started as of May 2020

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Appendix to MeBUG Budget submission 2020/21

Ref #	MeBUG Priority	Item	Justification	Council response 4/4/2019 (paraphrased)	Comment
24	1	Construct shared path along west side of Holland Avenue Burwood. Work with VicRoads to improve signal crossing to allow safe crossing by pedestrians and cyclists to McComas Grove leading to Gardiners Creek Trail and Lundgren Chain	Current crossing is dangerous due to short timing cycle and absence of pedestrian/cyclist provision	No plans	Dept of Transport (VicRoads) agree in principle (2/10/2018) Deakin University generally supportive (6/8/2019)
25	1	Separated path along Ely Road to connect Holland Gully path with Gardiners Creek path via Boardman Close	Major east-West Route		largely EasyRides Route EW6
27	1	Bicycle parking/storage, eg 'Parkiteer' at Box Hill and Laburnum stations and increased capacity at Mitcham	Inadequate current provisions. Bikes chained to hand rails at Laburnum where there is absolutely no bike parking facilities of any sort.		Survey of parking usage sent to Council on 12 December 2019.
2	2	Construct 530 metres of new shared path on rail reserve North side from Oliver Avenue Bridge to Moncrief Road	Provide safe access to Nunawading commercial area from Box Hill to Ringwood shared path	No funding. requires VicTrack approval	Has Council pursued VicTrack licence?
4	2	Shared path along north side of Whitehorse Road from Middleborough Road to Bolton Street	Widen existing footpath to provide safe route to Bushy Creek path via local roads	Accepted as a long term project	Council accept in principle. Consider for coming budget round.

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Appendix to MeBUG Budget submission 2020/21

Ref #	MeBUG Priority	Item	Justification	Council response 4/4/2019 (paraphrased)	Comment
19	2	Dorking Road/Whitehorse Road Intersection. (a) Provide cut through to link Dorking Road with Whitehorse Road service lane on North-East corner. (b) Improve traffic light configuration and/or phasing so Northbound cyclists can cross and proceed in one phase of lights.	For Eastbound riders leaving Dorking Rd. Avoid inconvenient and frustrating delay.	Low priority Easy Rides Route Could be done at Council expense	Council accept in principle. Consider for coming budget round.
20	2	Mont Albert Road/Elgar Road intersection. Additional Cycle/ pedestrian crossing aligning with westbound lane of Mont Albert Road.	Would remove existing need for westbound cyclists to wait for two phases of lights.	Could be done at Council expense	
21	2	Springvale Road service lanes between Canterbury Road and Highbury Road. Provide cut-throughs and footpath widening (where no service lanes) to provide cycle routes both north and south bound.	General cycling safety. Will require joint action with VicRoads. MeBUG can furnish further details.	Long term action years 8-10 of strategy	Take up as part of a major strategic initiative in partnership with state Government. See body of budget submission.
23	2	Route markings Mullauna College to Mitcham station via Halliday Park, Fellowes and Edward Streets.		Not on easy rides route therefore a low priority	Council accept in principle. Consider for coming budget round.
26	2	Construct a shared path along the west side of Deep Creek Road Micham from Schwertkolt Cottage to Maroondah Hwy	Provides cycling access for school children attending Antonio park Primary School. Also a convenient interconnection between the Box Hill to Ringwood path and the Mullum Creek trail.		

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Appendix to MeBUG Budget submission 2020/21

Ref #	MeBUG Priority	Item	Justification	Council response 4/4/2019 (paraphrased)	Comment
9	3	Delineate/mark wide sidewalk along Whitehorse Rd from Metropolitan Avenue to Springvale Road, as a shared path	Access to megamile and Nunawading community precinct	Reluctance to modify footpaths. To be considered as part of Cycling Strategy	
14	3	Kerb crossovers in Derby Street and Fuschia Street Blackburn to facilitate cycling along the gravel path to Blacks Walk.	Eliminate obstacles	Will consider realigning path to avoid obstacles	
17	3	Severn Street Box Hill. Signage e.g.sharrows defining East-West cycling route via pedestrian lights and Melrose Street.		Low priority Easy Rides route	
18	3	Nelson and Saxton roads Box Hill. Signage e.g.sharrows defining North South cycling route connecting to Box Hill gardens.		Low priority Easy Rides route	

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Submission 18

Annual Budget

From: Peter Carter
Sent: Wednesday, 20 May 2020 4:30 PM
To: Annual Budget
Cc:
Subject: Submission on draft CoW Budget 2020-21
Attachments: Low Stress Routes - Sharrows Final CoWPDF.pdf

Budget Submission to City of Whitehorse on the draft 2020 - 21 Budget

Submitter:
Peter Carter B.Eng (Civil)

1. The Covid pandemic has changed our lives dramatically. Our norms regarding personal interaction and travel have necessitated changes, which are likely to remain for a long time. There is a likelihood that a vaccine may not be developed within 18 months (or at all).
2. In the last two months, many people have had to work from home, and there has been a surge in bike sales, and also in the amount of bicycle travel on our bike paths. The interest in bike riding and improvement of bike skills, will extend people's desire to now undertake a diversity of trips; from exercising on bikes on off-road paths, to shopping, education and work trips.
3. People also recognise that social distancing on public transport will be difficult to achieve, particularly as more return to work as the economy slowly returns. These social distancing constraints on public transport (either 'required' by State Government, or 'desired' individually) substantially limit the effective capacity of public transport for our trips.
4. Accordingly many people will want to use their bike as an alternative transport. However they are daunted by the lack of safe infrastructure.
5. The Easy Ride Network proposed by the City of Whitehorse (developed in December 2017), would undoubtedly meet the needs of this emerging demand for Safer Riding conditions. But very little of it has been implemented.
6. I understand that the current program for the Easy Ride Network envisages implementing one Easy Ride Route per year. On that rate, the full Easy Ride Network would not be completed until 2038.
7. The full requirements of an Easy Ride Network comprise a number of elements, including:
 - sharrows
 - An Easy Way way-finding system
 - upgrades to various footpaths, and cross-overs
 - intersection works, etc
8. **Now is the time for immediately achieving key aspects of the Easy Ride Network.**
9. The key element of the Easy Ride Network, is Sharrows. Sharrow line-marking makes the route through streets very VISIBLE, to both cyclists and motorists.
10. Implementing a program of Sharrow linemarking of the whole Easy Ride Network would be part of a progressive process of building the Easy Ride Network.
11. Sharrow line-marking can be done quickly - there is little lead time in design, but its benefits become immediate to the cyclist and community.

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12. It should be noted that in many other cities, including City of Melbourne, the response to Covid has been to build temporary bike lanes, which still have significant costs. Such works do improve safety, but undoubtedly they are still built with some compromises. They also have a short 'shelf - life'.
13. The Sharrow line-marking component of the Easy Ride Network is not temporary - it is a permanent component and immediately beneficial.
14. In the City of Whitehorse there are around 60% of its people (110,000) that are 'interested but concerned' They will benefit from a Sharrow Line-Marking on the Easy Ride Network.
15. I have developed a proposed Sharrow line marking program for the Easy Ride Network. My attached report 'Safer Cycling in Whitehorse - a Proposal to implement Sharrows on the Easy Ride Network' provides the **detail** on delivering a Sharrow line-marking Program.
16. The cost of the proposed Sharrow Line-marking program has been estimated at \$570,000 (based on costs from a line-marking firm).
17. I seek that the City of Whitehorse allocate \$570,000 to enable a line-marking program of Sharrows to be undertaken, as per my attached report.

Safer Cycling in Whitehorse

A proposal to implement Sharrows on the
Easy Ride Network



Peter Carter

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Overview

1. The Whitehorse Cycling Strategy 2016 recognises that the reason cyclists choose to cycle, and to ride a particular route, is based on the level of traffic stress that they expect for that route. This is the same reason given in the Victorian Cycling Strategy 2018-28.
2. People (in a community such as Whitehorse with 180,000 people) can be grouped into four categories according to the cycling attitudes and behaviours. The largest group is the 'interested but concerned' (60% of the community). Implementing a comprehensive 'low stress' infrastructure for the 'interested but concerned' will achieve the greatest uptake of cycling within Whitehorse.
3. The Whitehorse Cycling Strategy 2016 proposed a Low Stress Network be implemented for Whitehorse.
4. The City of Whitehorse subsequently prepared an Easy Ride Network in December 2017 that comprised 17 routes. These routes are largely on low volume local streets, with some off-road (eg Bushy Creek Trail in Box Hill North, Gardiners Creek Trail, and the Syndal Pipe Track). There are also some existing routes with bike lanes; Surrey Rd - Blackburn Rd, Springfield Rd, and sections of Morack Rd. The overall length of the CoW Easy Ride Network is 158km.
5. The **key element** of delivering the Easy Ride Network on the relevant local streets, is to install 'sharrow' line-marking. 'Sharrow' stands for shared arrow and a cyclist symbol for a shared-lane environment on the road. These distinctive stencil-style road markings improve cyclist safety and promote better road sharing.

Sharrows therefore have two functions:
 - inform motorists to expect to see cyclists on the road
 - act as a way-finding function for cyclists with a continuous visible route
6. This report identifies 100 km of the Easy Ride Network where sharrows are the appropriate treatment on low volume local streets. **This is work that can be done now.** (there will be other work to supplement the Easy Ride Routes, but Sharrows are the key to identifying and making the Easy Ride Network safe for people **now**)
7. The cost for this work is estimated at \$580,000 (based on prices from line-marking firms).

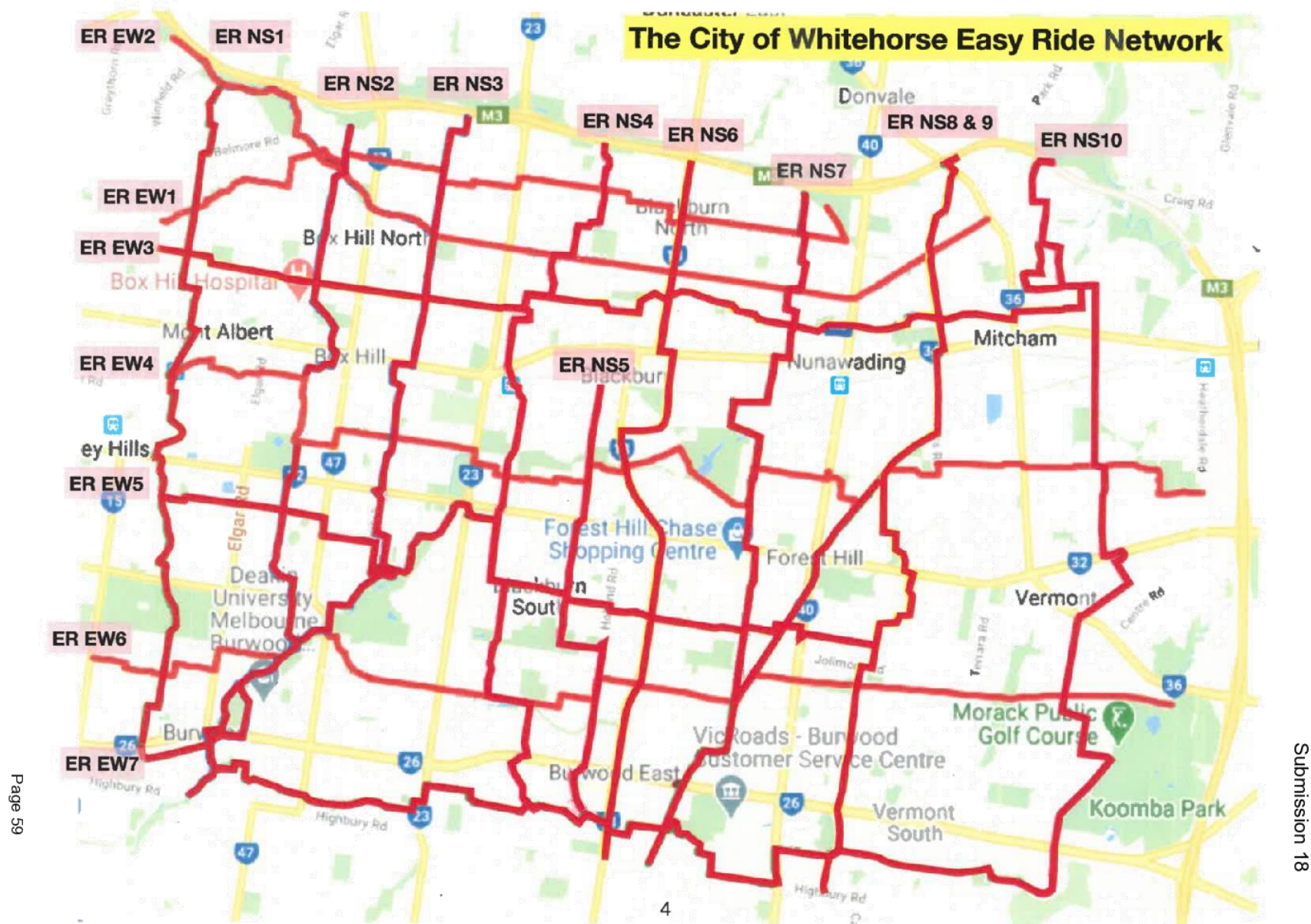
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Introduction

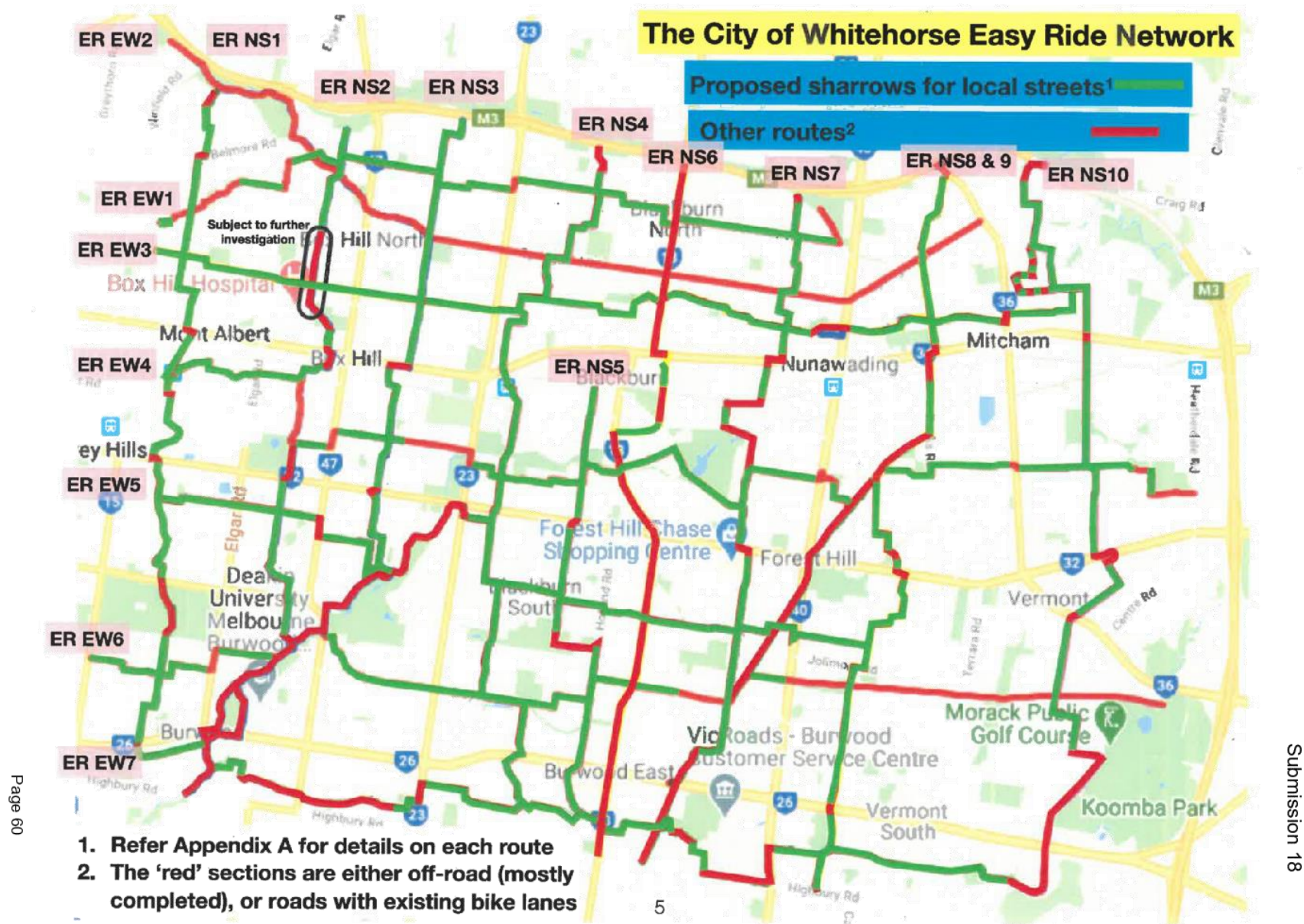
1. The Covid pandemic has changed our lives dramatically. Our norms regarding personal interaction and travel have necessitated changes, which are likely to remain for a long time. There is a likelihood that a vaccine may not be developed within 18 months (or at all).
2. In the last two months, many people have had to work from home, and there has been a surge in the amount of bicycle travel on our bike paths. The interest in bike riding and improving of bike skills will expand the diversity of trips; from exercise-related bike trips to shopping, education and work trips.
3. People also recognise that social distancing on public transport is something they wish to pursue as the economy slowly returns. They will appreciate that it is very hard to achieve, and to use a bike as an alternative, is daunting by the lack of safe infrastructure.
4. The City of Whitehorse has a proposed a Low Stress cycling network – the Easy Ride Network. Very little of it has been implemented. The awareness of this network is virtually unknown to the community even amongst cycling enthusiasts (such as Whitehorse Cyclists with over 300 members).
5. **Now is the time to implement the Easy Ride Network – there is no time to waste.** A significant amount of implementing the Easy Ride Network can now be done through a line-marking program of Sharrows.
6. The Easy Ride Network delivers benefits to many in Whitehorse Community – around 110,000 people who wish to cycle safely.
7. This Report provides **detail** on delivering a Sharrow line-marking program, the key element of the Easy Ride Network. The proposed Sharrow line-marking of streets on the CoW Easy Ride Network, are shown on the map on page 5. Further details of each segment of the Easy Ride Streets is given for each route in Appendix A.

**Implementing Sharrows now delivers a Safer Easy Ride Network
Whitehorse becomes a more ‘cycle - friendly’ Council**

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Going forward.

Need and Opportunity for Marketing

Sharrow line-marking substantially completes the 'Low Stress' Easy Ride Network.

Just building the network won't increase cyclists numbers in Whitehorse. There is very little awareness of this Network amongst current cyclists, let alone potential cyclists (for example those who recently started using a bike for exercise on the Koonung Trail).

Consider the motorist getting about the road network.

They use Sat-Nav in their car, or from their smart phone.

That real-time directional navigation is **precisely** what cyclists need to ride the Easy Ride Routes to get to their destination.

Advertising the Easy Ride Network:

To let people know there is a network

- CoW website
- Social media, eg CoW Facebook
- Easy Ride Network digital network that enables marketing of Whitehorse eg an example of this is via RidewithGPS through their Tourism Module. Refer Page 7

Navigating the Easy Ride Network

- How to access it
- How to navigate around the Easy Ride Network.

Various smart phone Apps are available that allow cyclists to choose their route by cycle friendly roads.

RideWithGPS (<https://ridewithgps.com>) is one such app that can select a bike friendly route or allows the cyclist to plan their own route. Refer Page 8

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Going forward.

Advertising and marketing Easy Rides and Whitehorse municipality

Whitehorse has the opportunity to change its perception; that it has become a people and cycle friendly area; proud of its character, its people and its history. How can this be done?

There is an option with RideWithGPS to create an Organisation Account (<https://ridewithgps.com/organizations/tourism>) that allows a council to market not just its bike routes, but perhaps walking opportunities.

It is a dynamic webpage that is readily accessed on smart phones by people cycling or walking within our municipality. This could include: relevant information about their Easy Ride route or walking loop, eg temporary road works), relevant Points of Interest eg Bike Shops, Aqualink; custom POS (eg Whitehorse Centre; Surrey Dive history, etc. It would also include unlocking navigation, cue sheet and turn instructions to all its 'customers'. It's a dynamic form of the paper map handed out by Tourist Information services. The screenshot below shows Portland, Oregon which demonstrates some of this versatility.

Organizational Account

Put your region on the map with custom route embeds and increased exposure for your website, and free, seamless navigation and printable maps for your riders.

- ✓ Unlock our signature navigation on your routes for anyone in your community
- ✓ Generate PDF maps and cuesheets for all your routes to make them available on your website, or as takeaways at kiosks and local businesses
- ✓ Collaborate, communicate, and share with an Organizational Account



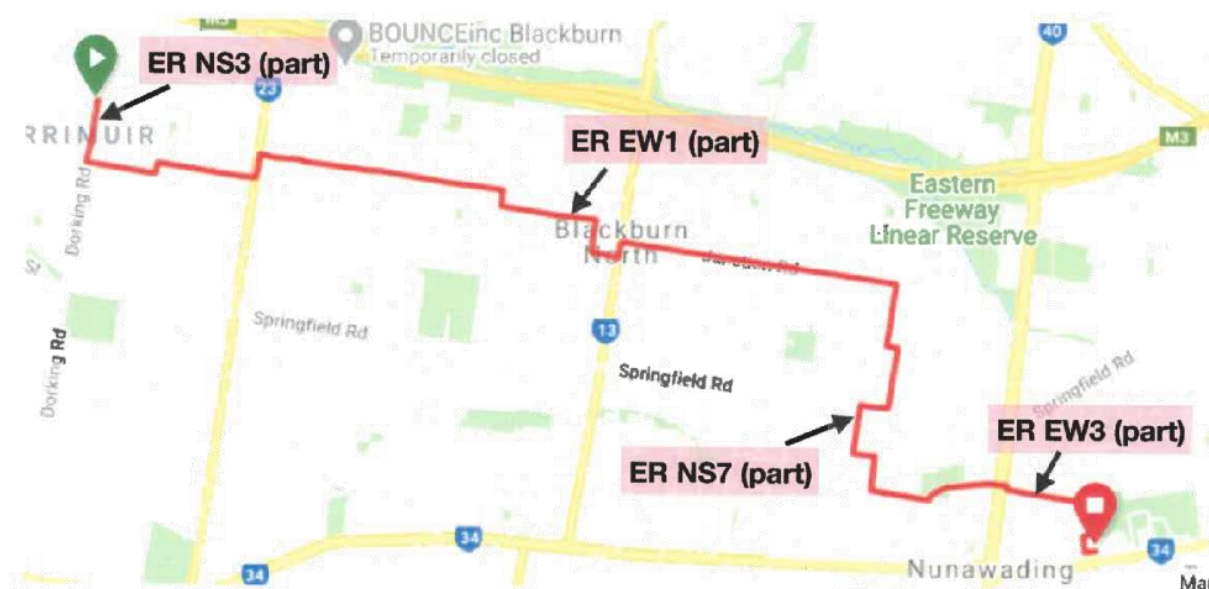
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Going forward.

Example – Navigating an Easy Ride Route:

eg a trip from Box Hill North to Whitehorse City Council – 6.5 km

Click to see route: <https://ridewithgps.com/routes/32668018> Provides 'Cue Sheet' of turns



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After Implementation of Sharrow line-marking

The Sharrow line-marking program for local streets on the Easy Ride Network is **not all that is required to complete City of Whitehorse's Easy Ride Network.**

There are other infrastructure improvements **vital** to complete the Easy Ride Network.

These improvements include:

- Rooks Rd - Dunlavin Rd intersection
- Various shared footpath upgrades and cross-overs, particularly those leading to Pedestrian Signals
- Nelson Road treatment
- A DDA compliant ramp into Wattle Park from Riversdale Rd
- a Shared Path realignment for ER EW 7 connecting to the Dandenong Creek Trail near Whitehorse recycling centre
- An Easy Ride Network Way-finding system (complementing the sharrows and bike lane routes)
- Shared Path along the Healesville Freeway Reserve (this would form part of a future planning investigation by others)

These additional works are noted in Appendix A on the individual route detail.



Way-finding totem near Aqualink

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Conclusion

The City of Whitehorse prepared an Easy Ride Network in December 2017 as part of the Whitehorse Cycling Strategy.

Little infrastructure has actually been constructed.

The Covid-19 pandemic changed our lives in two important ways:

- social distancing (and people's concerns about, and their ability to use public transport)
- working from home

It has resulted in a lot more cycling - that is likely to substantially remain, and highlighted the need for the City of Whitehorse to **now respond** to that change.

Much of the Easy Ride Network uses local streets; those streets are low volume. Sharrow line-marking on those streets are the appropriate treatment. They have been used elsewhere in Whitehorse at roundabouts and traffic management treatments, and are used extensively in inner city suburbs. They enhance awareness of the Easy Ride Network to both cyclists and motorists and will stimulate a greater uptake of cycling

This report **focuses on a program for delivering Sharrow Line-marking now on the CoW's Easy Ride Network**. It identifies those sections of the Easy Ride Network that can be line-marked with Sharrows (about 100km).

There are more works that are required for completing the Easy Ride Network, and can be planned now and implemented progressively in current and future bicycle infrastructure programs.

The cost for Sharrow line-marking is about \$570,000. (equivalent to approximately constructing two small roundabouts, or about 2km of Shared Path, or the asphalt resurfacing of a local street).

It will benefit about 110,000 people in Whitehorse (ie the 60% 'interested but concerned'). It is improbable that there is any infrastructure project in Whitehorse that would be more cost effective.

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APPENDIX A

This appendix provides a strip map of each the Easy Ride routes, and identifies those sections of the route where Sharrows are proposed.

It is proposed that the sharrows will use long-life thermoplastic line-marking paint. This will ensure that they will last ten years plus (for the life of a road prior to asphalt re-sheeting), as they are on the local streets (where traffic volumes are typically less than 2000 vehicles per day - compared to 20,000 vpd on arterial roads). Obviously that significantly reduces on-going maintenance.

The sharrow linemarking schedule assumes a typical sharrow spacing of 70 m (sharrows in both directions)

The overall length of the **Easy Ride Network is 158 km.**

Approximately **100km** is on local streets, where the line-marking program of **Sharrows is proposed.**

The estimated cost is \$572,000 and is based on prices supplied by a line - marking firm.

Implementation is essential straight forward: concept line-marking plans that instruct 'spotting out' sharrow locations. (many of the bike lanes, and sharrow treatments that I was involved with at VicRoads, was no more complex than this)

Page 12 provides a Schedule of Sharrow treatments. In addition this schedule provides a gps reference to the route, that allows a person to link to the gps track of the route for identifying locations and navigation, etc

Pages 14 to 31 show each route as a strip map, providing details of sharrow sections and other information. (Distances on each route are from the starting point, derive from the gps files on pages 12 & 13)

Please contact Peter Carter 0428 347 897 for any further clarification on routes

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APPENDIX A

Easy Ride Routes and Sharrows Numbers

Routes	Total Lengths of Routes	Sharrows No	Length of roads with Sharrows on LS routes	Ride with GPS route link (click to link to route)	direction	Ride with GPS route link (click to link to route)	direction
NS1	7.2	176	6.1	https://ridewithgps.com/routes/32385372?privacy_code=bZKpHN9z7VIOfi4m	N to S		S to N
NS2	7.7	86	3.08	https://ridewithgps.com/routes/32414444?privacy_code=mJx9u0ZrmC04R8PE	N to S		S to N
NS3	8.6	138	4.68	https://ridewithgps.com/routes/32414528?privacy_code=mFfoSkDpr4xNiuKc	N to S		S to N
NS4	8.1	214	7.42	https://ridewithgps.com/routes/32489622?privacy_code=n1jq3hLQu9lwFXW	N to S		S to N
NS5	4.9	122	4.26	https://ridewithgps.com/routes/32488657?privacy_code=HA0lpBZiwmKpTSJ	N to S		S to N
NS6	7.2	22	0.75	https://ridewithgps.com/routes/32414619?privacy_code=BAZB9WwRDPYYgDRc	N to S		S to N
NS7	7.9	150	5.31	https://ridewithgps.com/routes/32414792?privacy_code=b9E20XutkhtDdACN	N to S		S to N
NS8	8.2	88	3.1	https://ridewithgps.com/routes/32484819?privacy_code=zi2ZVdd8HCTL90M1	N to S		S to N
NS9	8.1	134	4.7	https://ridewithgps.com/routes/32484961?privacy_code=Dl0rQpuNCXkCpxwj	N to S		S to N
NS10	9.3	222	7.8	https://ridewithgps.com/routes/32414920?privacy_code=ZPPFFB72Zz2J6t8p	N to S		S to N
EW1	7.8	184	6.4	https://ridewithgps.com/routes/32386239?privacy_code=QQnJzZAVTdFZi5KL	W to E		E to W
EW2A	11.1	194	6.8	https://ridewithgps.com/routes/32385978?privacy_code=SLdcKhFSYWKMPQro	W to E		E to W
EW2	8.8	0	0	https://ridewithgps.com/routes/32386014?privacy_code=xr9LHOoL9V38GnmH	W to E		E to W
EW3	9.8	266	8.68	https://ridewithgps.com/routes/32557104?privacy_code=TzZmx5mYKc86GTYB	W to E		E to W
EW4	12.9	290	10.07	https://ridewithgps.com/routes/32385497?privacy_code=299NdpPSKtPSEhJ2	W to E		E to W

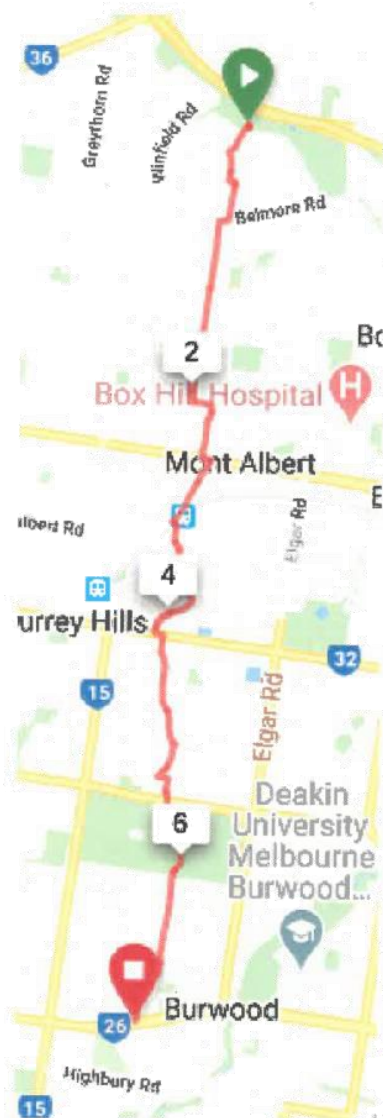
6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

APPENDIX

NS7	7.9	150	5.31	https://ridewithgps.com/routes/32414792?privacy_code=b9E20XutkhtDdACN	N to S	S to N
NS8	8.2	88	3.1	https://ridewithgps.com/routes/32484819?privacy_code=zi2ZVdd8HCTLS0M1	N to S	S to N
NS9	8.1	134	4.7	https://ridewithgps.com/routes/32484961?privacy_code=DlDrQpuNCXkCpxwi	N to S	S to N
NS10	9.3	222	7.8	https://ridewithgps.com/routes/32414920?privacy_code=ZPPFFB72Zz2J6t8p	N to S	S to N
EW1	7.8	184	6.4	https://ridewithgps.com/routes/32386239?privacy_code=QQnJzZAVTdFzI5KL	W to E	E to W
EW2A	11.1	194	6.8	https://ridewithgps.com/routes/32385978?privacy_code=SLdckhFSYWKMPQro	W to E	E to W
EW2	8.8	0	0	https://ridewithgps.com/routes/32386014?privacy_code=xr9LHOoL9V38GnmH	W to E	E to W
EW3	9.8	266	8.68	https://ridewithgps.com/routes/32557104?privacy_code=TzZmx5mYKc86GTYB	W to E	E to W
EW4	12.9	290	10.07	https://ridewithgps.com/routes/32386497?privacy_code=299NdpPSKtPSEhJ2	W to E	E to W
EW5	8.9	228	7.92	https://ridewithgps.com/routes/32384889?privacy_code=huy8NMmYpxdsqbCD	W to E	E to W
EW6	11.2	140	4.9	https://ridewithgps.com/routes/32490913?privacy_code=ZBU7QHR6DUUN1Wd	W to E	E to W
EW7	10.7	212	7.5	https://ridewithgps.com/routes/32391856?privacy_code=iVuScRGRBRW7QyU	W to E	E to W
Alt Route	0.9	24	0.82	https://ridewithgps.com/routes/32523153?privacy_code=qps2y6g5IKfMJvIN	N to S	S to N
TOTAL DIST	158.4					
Number of routes	19					
TOTAL SHARROWS		2890				
Total distance of Route road_kms	100.3		100.29			
Total Sharrow Cost	\$572,220.00		13			

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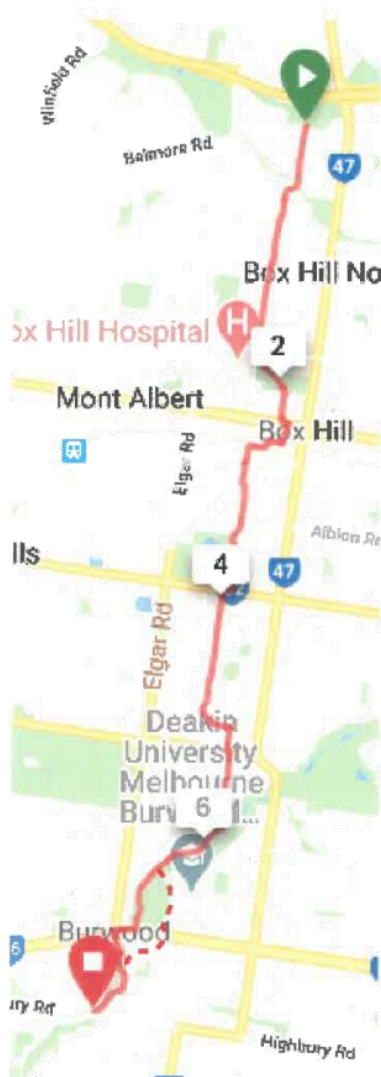
Easy Ride Route - NS 1 (Koonung Trail to Burwood Hwy)



1. Shared Path: Koonung Trail to Tie St from 0 to 230m
3. **Sharrows:** Tie St to Belmore Rd (from 230 to 750m) 16 Sharrows total (ie both ways)
5. **Sharrows:** Belmore Rd to Whitehorse Rd: (from 820 to 2610m) 50 Sharrows
7. Shared Path to Pedestrian Signals in Whitehorse Rd
9. **Sharrows:** Whitehorse Rd to Mont Albert Rd (from 2670 to 3340m) 20 Sharrows
11. **Sharrows:** Mont Albert Rd to Canterbury Rd: (from 3370 to 4180m) 24 Sharrows
13. **Sharrows:** Canterbury Rd to Riversdale Rd (from 4240 to 5440m) 34 Sharrows
15. Ramp into Wattle Glen Park (DDA compliant)
17. Upgrade to Shared Path standard in Wattle Park (560m)
19. **Sharrows:** Wattle Park to Burwood Hwy (from 6130 to 7240m) 32 Sharrows

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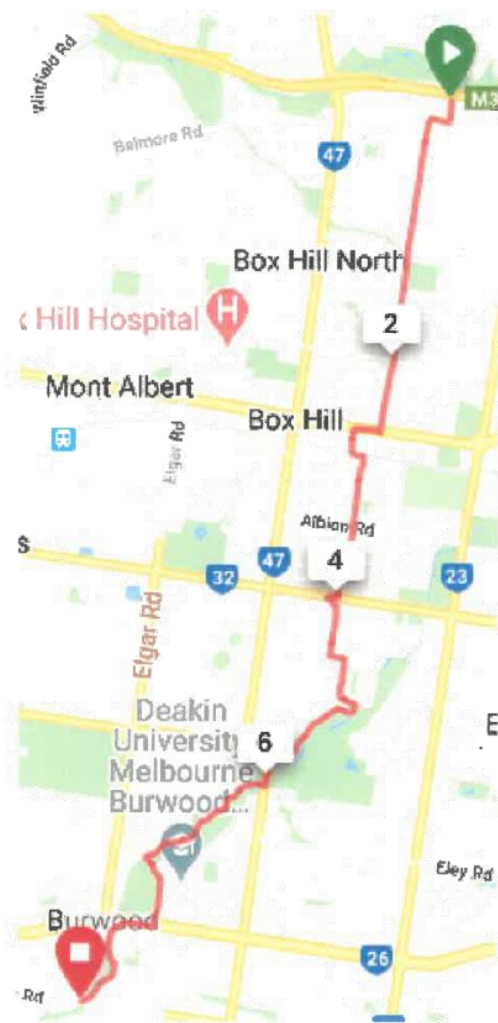
Easy Ride Route NS 2 (Koonung Trail - Box Hill CBD - GCT) 7.7 km



1. **Sharrows:** Koonung Trail to Elizabeth St: (from 0 to 230m) 6 sharrows
2. Shared Path Connection from Elizabeth St to Woodhouse Gr
3. **Sharrows:** Woodhouse Gr - Saxton St to Shannon St (270 - 1060m) 22 sharrows
4. Under Investigation: Shannon St to Box Hill Gardens
5. Upgrade to Shared Path: Box Hill Gardens
6. **Sharrows:** Bruce St (2090 -2250m) 4 Sharrows
7. Under Investigation - route from mall to Hopetoun St
8. **Sharrows:** Hopetoun St & Thurston St (2590 - 2860m) 8 Sharrows
9. Surrey Drive: No Change
10. Upgrade to Shared Path: Alexandra St to Canterbury St (incl Sharrows in Aqualink carpark
11. **Sharrows:** Canterbury Rd to Riversdale Rd (3930 5190m) 36 Sharrows
13. **Sharrows:** Riversdale Rd to Neville St (5220 5590m) 10 Sharrows
14. Gardiners Creek Trail: investigate and upgrade path to Highbury Rd (refer also Note 14)
15. Realign Shared path along Holland Ave and upgraded traffic signals on Burwood Hwy

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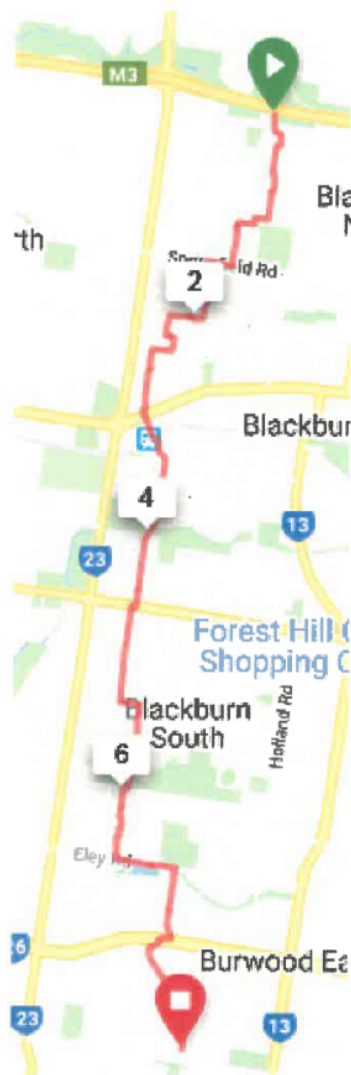
Easy Ride Route NS 3 (Koonung Trail to Highbury via Dorking Road) - 8.6 km



1. **Sharrows** 0 2460 Koonung Trail to Whitehorse Rd
2. **Sharrows** 2700 - 4000 Linsley st to Canterbury Rd
3. **Sharrows:** 4080 - 5000 Canterbury Rd to Foch St
4. **Sharrows:** Riversdale rd & Station St sharrows only in Riversdsle Rd and Shared path in Station St
5. Gardiners Creek Trail Investigate the appropriate Shared Path along Gardiners Ck
6. Develop and upgrade route to Holland Ave plus upgraded traffic signals at Burwood Hwy
7. Develop Shared path adjacent to Burwood Hwy and connect to Gardiners Ck Shared Path

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Easy Ride Route - NS 4 (Koonung Trail to Bettina St incl EW7) - 8.1 km



1. Koonung Trail to Verbena St. Off - road Shared path
2. **Sharrows:** 250 1360 Verbena St to Springfield Rd
3. **Sharrows:** 1540 3070 Springfield Rd to Whitehorse Rd
4. **Sharrows:** 3100 4440 Whitehorse Rd to Canterbury Rd
5. **Sharrows:** 4520 7360 Canterbury Rd to Burwood Hwy incl Eley Rd
6. Sharrows 7500 8100 Burwood Hwy to Bettina St

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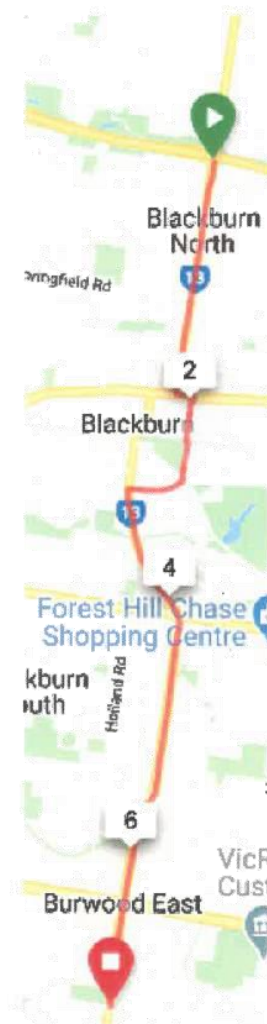
Easy Ride Route - NS 5 (Blackburn to Blackburn Rd, Burwood East) - 4.9 km



1. **Sharrows:** 0 1280 South Parade to Canterbury Rd
2. **Sharrows** 1340 - 2360 Canterbury to Orchard Gr Primary School
3. Orchard Grove Reserve 2360 - 2970 to Holland Rd Upgrade and Seal as a Shared path
4. **Sharrows:** 2970 - 4930 Holland Rd - Burwood Hwy - Blackburn Rd

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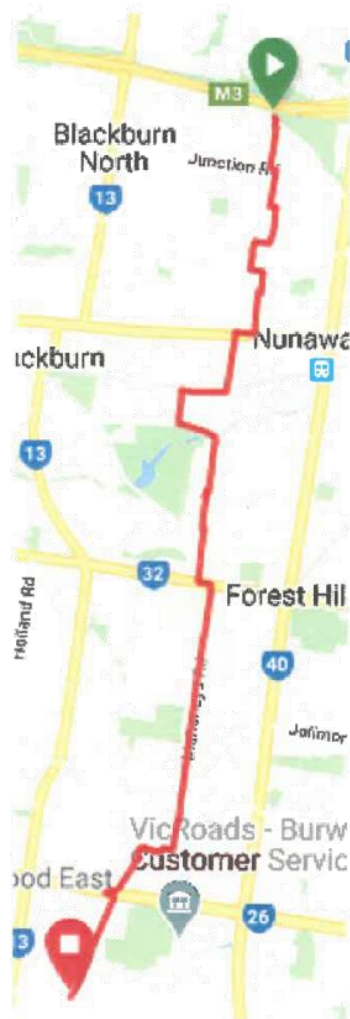
Easy Ride Route - NS 6 Koonung Trail via Surrey rd and Blackburn Rd to Highbury - 7.2 km



1. Bike Lanes on Surrey Rd from Koonung Trail to Whitehorse Rd: from 0 to 1750m Improvements at intersections and mid block sections (at 1260 m) where there are refuges.
2. Sharrows in Railway Rd 1940m to 1970m: Whitehorse Rd to Railway rd/ Cottage St. Improvements required to route & crossing of Whitehorse Rd
3. Sharrows: 1980 - 2260 Cottage St
4. Shared Path - Rail line to Central Rd
5. Sharrows: 2620 - 3060 Wolseley Crescent
6. Bike Lanes: from 3060 to 7190m Blackburn Rd to Highbury Rd. Provide lanes at intersections and midblocks (nth of Canterbury Rd) and midblocks (3440m)

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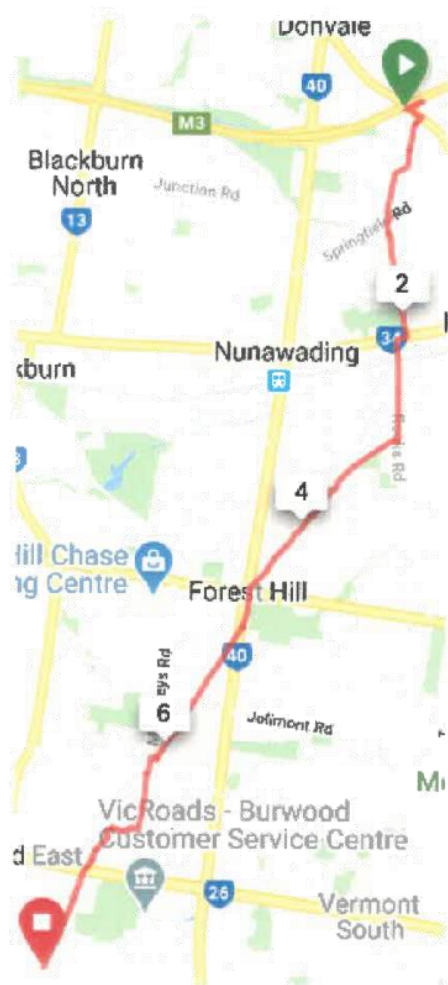
Easy Ride Route - NS 7 (Koonung Trail to Highbury via Nunawading & Syndal Pipe Track) - 7.9 km



1. Shared Path from Koonung Trail to Keith St (from 0 to 70m)
2. **Sharrows** Busana Way - Junction Way - Lynette St - Mountain view Rd - Springfield Rd - McMurray St - Russell St from 90 to 1870m
3. Whitehorse Rd to Metropolitan Av Shared Footpath 1870m to 2000m
4. **Sharrows:** Metropolitan Av from 2050m to 2420m
5. Further investigation of route from Metropolitan Av to Oliver St Shared Path o'pass (VicTrack reserve)
6. Wide kerbside lane in Central Rd
6. Off Road Shared Path - from Central Rd to Patterson St: widen path 3270 to 3400 m)
7. **Sharrows:** Florence St - Forest rd from 3420 to 4350m
8. Canterbury Rd to Mahoneys 4350 to 4460m Shared footpath
9. **Sharrows** Mahoneys Rd - Ballantyne St - from 4490m to 6590m
10. Syndal Pipe Track to Highbury Rd 6600 to 6920 m (exisiting shared path

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Easy Ride Route - NS 8 (from Mitcham Rd to Highbury) - 8.2 km



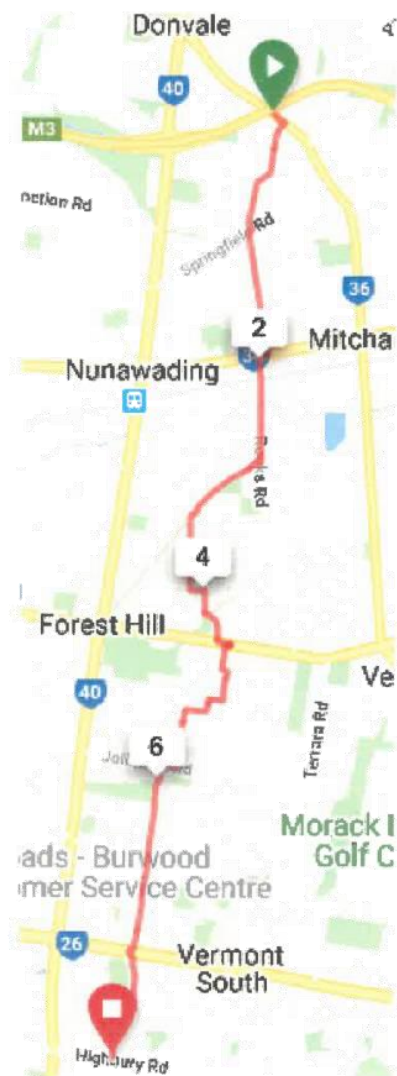
1. Mitcham Rd Provide Shared path on each side of Mitcham Rd from Koonung Trail (sth side) to Hedge End Rd (from 300m to 400m)
2. **Sharrows:** Hedge End Rd - Dunlavin Rd (from 400m to 2100m)
3. Whitehorse Rd-Dunlavin Rd-Rooks Rd Intersection: Provide 'Protected intersection treatment' - refer to separate report by author
4. Bike lanes in Rooks Road to Rail Line (Box Hill Ringwood Rail Trail from 2200 to 2400m)
5. **Sharrows:** Rooks Rd to Syndal Pipe Track from 2400m to 3000m
6. Syndal Pipe Track to Canterbury Rd Shared Path from 3000m to 4600m
7. Springvale Rd /Canterbury Rd Intersection. Upgrade intersection crossing for cyclists and pedestrians (4700m)
8. Syndal Pipe Track from Springvale Rd to Mahoneys Rd: 4900m to 6200m
9. **Sharrows:** Mahoneys Rd - Ballantyne Rd to Syndal Pipe Track: from 6200m to 7000m
10. Syndal Pipe Track to Highbury Rd: 7000m to 8200m (existing Shared Path)

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6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

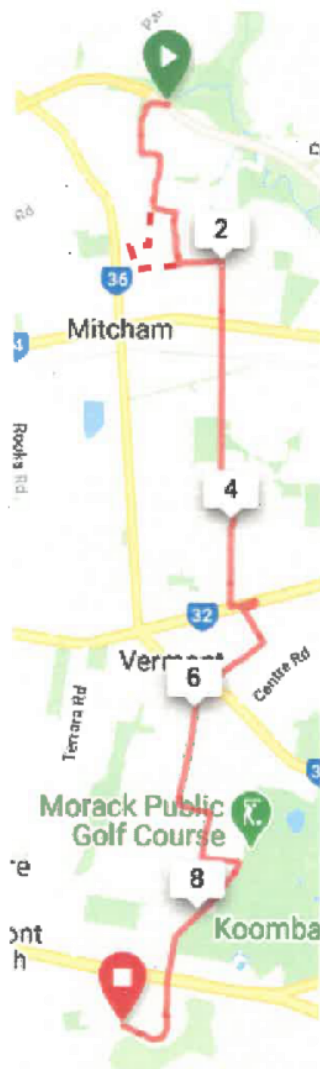
Easy Ride Route - NS 9 (from Mitcham Rd to Highbury Rd) - 8.1km



1. Refer to NS8 for section from Mitcham rd to Mt Pleasant Rd
2. **Sharrows:** Mt Pleasant Rd - Wendy St - Bristow Dr. (from 3400m to 4200m)
3. Felicia Dale Reserve: Shared Path 4200m to 4300m
4. **Sharrows:** Felicia Gr - Greenwood Ln - Sherman St - Ashmore Rd - Husband Rd - Hampshire Rd - Jolimont Rd - Stanley Rd - Fortesque Grove - Sherwood Rise: Highbury Road (from 4300 to 8100m)

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Easy Ride Route - NS 10 (from Mullum Trail to Whitehorse Recycling Centre) - 9.3 km



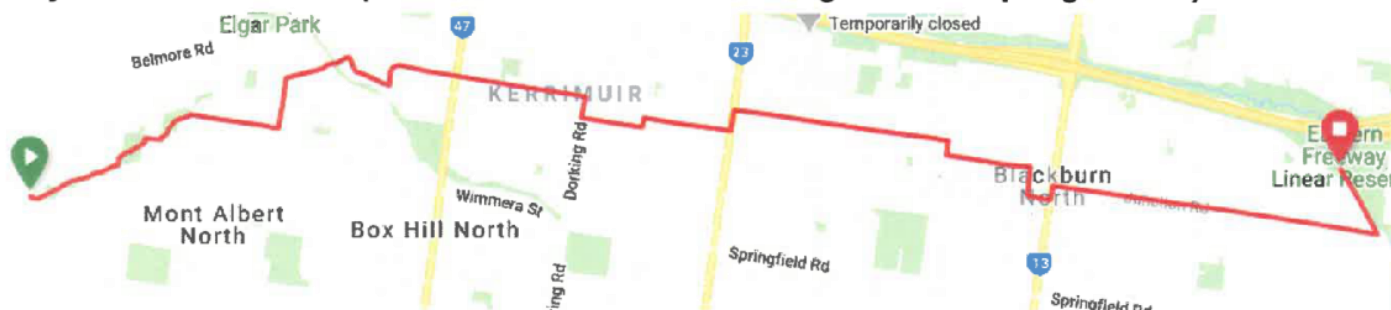
1. Shared Path: Mullum Trail to Lisbeth Avenue (from 0 to 320m)
2. **Sharrows:** Lisbeth Ave - Chippewa Ave - McKeon Rd: from 320m to 1100m
3. **Sharrows:** from McKeon rd intersection:Quarry Rd - Dalmor Ave: from 1100m to 1600m
4. **Sharrows** Alternative Route: Rye St - Glen Rd - Doncaster East Rd - Burnett St: from 0 to 920m (Alternative route is preferable as grades are significantly flatter) distance 920m cf 500m
5. **Sharrows:** from Dalmor St - Burnett St - Cook Rd - Cochrane St - Orient Ave - Scott St - Canterbury Rd (from 1600m to 4600m)
6. Canterbury Rd Upgrade road crossing to improve cyclist crossing.
7. **Sharrows:** from Canterbury Rd, Beddoe Rd - Lusk Dr - Boronia Rd from 4900m to 5700m
8. **Sharrows:** from Boronia Rd Morack Rd - Verona Rd - Delacombe Dr: from 5780m to 7260m
9. Bike lanes (existing) on Morack Rd to Burwood Hwy: from 7260m to 8530m
10. Burwood Hwy intersection: improve safety of crossing for cyclists (including approach connections)
11. Dandenong Creek Trail: Seal path from 8810m to 9150m
12. Connection to Pioneer Close: existing path is very steep and has steps. A new sealed alignment with a DDA compliant grade, is required.

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Submission 18

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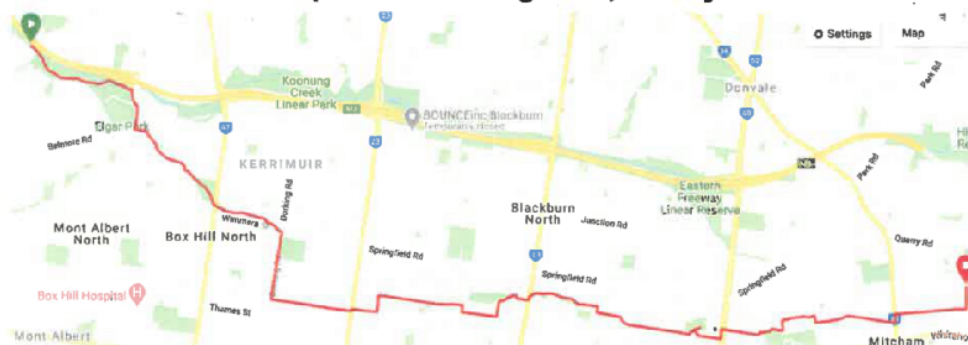
Easy Ride Route - EW 1 (from Strabane Ave to Koonung Trail - nr Springvale Rd) - 7.8km



1. **Sharrows** Kerry Av to Gawler Chain Reserve (from 0 to 50m)
2. Gawler Chain Reserve: Shared Path from 50 to 630m (upgrade to Shared Path standards)
3. **Sharrows:** Boondara Rd - Mitchell Rd (from 630 to 740m)
4. Gawler Chain Reserve Shared path: from 740m to 930m
5. **Sharrows:** Cairo Rd - Elgar Rd from 940 to 1360m
6. Elgar Rd Shared Path to Pedestrian signals to cross road. from 1360m to 1600m.
7. **Sharrows:** Horfield Av from 1360 to 1790m
8. Shared path through Bushy Creek from 1790 to 1920m
9. **Sharrows:** Morley Cres - Woodhouse Grove - Dorking Rd - Molbray St - Kerrimuir St - Karen St: from 1920m to 4030m
10. Shared Path along Middleborough Rd: from 4030m to 4120m
12. **Sharrows:** Katrina St - Koonung Rd - Charlton St - Burch St - Harcourt St. from 4120m to 5870m
13. Bike Lane on Surrey Rd (existing) from 5870m to 5940m
14. **Sharrows:** Junction Rd from 5940m to 7470m
15. Shared path in Yarrandoo Park - 7470m to 7830m

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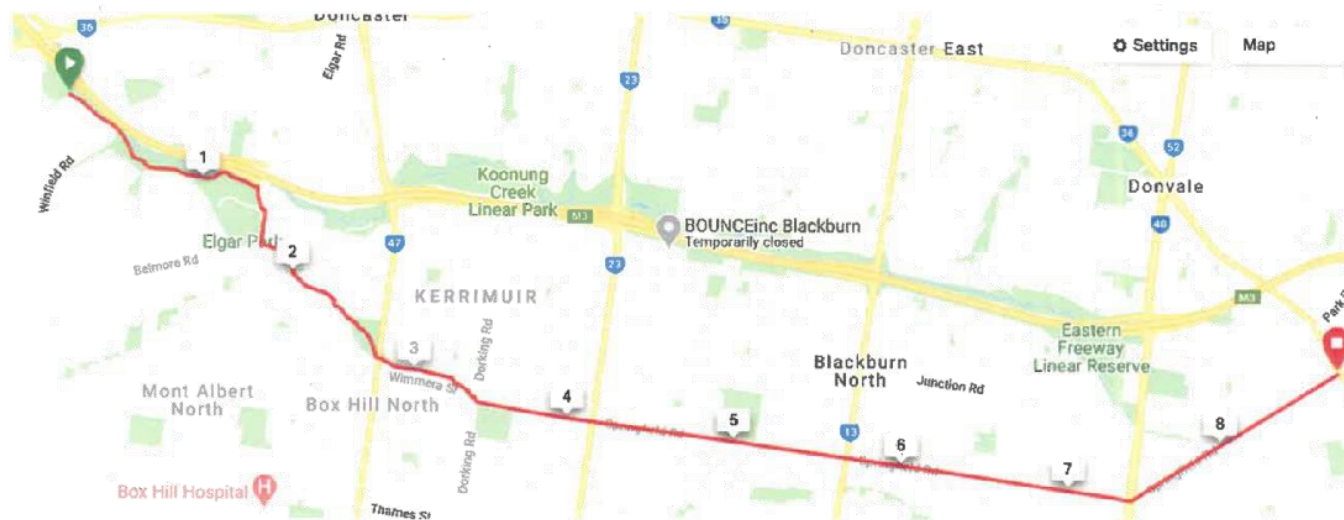
Easy Ride Route - EW 2A (from Koonung Trail, Bushy Ck trail to Burnett St (Mitcham) - 11.1 km



1. Off - road Shared Path via Bushy Ck Trail to Dorking Rd from 0m to 3200m
2. **Sharrows:** Dorking Rd Bike lane: from 3200 m to 3700m
3. **Sharrows:** McKean St - Elmhurst Rd - Ernest St - Stanley Gv - Williams Rd - John St - Pope Rd from 3700m to 6100m
4. Shared Path through Bell St Reserve. from 6100m to 6200
5. **Sharrows:** Cootamundra Cres from 6200m to 6400m
6. Bike Lanes Surrey Road from 6400m to 6450m
7. Shared Path in Cootamundra Park (unsealed) from 6450m to 6800m
8. **Sharrows:** Ashlar Cres - Goodwin St - Ellison St - Luckie St - from 6800m to 8000m
9. Shared Path through Tunstall Park from 8000m to 8500m
10. **Sharrows:** Tunstall Ave - Carter Ave: from 8500m to 8900m
11. Shared Path through Nangnak Garden: from 8900m to 8900m
12. **Sharrows:** Knightsbridge Ave - Dunlavin Rd - Victoria Ave from 8900m to 10200m
13. Mitcham Rd Shared Path 80m
14. **Sharrows:** Harrison St - Thomas St to Burnett St: from 10300m to 11100m

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Easy Ride Route - EW 2 (from Koonung Trail via Bushy Ck trail and Springfield Rd to Mitcham Rd) - 11.1 km



1. Off-road Shared Path via Bushy Ck Trail to Dorking Rd from 0m to 3440m
2. Springfield Rd: Shared Path from 3440m to 4150m
3. Springfield Rd Bike lanes: from 4150m to 8810m

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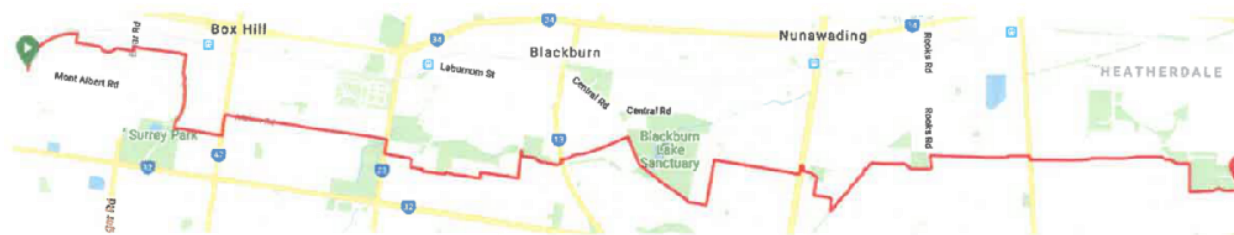
Easy Ride Route - EW 3: Union Rd (from Kerry Pde) to Burnett St) - 9.8 km



1. **Sharrows:** Bundoran Park Rd - Braemar St - Melrose St - Severn St - Dorking Rd: from 0 to 2610m
2. **Sharrows:** McKean St - Elmhurst Rd - Ernest St - Stanley Gv - Williams Rd - John St - Pope Rd from 2610m to 4940m
3. Shared Path through Bell St Reserve. from 4940m to 5120m
4. **Sharrows:** Cootamundra Cres from 5120m to 5260m
5. Bike Lanes Surrey Road from 5260m to 5300m
6. Shared Path in Cootamundra Park (unsealed) from 5300m to 5690m
7. **Sharrows:** Ashlar Cres - Goodwin St - Ellison St - Luckie St - from 5690m to 6840m
8. Shared Path through Tunstall Park from 6840m to 7140m
9. **Sharrows:** Tunstall Ave - Carter Ave: from 7190m to 7630m
10. Shared Path through Nangnak Garden: from 7630m to 7710m
11. **Sharrows:** Knightsbridge Ave - Dunlavin Rd - Victoria Ave from 7710m to 8870m
12. Mitcham Rd Shared Path 80m
13. **Sharrows:** Harrison St - Thomas St to Burnett St: from 8950m to 9800m

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Easy Ride Route - EW 4 Mont Albert to Heatherdale Rd (via Albion Rd, Orient Rd) - 12.9km



1. **Sharrows:** Churchill Rd - Box Place - Serpentine St: from 0 to 1100m
2. Elgar Rd: Cross Elgar Rd to Carrington St.
3. **Sharrows:** Carrington St: from 1100m to 1500m
4. Thurston St: existing bike lanes and Sharrow treatments from 1600m to 1700m
5. Surrey Drive: Existing Shared Path from 1800m to 2200m
6. **Sharrows:** Alexandra St: from 2200m to 2600m
7. Elgar Rd: cross Station and Shared Path to Albion Rd from 2600m to 2700m
8. **Sharrows:** Albion St/Station St to Bedford St; from 2700m to 3600m
9. Albion St bike lanes: from 3600m to 4000m (Middleborough Rd)
10. Middleborough Rd - cross at traffic lights and Shared Path to Janet St: from 4000m to 4100m
11. **Sharrows:** Janet St - Amery St - Beck St - Pakenham St - Kalang St - Banksia St - Harry St - Laurel Gr - Molleton St: from 4100m to 5300m
12. **Sharrows:** Main St from Molleton St to Heath St - 5300m to 5500.
13. **Sharrows:** Heath St - from 5600m to 5900m
14. Blackburn Rd: cross at refuge and Shared Path (required upgrade)
15. **Sharrows:** Alandale St - Lake Rd from 6000m to 7400m (Florence St)
16. **Sharrows:** Florence St: from 7400m to 7700m (Milton St)
17. **Sharrows:** Milton St: from 7700m to 8400m (Springvale Rd)
18. Springvale Rd: Cross using Shared Path (required upgrade) to Pedestrian Traffic Lights, then Shared Path through Wren Close Reserve. From 8400m to 8700m
19. **Sharrows:** Wren Cl - Holberry St - Shady Grove: from 8700m to 9100m
20. Syndal Pipe Track Shared Path: from 9100 to 9600m
21. **Sharrows:** Lorikeet St: from 9600m to 10100m (Rooks Rd)
22. **Sharrows:** Rooks Rd - Carween Ave - Orient Ave from 10100m to 12100m
23. Orient Ave Reserve Shared Path to Purches St
24. **Sharrows:** Purches St from 12300 to 12570m

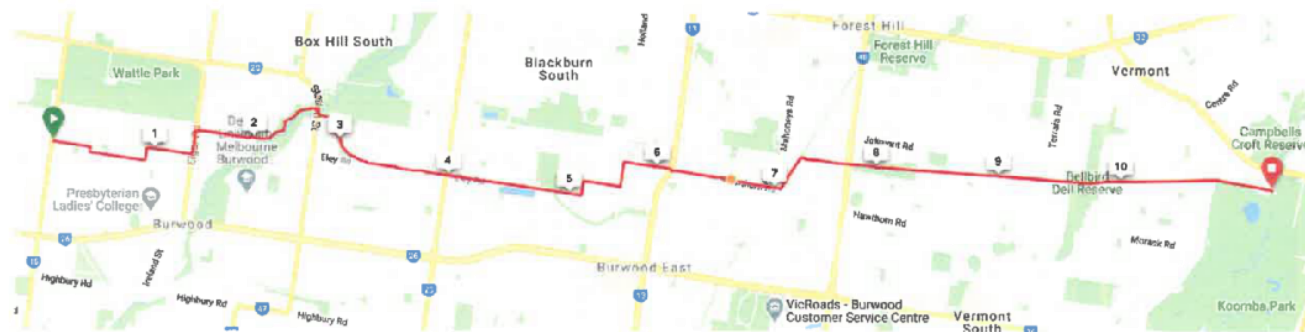
Easy Ride Route - EW5 via Bindy St, Jacana Rd, Parkmore Rd - 8.9km



1. **Sharrows:** Edyvean St - Erasmus St - Piedmont St from 0m to 1590m
2. **Sharrows:** Station St - from 1590m to 1750m (Surrey St)
3. **Sharrows:** Surrey St - Haig St - Foch St: from 1750m to 2880m (Beaver St)
4. Gardiners Creek to Middleborough Rd (Shared Path): from 2880m to 3890m
5. Middleborough Rd Cross at Traffic Lights and Shared Path to Craig St (from 1890m to 4040m)
6. **Sharrows:** Craig St from 4040 to 4310m
7. **Sharrows:** Aberdeen Rd - Edinburgh Rd from 4130m to 5020m (Indra Rd)
8. **Sharrows:** Edinburgh Rd - Sandgate Rd - Marama St - Bindy St - Paul Rd - Jacana Rd: from 5020m to 8060m (Springvale Rd)
9. Springvale Rd - develop appropriate and safe crossing of Springvale Rd from 8060m to 8250m
10. **Sharrows:** Parkmore Rd from 8250m to 8900m

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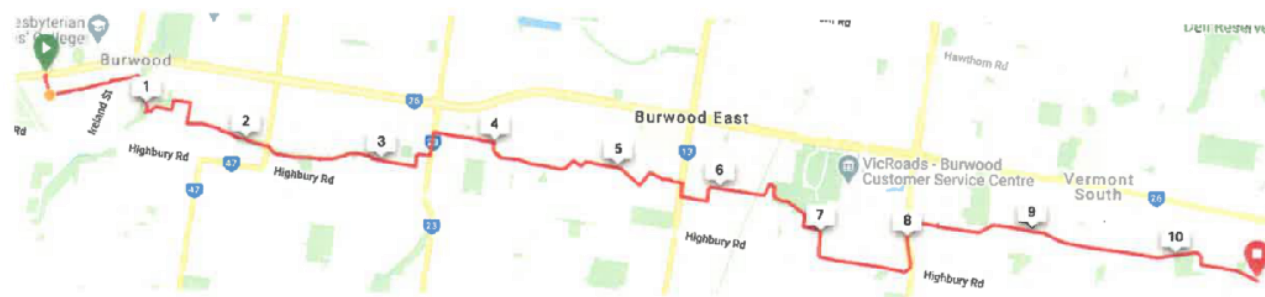
Easy Ride Route - EW 6 & 6E Warrigal Rd (Banksia St) to Dandenong Creek Trail - 11.2km



1. **Sharrows:** Banksia St - Puerta St - Meldan St - Uganda St: from 0m to 1300m
2. Elgar Rd cross at Traffic Lights and upgrade and implement Shared path to Scott St: from 1300m to 1500m
3. **Sharrows;** Scott St from 1500m 2000m
4. Gardiners Creek Trail and Trail though Boardman Reserve: Shared Path (existing) from 2000m to 3300m
5. **Sharrows:** Eley Rd - Grange Rd: from 3300m to 5500m (Holland Rd)
6. **Sharrows:** Holland Rd from 5500m to 5700m
7. **Sharrows:** Hawthorn Rd from 5700m to 6400m (Catherine Crt)
8. Hawthorn Rd Bike Lanes: 6400m to 7000m (Mahoneys Rd)
9. Syndal Pipe Track Shared Path (existing) from 7000m to 7400m (Healesville Fwy Reserve)
10. Healesville Fwy Reserve: Shared Path proposed: from 7400 to 11200m) - Subject to further planning and investigation

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Easy Ride Route - EW7 Burwood to Whitehorse Waste & Recycling Centre - 10.7km



1. **Sharrows:** Millicant St - McIntyre St from 0m to 800m (Gardiners Cr Trail)
2. Gardiners Creek Trail Shared Path from 800m to 1100m (Sinnott St)
3. **Sharrows:** Sinnott St - McComas Grove - Coppard St - Cumming St (1100m to 1600m Lundgren Reserve)
4. Lundgren Reserve Shared Path - Upgrade path width to Shared Path standard and crossovers to min 2.5m - from 1600m to 2900m Malvina St)
5. **Sharrows:** Pearce St - Rees St: from 2900m to 3400m Middleborough Rd
6. Middleborough Rd: Provide safe crossing for cyclists and pedestrians (Pedestrian Operated Signals) and upgrade path to Shared Path from Pedestrian Operated Signals to Rees St and Taylor Ave respectively. from 3400m to 3600m
7. **Sharrows:** Taylor Ave - Lenna St - Crow St - Mudgee St - Benwerrin Dr - Bettina St - Garreth Dr - Witchwood Cr from 3600m to 5500m (Blackburn Rd)
8. Blackburn Rd Bike Lanes existing: from 5500m to 5700m (Alice St)
9. **Sharrows:** Alice St - Worthing Ave - Newhaven Rd from 5700m to 6400m
10. East Burwood Reserve: new pedestrian cross - over, upgrade path and concrete (to minimum 2.5m width) to Shared Path requirements (from 6400 to 6800m Sheraton Close)
11. **Sharrows:** Sheraton Close - Carrington Crt from 6800m to 7200m
12. Highbury Rd: install bike lanes on both sides (including 'bike hook turn lane' on southern side opposite Carrington Crt) from 7200m to 7800m
13. Springvale Rd intersection: Upgrade intersection signals with Bike Lanterns on northern and southern crosswalks to eastern side of Springvale Rd (7800m)
14. Springvale Rd New Shared Path on eastern side (approx 5m reserve for 120m) to connect to existing two - way service lane. Sharrows in service lane (total distance from 7800m (Springvale Rd) to 8100m (Weeden Dr))
15. **Sharrows:** Weeden Dr - Pioneer Close from 8100 to 10500m
16. New Shared Path to connect to Dandenong Creek Trail - from 10500 to 10700m

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions



Submission 19

20th May, 2020

Dear Councillors

By email to Councillors and Budget Officers

Re: WCC 2020-2021 Draft Budget

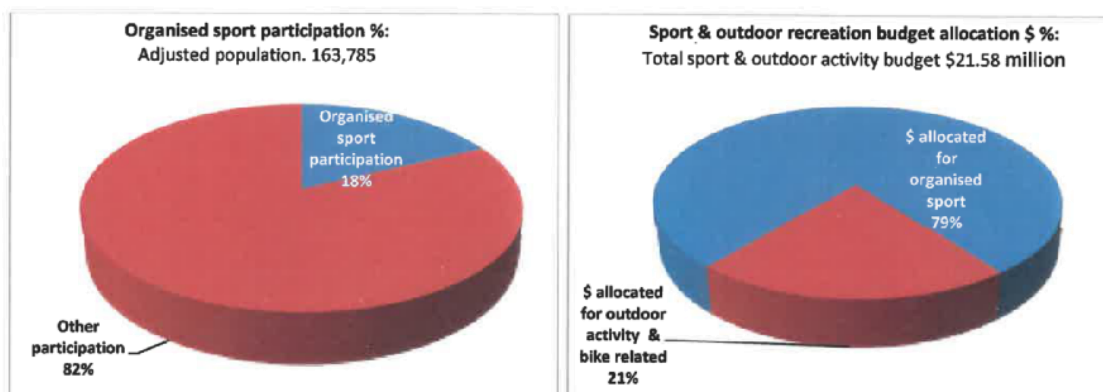
WATAG has noted the following inequitable Capital Budget expenditure over the last two years where 82% of the population who are not involved in structured club/sport will receive:

- 2018-19 12% of the budget
- 2019-20 3% of the budget

This is total expenditure related to all forms of sport and recreation.

Unfortunately, the draft budget for 2020-2021 continues this gross inequity.

The graph below shows that **18% of the population** will receive a massive **79% of the budget** related to recreation.



Why does a footballer, golfer, swimmer or other sport participant requiring specialized infrastructure have such an advantage over the rest of the community who like to walk, ride or simply enjoy our parks for leisure?

WATAG is NOT against sport participation, but this situation is simply not equitable, and it's a persistent inequity evident for years now.

Cycling, as a class of non-formal activity, has shown an increased participation rate as a result of Covid-19. The only automatically collected shared path usage figures available with any applicability to Whitehorse¹ show that Covid-19 has caused increased bike traffic on the Koonung Trail. Anyone who has been out in the parks and on trails recently will know that numbers have dramatically increased over the whole city. Bike shops are experiencing a big sales upturn. It would seem that people are **spending scarce money** to participate in something that is an obvious latent desire. They won't throw their bikes away after Covid is all over, but will want to continue with what is a very pleasurable experience – particularly with family.

¹ The only automated counter near Whitehorse is on the Koonung Trail in Manningham. This lack of automated data collection for Whitehorse is a big impediment to planning sensibly for the future and checking trends almost in real time

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Bike infrastructure to suit an increased participation rate must be provided in order to accommodate safe-distancing requirements which will be with us for a long time yet. If safer and better planned facilities are provided, even more of the 60% of "Interested but concerned" will join in.

This is why it is puzzling to see the paucity of funding specifically for cycling over many years now where the budget allocations are as follows:

2015-15 to 2017-18:	~\$500k per year
2018-2019 :	\$197k
2019-2020:	\$153k
Proposed 2020 -2021	\$327k

You will be very aware that there is well recognised research that shows that over 60% of the community would like to cycle more if only they could feel safer and if it was much more convenient.

- This 60% is approx. 99,000 people² in Whitehorse.
- Compare that to approx. 18% - 32,000 people³ - who participate in structured club/sport.

Council figures show that In Whitehorse 62% of people walk and 13% ride a bike regularly for exercise⁴ (quite apart from additional walking or riding as active transport for which no data is available). Only 4.8% participate in club based sport and participation rates appear to have dropped⁵.

These figures give concrete evidence that show that there is a **very big inequity** with the draft budget being so strongly weighted towards structured club/sport capital spending.

This is quite contrary to the Whitehorse Recreation Strategy 2015-2024 which includes the following statements saying that Council:

- "has noted the clear message from the community about the need to **support physical activities that do not require membership of a sporting club** or have the constraints associated with playing team sport"
- "recognises the importance to **support unstructured activities** that assist residents to lead a healthy lifestyle through physical activity"
- "will have a focus over the next 10 years on **unstructured (non-sport) recreation opportunities** while continuing to support organised sport"
- "will have a more significant focus on **providing for the casual or unstructured recreation needs** of the community than in the past"

Officers appear to have forgotten about these strategic intentions set out in the Recreation Strategy when drafting this budget, and have clearly not made Councillors aware of this situation.

WATAG asks Councillors to request a budget redrafting to more closely meet Council objectives.

Because of Covid and the effect it will have on this budget, we believe that a re-draft in October is on the cards. WATAG believes that Council should take this as an opportunity to allocate capital funds in a manner which more closely reflects pro rata percentage of community participation, and which reflects Council's own strategic aims.

Why is this necessary?

Council consistently notes in its many policies and strategies the need for safe, healthy and sustainable outcomes for all residents.

² 60% of adjusted 2019 population with 0-4 and 85+ population groups excluded.

³ VicHealth data gives 17.73% participation in Whitehorse

⁴ Whitehorse Recreation Strategy 2015-2024 p.16 Table 2.

⁵ Whitehorse Recreation Strategy 2015-2024 p. 15

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Some of these policies and strategies are noted in an attachment to this submission. We invite you to browse the list and check some of the statements extracted from them.

An emphasis on providing Active Transport infrastructure in Whitehorse will make it safer and more convenient for ALL residents to travel around in the city. These improvements will also help counter a predicted further increase in traffic congestion/gridlock faced by Whitehorse in the near future. This problem is only exacerbated by Covid-19.

What can be done now?

We hope that even at this late stage Council will agree, at the very least, to the following suggestions for some minor adjustments.

- **Fast track the implementation of the city's 'Easy Rides' cycling routes program**
 - Immediately allocate \$600,000 as part of Council's Covid-19 response, to install sharrows on 100km of Council's nominated Easy Ride routes. Governments (at both levels) are encouraging the immediate implementation of 'shovel-ready' projects to create employment and have already announced several programs to provide funding for this. So it is possible that funding may become available to supplement an expenditure Council has already agreed it will spend over time anyway, as a result of adopting the Bicycle Strategy.
A very detailed report for WATAG showing how this can be done NOW has been compiled by Peter Carter. Refer to [Easy Rides Now](#).
 - Provide future Budget allocations for full implementation over a 3 year period. At the present rate, this program will take a decade or more.
 - Ensure that Easy ride route ES2 which links to Box Hill CBD along Nelson Rd is made a priority to fit in with planned changes to implement a Box Hill MAC vision for enhanced walking and cycling to, and within the precinct. This route also provides a vital link to help overcome future effects of any NEL expansion of the Eastern Freeway.

We recommend that an allocation of \$600,000 be made available to commence pop-up type implementation with sharrows, along 100km of Easy Ride routes. We also recommend that all Easy Ride routes be implemented fully over a 3 year period and that priority be given to the route servicing Box Hill and NEL connections

- Last year \$100, 000 was allocated to *Project 2014-180- Bicycle Facilities and Improvement Program*. This year the allocation is only \$50,000 – a **reduction of 50%**.
Project 2014-44 – Footpath renewal program increased by \$200,000 - **an 8% increase**.
WATAG recommends that \$50,000 from the *Footpath program* be transferred to the *Bicycle Facilities program*. This is still 6% more than last year for *Footpaths* (on top of 8% the previous year).
Our request last year to develop a **strategic program to upgrade footpath crossovers** throughout the city to address safety issues for mobility cart/wheelchair users and pedestrians led to the *Bicycle Facilities* being changed to provide \$50,000 to support this. That resulted in the total of \$100,000 noted above. An ongoing commitment is needed to redress this problem.
We note that 10.7 % of the population is over 70. It is precisely this demographic who are most disadvantaged by the poor quality crossovers. A 2% expenditure change (just for *Footpaths*) to help this group move about more safely is VERY reasonable.
To be clear - this is NOT a request for additional funds, or a reallocation from some other category. It will effectively have no budget impact, but will have great benefits for the infirm and disabled.

We recommend the allocation for *Project 2014-180- Bicycle Facilities and Improvement Program*, be permanently adjusted to \$100,000 to take into account the need for ongoing upgrades to legacy infrastructure which is no longer fit-for-purpose.

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Submission 19

What can be done about redressing the overall inequity?

Analysis of the draft budget is challenging because of the limited definitions and descriptions provided, and the sometimes inconsistent placement of some items under different broad categories. However WATAG has done a detailed analysis and we make the following observations:

- 7.2% of the capital budget is categorized as 'cyclical', ie relates to an ongoing program of capital expenditure which appears to be made on the basis of some unstated cycle rather than a demonstrated need for the expenditure in this budget.
- 28.4% of the budget is categorized as 'renewal', or part of a program with no specific identifiable projects attached. This again appears to indicate that the expenditure is part of an ongoing program rather than a demonstrated need for any of the particular projects covered by the program to be implemented immediately in this budget.
- 4.8% of the budget relates to nominated shopping centre 'streetscape' projects some of which have already had substantial funds spent over the recent past. These expenditures appear to be part of a long term 'program' to upgrade shopping centre precincts on a periodic basis.

Why any or all of these upgrades need to be done in **this** budget is quite unclear, since a delay in some or all of them by one year would appear to have minimal, if any, effect in the long run. Whilst it is important to keep city infrastructure up-to-date, we wonder whether Councillors are provided with a cost-benefit analysis to show that there will be a positive impact as a result of some of these upgrades, or whether it is expected that they simply accept that an unstated and un-costed 'public good' will be the result.

This process of seemingly 'automatic' expenditure (based on being on a list rather than being because of a demonstrated need) means that **40.4% of the capital budget - \$24.9 million** - is not available to be applied to meet other Council objectives outlined in many strategies and policies.

WATAG thinks this is wrong, particularly whilst the kind of inequitable allocation we have described above exists. By deferring just some of these projects by one or more years, funding could easily be reallocated to meet Council's own objectives.

We recommend that all projects which are categorized as part of a cyclical or renewal program such as those noted above, be reexamined to determine whether it is critically necessary to implement them in 2020-21. This must be evidence based so that a full justification can be established. Reallocating funds will allow other more urgent strategic objectives to be met.

Speaking to this submission:

WATAG would like to speak to this submission at the Special Committee of Council, on Tuesday 11 June 2019 at 7.00pm. Please notify us regarding the format of this meeting so we can prepare written comments to be read out if necessary because of Covid-19 requirements.

Thank you
Yours sincerely

A handwritten signature in blue ink that reads "Chris Trueman".

Chris Trueman
Correspondence Secretary-Whitehorse Active Transport Action Group Inc.
secretary@watag.org

See attached 'Selection of Council Strategies and relevant quotes'.

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Submission 19

Selection of Council Strategies and relevant quotes

Sustainability Strategy

- "encouraging the community to live more sustainably every day."

Cycling Strategy

- "Cycling is an essential mode of transport as well as an important recreation and sport activity that has great environmental and health benefits."
- "The strategy sets objectives to increase participation in cycling, improve health levels, provide a safe and convenient environment for cycling and maintain and promote existing cycling facilities."
- "A key theme within the Whitehorse Cycling Strategy is for Council to develop a network of cycling routes that predominantly use local roads to connect to key destinations such as schools, shops, transport hubs and recreational facilities."
- "Using local streets rather than busier roads is safer and less stressful and aims to encourage community members to start riding or ride more often."

Road Safety Strategy

- "To improve the safety and accessibility for pedestrians, cyclists and public transport users."

Integrated Transport Strategy

- "active modes of transport have a range of health, environmental and community benefits"
- "improve the safety and accessibility for pedestrians, cyclists and public transport users"
- "increase the use of sustainable transport modes of transport to minimise the impact of transport on the environment"
- "increase the safety of residents and commuters who travel within and through the municipality"

Open Space Strategy

- "improving the communities public health, well-being and social connectedness"

Recreation Strategy

- "...noted the clear message from the community about the need to support physical activities that do not require membership of a sporting club or have the constraints associated with playing team sport"
- "...recognises the importance to support unstructured activities that assist residents to lead a healthy lifestyle through physical activity"
- "Council will have a focus over the next 10 years on unstructured (non-sport) recreation opportunities while continuing to support organised sport"
- "Well-designed, sustainable and integrated urban infrastructure will help achieve recreation and associated health and wellbeing outcome"
- "...design principles, that optimise access for all ages and abilities, will underpin the planning and design"
- "Planning for recreation and sport will acknowledge that most residents get their physical activity through non-club based and social activities"
- "Council will have a more significant focus on providing for the casual or unstructured recreation needs of the community than in the past"
- "Council recognises the benefits associated with unstructured physical activity options – flexibility, better health, spontaneity, local access, minimal cost, choice of environment and connecting with the community."

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Submission 20

BLACKBURN & DISTRICT
TREE PRESERVATION SOCIETY INC.
P.O. Box 5, Nunawading, 3131

20 May 2020

Mr. Simon McMillan
Chief Executive Officer
Whitehorse City Council
Annual.Budget@whitehorse.vic.gov.au



Dear Mr. McMillan

Tree Society Submission re the Whitehorse City Council Draft Budget 2020-2021

Thank you for the opportunity to make a submission on the draft Budget 2020-21 on behalf of the committee and membership of the Blackburn & District Tree Preservation Society Inc. The society accepts Council's invitation that this submission (or an edited version if required and upon request) be read aloud at the Special Committee of Council on Tuesday 9 June.

Firstly, congratulations on a number of initiatives that have attracted funding in the draft Budget:

- Funding of \$60K has been assigned to a Significant Tree Assistance Fund to provide guidelines and grants to property owners for the care and maintenance of significant trees on their properties (refer page 22 of the budget papers)
- A modest 2.8% increase of \$160K in funding for open space maintenance (page 23)
- Tree Management allocation increase from \$3.55M (2019-2020) to \$4.12M (2020-21).
... This service is responsible for the management of Council's street and park trees to meet community expectations as well as statutory and safety obligations. It includes planning for increasing the quantity and quality of trees within Whitehorse as well as maintaining the health and amenity of existing trees ... (page 23).
It isn't apparent whether this figure includes the city's Street Tree Program and, if it does, a budget allocation breakdown/specific line item would add transparency and allow comparison with previous years. See also **Section 1. - Whitehorse Street Tree Program.**
- A figure of \$1.93M has been allocated for strategic land acquisition with funds sourced from Council's Public Open Space Reserve Fund (page 69)
- An allocation of \$120K for the Indigenous Vegetation Planting in Parks Program (page 72).

Tree society committee members acknowledge that we are all experiencing difficult times due to the current Covid-19 pandemic and its implications. We also recognise that Council may need to revise the budget outlook as the full extent of the pandemic becomes more apparent. Council may also decide and publicise budget amendments at a later date during the budgetary period.

However, the society is critical of the draft 2020-21 budget in the following areas:

- A decrease in funding for recreation and open space development (from \$764K in 2019-20 to \$422K in 2020-21) – refer page 17
- The long-term funding freeze for the Whitehorse Street Tree Program – there appears to be no specific line item/funding allocation for this program which, if true, is very disappointing
- The need for Council to vigorously manage its burgeoning Public Open Space Reserve Fund
- No specific funding for the implementation of Council's Urban Forest Strategy
- Scant details re the implementation of Amendment C219 (Significant Landscape Overlay No. 9) that establishes Whitehorse-wide tree controls
- The ParksWide 2020-21 Budget allocation.

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Submission 20

1. Whitehorse Street Tree Program

Last year, at the Whitehorse Council Budget briefing session, the issue of funding stagnation for council's street tree program was raised by the tree society. It was pleasing to note that a further \$30,000 was allocated for street trees for the 2019-20 year. This increase doesn't change the society's view the street tree program remains stagnant at ~ \$300K per year for the past eighteen years (refer table below).

The society is alarmed that many of our local streets are relatively devoid of street trees, in fact some streets have barely half the desired number of at least one reasonably sized tree on each nature-strip.

However, on examination of the draft 2020-21 budget papers the society cannot locate a specific line item referring to a budgetary allocation for the city's street tree program. This possibly is an oversight, or the funding may be tied up in council's Tree Management allocation (refer previously and on page 23 of the budget papers).

The following table illustrates the apparent lack of importance Council places on the city's streetscapes, landscape character and the environmental benefits canopy trees provide – particularly in this climate emergency era.

Whitehorse Budgeted Funds for Street Tree Program (source Whitehorse Budgets 2003-2021)

WCC Budget Year	Amount	Comments
2003-04	\$235,000	
2004-05	\$200,000	Decrease \$35,000
2005-06	No Figures found	-
2006-07	\$300,000	Increase \$100,000
2007-08	\$300,000	No Change
2008-09	\$310,000	Increase \$10,000
2009-10	\$320,000	increase \$10,000
2010-11	\$300,000	Decrease \$20,000
2011-12	\$340,000	Increase \$40,000
2012-13	\$350,000	Increase \$10,000
2013-14	\$300,000	Decrease \$50,000
2014-15	\$300,000	No Change
2015-16	\$300,000	No Change
2016-17	No Figures found	-
2017-18	\$300,000	No Change
2018-19	\$300,000	No Change
2019-2020	\$330,000	Increase \$30,000
Draft 2020-21	\$0?	Decrease \$330,000?

This funding stagnation/reduction for the city's street tree management program needs to be rectified as a matter of urgency.

2. Whitehorse Council's Public Open Space Reserve Fund

With reference to the current Whitehorse Council 2020-2021 Budget deliberations, the society urges Council to manage the Whitehorse Public Open Space Reserve Fund more vigorously.

By way of background, Council forecast an amount in excess of \$44.6M in the Public Open Space Reserve Fund for the 2019-20 Budget year, with \$47.2M forecast for 2020-21, a 5.75% increase for the year.

In the draft 2020-21 budget \$1.93M has been allocated from the fund for strategic land acquisition and ~ \$2M for capital works related to the development or improvement to public open space sites (refer page 61).

A significant surge in fund deposits is anticipated in the short- to medium-term future due to the increased developer contributions resulting from the escalating number of medium and high-density developments within Whitehorse (including the high-rise building expansion in the Box Hill

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Metropolitan Activity Centre), though this activity may be tempered by the consequences of the Covid-19 pandemic.

The amount of money in the Public Open Space Reserve fund is large and growing exponentially yet council allocates a mere fraction, in the order of \$1-2M per year for strategic land purchases for open space and parks. The society advocates that council is lethargic in allocating funds to purchase much-needed strategic parcels of land to create open spaces and parklands for the residents of Whitehorse.

The most neglected areas for open space in Whitehorse are in the Box Hill area.

Ideas include:

- Convert the council-owned Box Hill Bowling Club site into a small park or large plaza to benefit Box Hill's high-rise dwellers
 - Purchase the historic Box Hill Brickworks site, clean it up and develop the land as a municipal park and recreation centre by amalgamating the park with Surrey Dive, Surrey Park and Aqualink Box Hill
 - Reduce ground-level open air car parks and instead turn the land over to parks and open spaces. A relevant case study is Cato Park in Prahran. The City of Stonnington has committed \$60M for the conversion of a 9,000 square metre car park into an open-air plaza and urban garden complete with two levels of underground parking. The \$60M cost will be made up from a \$37M loan, \$10.5M in savings and \$15M from council's open space reserve fund.
- Box Hill is crying out for this sort of people-friendly initiative.

3. The Whitehorse Urban Forest Strategy

This Whitehorse initiative will guide how trees will be managed in the urban environment as well as acting as an educational tool to assist residents to understand the vision, policies and actions relating to Whitehorse's tree population.

The urban forest in Whitehorse consists of all trees located throughout the municipality irrespective of the tree species origin, location or ownership.

According to a recent RMIT research study, more than 2% of the Whitehorse tree canopy was lost within a 5-year period from 2014 to 2018. Our city's tree canopy cover is now around 20% which makes Whitehorse one of the most tree canopy-impooverished municipalities within the middle-ring of metropolitan councils in Melbourne.

Council has set a target of at least 30% canopy cover by 2030 but to achieve this goal the strategy needs to be prioritized and specific financial resources provided in the budget now. However, as there is no line item in the draft 2020-21 budget to facilitate the strategy the society is increasingly concerned that the city's rapidly diminishing tree canopy cover is a low priority for Council which is depressing.

The Tree Society calls for more specific funding for this major project.

4. Whitehorse Planning Scheme Amendment C219 (Significant Landscape Overlay No. 9)

The 2020-21 budget papers state, refer page 22, that the implementation of the Municipal-Wide Tree Study will be 'funded within operational budget'. The society committee and members insist that this is too vague and lacks transparency. We request that, for such an important initiative as this, specific budgetary details (including actions to be taken, information on the administration of the amendment and specific \$ funding in 2020-21) be made available to residents. The amendment, which establishes Whitehorse-wide tree controls (via Significant Landscape Overlay No. 9 or SLO-9) in residential areas not yet covered by a Significant Landscape Overlay was ratified at the Ordinary Council meeting in mid-March 2020.

5. ParksWide Funding

ParksWide, the department responsible for the maintenance of the city's parks, gardens and sports fields, has been underfunded for years and the tree society has advocated for a 'fairer crack at the budget bucket' for ParksWide since the early 2000s.

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For example in the 2019-20 budget year, the ParksWide budgetary increase over a 5-year period from 2014-15 to 2019-20 lagged well behind other departments that deliver services to the Whitehorse community. In that 5-year period ParksWide funding increased by 20.3% which is meagre when compared with Planning & Building Services (39.4%), Engineering Services (45%) and Executive Management (a whopping 59% increase).

It is refreshing to note that ParksWide has 'caught up' somewhat in the draft 2020-21 budget (refer table below).

The tree society advocates an increase in funding is more critical now that ParksWide is responsible for the implementation of the Whitehorse Urban Forest Strategy and a much needed (and promised) enhanced street tree planting program to address the city's drastic decline in tree canopy and vegetation cover.

Service Delivery Department	Budget Amount in 2014-15 (\$M)	Amount in Draft 2020-21 Budget (\$M)	Increase over the Six-year Period
ParksWide (Maintenance of the city's parks, gardens and sports fields)	9.18	12.03	31%
Planning & Building Services	5.36	7.80	45.5%
Engineering Services	3.80	5.15	35.5%
Executive Management	2.29	2.66	16.16%

In conclusion, it has been evident for many years that Council supports the funding of 'big ticket' items over the city's parks, open spaces, streetscapes and passive recreational pursuits.

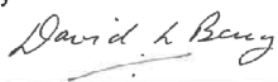
The resurgence of passive recreation embraced by the city's residents in the 'lockdown' period caused by the Covid-19 pandemic is testament to the value placed on these indispensable community assets.

Furthermore, Council resident surveys have consistently emphasised that passive recreational pursuits such as walking, cycling and enjoying the city's parks and open spaces are the most popular outdoor activities relished by the majority of Whitehorse residents when compared with active sporting activities.

Unfortunately only small adjustments are made in this draft Budget to address the needs of the bulk of Whitehorse residents - generous funding allocations for sporting pavilions (last year \$11.47M, this year \$6M), the Morack Golf Course (last year \$1.7M, this year \$5.2M), The Nunawading Hub (last year \$19.19M, this year \$0.5M) and the Whitehorse Centre (last year \$3.26M, this year \$7.1M) are still favoured by Council over the city's natural landscape.

Thank you.

Yours sincerely



David Berry
President, Blackburn & District Tree Preservation Society Inc.

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Submission 21

May 21 2020

The Chief Executive Officer,
Whitehorse City Council,
Nunawading

Dear Sir/Madam,

Re Proposed Budget 2020/2021

I write in regard to the condition of the brick-surfaced back lane between Haines St and Fellows St in Mitcham. I understand this thoroughfare is listed as a Heritage Lane. I can understand this laneway and others alike in Mitcham would have been a novelty worth preserving for posterity.

However due to wear and tear and regrettably neglect over time the laneway surface has deteriorated considerably. Regrettably recent property owners have used rear garages as a way of gaining planning approval to upgrade dwellings where parking withing the blocks in front was not practicable.

Consequently, the laneway still handles some pretty heavy trucks, despite its dilapidated condition, to deliver construction material. In the past I have had my rear fence torn off by a wide-bodied vehicle when there was no one home to identify the culprit.

In the 38 years that I have lived here, up to a time, there was some semblance of maintenance by Council such as the spraying of weed killers and the patching of broken bricks with bitumen. I believe there is not much or none of that taking place in recent times.

As it stands the surface is uneven with deep depressions in places deep enough to collect water for mosquitoes to breed in and the surface unpaved in places to allow weeds and grass to come through. In its present state to consider it a heritage landscape is a disgrace especially when this lane is located near heavy foot traffic, being location near shops and a main a road like Mitcham road.

I figure closing off the laneway is not an option with a number of homes having vehicle parking arrangements through the rear. The solution to make this laneway presentable and durable even for its current use would be either to replace the damaged bricks and replace the bitumen patch up jobs with bricks and to concrete the depressed side edges to make it presentable, or to rip up the bricks entirely and bitumen pave the surface and to place height limiting barriers at both ends to prevent entry by heavy trucks that cause damage to the laneway, beneath which I believe, there are drainage services.

Your consideration for the inclusion of this works in your budget will be appreciated.

Sincerely,

Patrick Abrahams

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Submission 22

Submission to Whitehorse Council on proposed rates for 2020/21.

One question - Is it compulsory for a council to increase the rates to the cap set by the Minister?

THE ANSWER IS NO

The local government Act

185D Minister may set average rate cap by general Order and councils must not exceed the amount specified in the general order.

I write as I am concerned that the council is increasing rates not because it needs too but because it can.

I believe the council is a service to the ratepayers.

The Councillors should consider the consequences of a rate increase on all ratepayers.

My conclusion after perusing the proposed budget is that we must stop this automatic increase in rates until it is proved beyond reasonable doubt that the council needs the money.

This budget does not prove the case for an increase. It also predicts that the council will increase rates in the next years thus making the permanent increase as Council policy.

Budget for June 2024 gives a \$15.163 million or a 12.6% increase over 2019/20. and a 24.99% increase over 2016/2017 (\$27.036 Million)

2% compounding increase is 50% after 20 years.

All councils should look at their financial position when deciding to apply the cap to the current year's rates, as the council is predicting that at JUNE 2024 they will have \$172.096 Million in cash assets.

If the council did not increase rates over this period they would have only \$156.933 Million in CASH ASSETS.

This with no Borrowings.

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Submission 22

The predicted rates in 2023/24 are \$135.187 Million.

Thus council is predicting that they want 1.27times the annual rates in cash.

Why?

No increase will reduce it to 1.16 times.

Council must prove it needs the increase.

In these difficult times for the Council to take a stance that assists the ratepayers both private and commercial.

IF COUNCIL GETS INTO A CASH SHORTAGE

Council always has the option of either

- a) Taking out loans**
- b) Applying to the minister for an increase in the CAP**
- c) Reinstating the Capped increase**
- d) Deferring capital projects**

The council appears to

- 1) Increasing rates to keep its cash level high.**
- 2) Increasing rates because the minister says they can do it up to the cap.**
- 3) Increasing the rates so current ratepayers subsidize future ratepayers.**

One reason why the rate increase is justified is that we are a low taxing council. Page 4 & 5 of the budget states

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Submission 22

“The need to ensure that rate and fee increases are both manageable and sustainable with consideration of the current average rates and charges per assessment. After careful consideration of these factors, Council has been able to comply with the rate cap to 2.0%.”

The 2% represents a \$31 increase (\$0.60 per week) in the average rates per assessment from \$1,592 in 2019/20 to an average of \$1,623 per assessment for 2020/21.

Whitehorse will continue to have one of the lowest levels of rates in metropolitan Melbourne

We should not use other council’s rates as a justification to keep increasing rates. Each council is different.

As council the budget states that they rates will increase in the next 4 years can we have a copy of the details of the factors that made for a careful consideration?

It may save some queries/problems in the next few years.

A property with rates of \$3000 (IN 10YEARS \$3600pa) (20 years \$4500) has an increase of \$60 but those with rates of \$1000 have \$20.

**I copied this from
The fair go rates system**

“Councils have the power to levy rates and charges under the Local Government Act 1989 in order to fund and deliver **essential community infrastructure and services**

Does this include charging current ratepayers for unknown future expenditure?

The budget should be prepared on the basis of this statement not on the available money.

The budget should be prepared by analysing the expected services that council should fund. The Council should prepare the budget and then see how it is to be financed. Not the other way round.

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Submission 22

After reviewing the proposed Budget I really think that the increase in rates is not justified.

I do hope that Council and Councillors do a detailed answer as I cannot see why we need an increase.

I now suggest we look at the council purpose statements and ask that they be applied to this budget process. Appendix (A)

The council should add this to the purpose statements

Council should only levy rates and charges under the Local Government Act 1989 in order to fund and deliver essential community infrastructure and services”

Ability to pay the rates.

Each resident has different financial responsibilities which affect the ability to absorb rate increases. Please refer to Appendix (B)

Council officers should prepare detailed comments on all proposals and comments put forward by ratepayers and ask councillors to vote only after considering if the proposed rate increase is supported by all of the purpose conditions in the budget.

Councillor’s cannot be expected to absorb all what is said in one hearing (5 minutes per objector) but should postpone the vote on the budget adoption until the Council officers have replied in full to ratepayers concerns and proved beyond doubt that the increase is justified. We need a detailed cash flow prediction over 5 years.

The increase in Employee Costs to June 2024 is \$14.759 Million (66.7% of Rates in 2020 to 70% in 2024) while the rate increase for same period is \$15.163 Million.

William Hackett - CPA retired Wednesday, 27 May 2020

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6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 22

Appendix (A) From the budget

Our Purpose

Our Vision

We aspire to be a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.

Our Mission

Work in partnership with the community to develop and grow the municipality through good governance, proactive strategic planning and advocacy, efficient, responsive services and quality infrastructure.

Our Values

In pursuing the goals, Council believes in and is committed to the following values:

Consultation and communication

Ensuring that members of the community are both sufficiently informed and able to contribute to Council's decision-making process.

Democracy and leadership

Recognising and valuing community participation in Council's decision making as well as Council's role in providing leadership to the community.

Equity and social justice

Respecting and celebrating our social diversity to promote an inclusive community.

Integrity

Making decisions and acting in ways that reflect our values.

Openness and accountability

Being transparent in its decision-making, Council welcomes public scrutiny and community feedback.

Sustainability

Making decisions about social, economic, built and natural environments that will benefit both present and future generations.

Wellbeing

Commitment to supporting the community in all areas of health and wellbeing

Appendix (B)

Pensioner couples are affected when one partner unfortunately leaves us. The pension of a couple is \$37,014 but the single pension is \$24,554.

This is not enough to pay for rent on a 1 bedroom flat and live,

For some pensioners the pension is their only income. Thus the ability to pay the rates is reduced and the person's life style is affected.

By the council having no debt means that Council is asking these elderly and current ratepayers to pay for infrastructure for the use of future ratepayers.

The Council should explain why we need to pay cash for infrastructure. It may look good budgeting but I am asking the council to explain why the overall rates are so high and could we borrow for infrastructure projects to put the cost of the projects over future councils and future ratepayers.

This is the reverse of council policy.

A 2% compounding increase is 24.38% over 10 years. A ratepayer on \$2000 rates will pay over the next 10 years \$22337 in rates. **The tenth year will be \$2438.** Will the Federal Government increase the pension this amount? At 20 years it will be \$3,500 pa.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 22

Annual Budget

From: Bill Hackett [mailto:kontakbill@gmail.com]
Sent: Thursday, 21 May 2020 10:21 AM
To: Simon McMillan <Simon.McMillan@whitehorse.vic.gov.au>; Denise Massoud <Denise.Massoud@whitehorse.vic.gov.au>; Blair Barker <bbarker@inventra.com.au>; Andrew Munroe <Andrew.Munroe@whitehorse.vic.gov.au>
Subject: Budget increase preliminary objection to increase.

Simon would you please distribute this to all Councillors and relevant staff.

It will be interesting to read the explanation.

But the real problem there is no financial reason to increase rates when council has cash reserves which are huge.

I would like an explanation as to why we keep increasing rates. It is difficult to tell the ratepayers that whilst they borrow at over twice the council investment rate this is good policy.

It appears that council is collecting too much in rates to invest in Banks that then lend to our ratepayers. Not good policy.

The council should only be collecting rates for known expenses and projects.

If you do not have a project I can suggest that council approach the State Government about putting a parking lot above the railway line in Blackburn. This will relieve congestion and parking problems. As the airspace above the railway line (west of station) is free then the only cost is construction. Good return like the Boxhill car park opposite Centrelink.

Another project is to partner with the state government to introduce a system to test all residents for Covid-19 on a 3 month basis. We would find the clusters efficiently.

You could also look at the land over the railway near Laburnum station. The area of railway between the Cemetery and the high school could be for disadvantaged persons and low income families.

But below is my comments on the budget. I am working on more

Whitehorse Council 2020/2021 budget submission

OBJECTION TO RATE INCREASE.

The council has failed to answer the question of why it is necessary to have such HUGE Financial cash and cash equivalents.

The Cash balances are

2017 \$143,928,000 (\$143.928 Million)

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 22

2018 \$174,325,000 (\$174.325Million)

2019 \$242,317,000 (\$242.317Million)

Budget and forecast

2020 \$210,310,000 (\$210.31 Million) Page 58 and page 63

2020 \$217,484,000 (\$217.484 Million) Page 31 and page 33

2021 \$204,877,000 (\$204.877 Million) Page 58 and page 63

2021 \$212,051,000 (\$212.051 Million) Page 31 and page 33

The difference is concerning and it is difficult to comment on the budget when there is a discrepancy.
Which figure is correct?

But we must ask why is there a proposed increase when after the building of the proposed Whitehorse Centre (78 M) the council prediction is to have at June 2024 \$172,096,000 (172.096Million) in cash.

Please explain to me why we need so much in cash reserves?

What is council budget for capital expenditure beyond 2024?

Please explain the difference of \$7.174 Million.

With so much unallocated money the councillors must reject the budget increase. Council should be more efficient with its charges.

William Hackett CPA retired.

6.2.1 – ATTACHMENT 1. 2020/2021 Budget Submissions

Submission 23

From:
Sent: Friday, 22 May 2020 12:27 PM
To: Customer Service
Subject: Proposed Budget 2020/21 - Attn: Head of Finance and Corporate Performance

Proposed Budget 2020/21

Attn: Head of Finance and Corporate Performance

Apologies for the late submission I thought it closed today 22/5 and not 20/5.

Following the 2016 Banksia-Warrath Reserve playground upgrade in Burwood, I believe, the following trees were planted (see images).



Question

1. Request arboriculture assessment to check structure and health
2. If trees found to be defective please advise
 - a. Course of action to replace, request advanced trees
 - b. Procedures and policies CoW will put in place to stop this from happening in the future

I do not wish to speak to the matter

Please do not disclose my personal details in public documents

I look forward to a response in due course thanks