



City of **Perth**

Agenda

Ordinary Council Meeting

18 November 2025

Notice of Meeting

To the Lord Mayor and Councillors

The next Ordinary Council Meeting will be held on Tuesday, 18 November 2025 in the Council Chamber, Level 9, 27 St Georges Terrace, Perth commencing at 5:00 PM.

Michelle Reynolds

Chief Executive Officer

14 November 2025

Information

This information is provided on matters which may affect members of the public. If you have any queries on procedural matters, please contact a member of the City's Governance team via governance@cityofperth.wa.gov.au.

Question Time for the Public

An opportunity is available at Council meetings for members of the public to ask a question about any issue relating to the City. This time is available only for asking questions and not for making statements. Complex questions requiring research should be submitted as early as possible to allow the City time to prepare a response.

The Presiding Person may nominate a member of staff to answer the question and may also determine that any complex question requiring research be answered in writing. No debate or discussion can take place on any question or answer.

To ask a question, please complete the Public Question Time form available on the City's website www.perth.wa.gov.au/council/council-meetings.

Disclaimer

Members of the public should note that in any discussion during a meeting regarding any item, a statement or indication of approval by any council member, committee member or officer of the City is not intended to be, and should not be taken as, notice of approval from the City. No action should be taken on any item discussed at a meeting of a Committee prior to written advice on the Committee or Council's resolution being received.

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Table of Contents

1.	Declaration of Opening.....	5
2.	Acknowledgement of Country/Prayer.....	5
3.	Attendance	5
3.1	Apologies.....	5
3.2	Leave of Absence	5
3.3	Applications for Leave of Absence	5
4.	Announcements by the Lord Mayor.....	5
5.	Disclosures of Interests.....	5
6.	Public Participation	5
6.1	Response to Public Questions Previously Taken on Notice.....	5
6.2	Public Questions.....	5
7.	Confirmation of Minutes	5
8.	Questions by Members which due Notice has been Given.....	5
9.	Correspondence	5
10.	Petitions.....	6
11.	Planning and Sustainability Alliance Reports.....	7
11.1	Expansion of the City of Perth 40km/h Speed Zone.....	7
12.	Community Development Alliance Reports	23
	Nil.	
13.	Infrastructure and Operations Alliance Reports.....	23
	Nil.	
14.	Commercial Services Alliance Reports.....	24
14.1	Perth City Link – Care, Control and Management of New Reserves	24
14.2	Closure of Murray St Road Reserve and amendments to Murray St and Forrest Place Basement Reserves - Results of advertising.....	30
15.	Corporate Services Reports	38
15.1	Monthly Financial Statements - September 2025.....	38
15.2	Schedule of Accounts Paid - September 2025	98
15.3	Corporate Business Plan 2025/26-2028/29 Quarterly Progress Report 1	145
16.	Engagement and Activations Alliance Reports	155
16.1	Economic Development Sponsorship 2025/26.....	155

17.	Chief Executive Officer Reports	165
17.1	Policy Review - Council Policy 4.6 Honorary Awards	165
17.2	Review of Council Policy 2.8 Acting and Temporary Chief Executive Officer	175
18.	Committee Reports	184
	Nil.	
19.	Motions of which Previous Notice has been Given	185
19.1	Notice of Motion - Street Parking Fee Waiver Voucher Program	185
19.2	Notice of Motion – Appointments and Nominations to Council Committees and External Bodies.....	191
20.	Matters for which the meeting may be closed.....	199
20.1	Dedicated City Grants Officer	199
20.2	CEO Key Performance Indicators Update Report - Q1 2025/26 (1 July - 30 September 2025)	200
21.	Urgent Business	201
22.	Closure.....	201

1. Declaration of Opening
2. Acknowledgement of Country/Prayer
3. Attendance
 - 3.1 Apologies
 - 3.2 Leave of Absence
Councillor David Goncalves (11 November 2025 to 18 November 2025, inclusive).
 - 3.3 Applications for Leave of Absence
4. Announcements by the Lord Mayor
5. Disclosures of Interests
6. Public Participation
 - 6.1 Response to Public Questions Previously Taken on Notice
Nil
 - 6.2 Public Questions
7. Confirmation of Minutes

Recommendation

That Council CONFIRMS the minutes of the Ordinary Council Meeting held on 30 September 2025 and Special Council Meeting held on 28 October 2025 as true and correct records.

8. Questions by Members which due Notice has been Given

9. Correspondence

10. Petitions

11. Planning and Sustainability Alliance Reports

11.1 Expansion of the City of Perth 40km/h Speed Zone

Responsible Officer	Maria Cooke – General Manager Planning and Sustainability
Voting Requirements	Simple Majority
Attachments	Attachment 11.1A – Expansion of the City of Perth 40km/h Speed Zone - Maps of Speed Limit Options ↓ Attachment 11.1B – Expansion of the City of Perth 40km/h Speed Zone - Consultation Summary ↓

Purpose

To present three options for the expansion of the existing 40km/h speed zones in the City and seek Council's endorsement to progress Option 1.

Recommendation

That Council:

1. ACKNOWLEDGES the outcomes of community consultation on the expansion of 40km/h speed zones project.
 2. ACKNOWLEDGES the analysis undertaken on the three options for the expansion of 40km/h speed zones in the City.
 3. ENDORSES Option 1 as the preferred option to be rolled out over the 2025-26 and 2026-27 financial years, subject to successful funding from the Road Safety Commission or the Safer Roads Infrastructure Program
-

Background

1. Since 2011 the City of Perth, in collaboration with Main Roads WA, has introduced 40km/h speed zones across Central Perth, Northbridge and some neighbourhood town centres. Over the years, these zones have been expanded in response to community requests such as the recent traffic calming of Terrace Road.
2. The aim of the Expansion of 40km/h Speed Zones Project is to:
 - a. Improve safety by reducing the severity of crashes among all road users. For example, pedestrian or cyclist survival chances double if the vehicle that hits them is travelling at 40km/h instead of 50km/h.
 - b. Slow speed environments are also more conducive for outdoor dining, walking and cycling.
3. This project is being planned in collaboration with the Perth Inner City Group (PICG) of Local Governments.
4. Benefits of reduced speed limits include the following:
 - a. Improve safety – while vehicle collisions cannot be entirely prevented, reducing speed limits on local roads will lower the severity of collisions. The likelihood of serious injury or fatality decreases significantly: for example, a pedestrian or cyclist struck by a vehicle traveling at 40 km/h has twice the chance of survival compared with being struck at 50 km/h.
 - b. Improve accessibility – provide streets with better access for all modes of transport.
 - c. Promote street-based activity – slow speed environments are more conducive for outdoor dining, walking, and cycling.
5. City of Perth context:
 - a. The existing 40km/h zone within the City of Perth includes most of the streets in the Central Perth and Northbridge neighbourhoods, including Wellington Street between King and Barrack Streets and St Georges Terrace, west of Barrack Street.
 - b. The PICG 40km/h Speed Zone Project considered speed reductions only on local roads, but discussions with Main Roads WA have indicated a willingness to consider speed reductions on higher order roads. The City of Perth has a higher proportion of these higher order roads than the other Local Governments in the PICG.
 - c. Fewer speed zone changes mean fewer signs and less clutter.
 - d. Lower speeds in Perth will have a negligible impact on overall travel times. Factors such as peak hour congestion and waiting at traffic signals will be far more influential on total travel times.

Discussion

6. Based on community feedback and ongoing discussion with the other members of the PICG and Main Roads WA, three options have been prepared for speed limit reductions on the City's streets. These options as per Attachment A are as follows:
 - a. Option 1 (Maximum Change): This option involves the widest application of speed limit reductions, including all remaining Access Roads and Local Distributor Roads, as well as several higher order roads (District Distributor A and District Distributor B).

- b. Option 2 (Moderate Change): This is an intermediate option, with speed reductions on all Access Roads and Local Distributor Roads (the same as in Option 1), but speeds maintained on most major roads (the same as in Option 3).
 - c. Option 3 (Minimal Change): This option involves the least speed reductions. The existing 40km/h speed zone would be extended west to the Mitchell Freeway, covering the new Perth City Link and the area outside RAC Arena—where lower speeds would support event safety—and east to Hill Street, which has seen significant growth in residential population. Speeds would be maintained on most major roads, except on short sections of Wellington Street, St Georges Terrace and all of Hay Street located to the west of Plain Street.
7. The City shares responsibility for a number of streets which border with the Cities of Nedlands, Subiaco and Vincent, requiring consultation with these Local Governments in developing the three options for speed limit reductions. Details of the proposed speed limit changes on these border roads are as follows:
- a. Newcastle Street (Vincent) – City of Vincent officers have advised that Newcastle Street is out of scope of the PICG project, due to its classification on the Functional Road Hierarchy (District Distributor A) but have indicated support for lowering its speed limit to 40km/h as part of a separate application outside of the PICG. It was noted that the speed limit on Newcastle Street was recently reduced from 60 to 50km/h.
 - b. Loftus/Thomas Street (Subiaco) – the 70km/h section of Thomas Street is proposed to be lowered to 60km/h, to create a consistent speed limit along the full length of this road.
 - c. Aberdare Road (Subiaco) – no change is proposed to this road. A short City of Perth section from Thomas Street to Hospital Avenue does not offer a sufficient length of roadway for a lower speed zone. The City of Subiaco controlled section of Aberdare Road has not been nominated for speed limit reduction.
 - d. Thomas Street/Winthrop Avenue (Nedlands) – no change proposed to the speed limit on this road.
 - e. The City of Nedlands have provided in-principle support for speed limit reductions on Monash, Broadway, Gairdner, and Verdun where they adjoin their municipality .
8. Compliance with Main Roads WA guidelines was considered in developing all three options. Other factors that were considered in developing the options include identifying locations with a high place value and providing a homogenous speed environment.
9. The options have been rated against the criteria below. These criteria reflect the objectives of the project, findings from community consultation and practical considerations related to implementation.
- a. Addresses town centres
 - b. Supports activation
 - c. Safer streets City-wide
 - d. Addresses community feedback
 - e. Lower install cost
 - f. Legible by all road users
 - g. Enhances compliance
 - h. Minimal signage clutter
 - i. Matches adjoining LGA approach
 - j. Aligns with RSC grant application

Speed Zone Expansion Options - Analysis Criteria										
Option	Addresses Town Centres	Supports activation	Safer streets City-wide	Addresses community feedback	Lower install cost	Legible by all road users	Enhances compliance	Minimal signage clutter	Matches adjoining LGA approach*	Aligns with RSC grant application
1. Maximum Change										
2. Moderate Change										
3. Minimum Change										

= Yes
 = Partial
 = No

Figure 1: Analysis Criteria for Speed Zone Expansion Options.

10. Option 1 is recommended, as it more effectively meets most of the evaluation criteria compared with the other two options. It is more legible for drivers, avoids multiple speed limit changes and excessive signage clutter, and prevents scenarios where the City would have higher speed limits than neighbouring suburbs.
11. Most significantly, Option 1 provides the greatest safety benefit for all road users, being the most extensive reduction in speed limits.
12. If Council endorses one of the proposed options for speed limit changes within the City, steps will be taken to implement these changes, including the following:
 - a. Detailed technical drawings will be prepared.
 - b. A speed zoning change application will be submitted to Main Roads WA, in collaboration with the PICG.
 - c. Subject to Main Roads approval, there will be a staged rollout of the speed zone changes, led by Main Roads WA. This will take place over the 2025-26 and 2026-27 financial years subject to funding.
 - d. There will be ongoing communications with the community.
 - e. Opportunity to align Road Safety campaigns that are run by the Road Safety Commission in parallel with our rollout.
13. Whilst the options considered and Option 1 recommended, outline variable speed reduction options, Council may also resolve to maintain existing speed limits and continue to progress speed reductions only in response to specific community requests. This approach is not recommended, as it does not proactively address ongoing safety, amenity, and liveability concerns identified through community feedback and strategic transport objectives.

Implementation

14. A draft implementation schedule has been prepared by the PICG for all Local Governments in the group.
15. Design work for the City of Perth is scheduled to be undertaken between February and April 2026, and installation to commence between June and August 2026.

16. Traffic engineering consultants, who are assisting the PICG, will review all designs prior to submission to Main Roads WA for approval, as a matter of quality assurance and to expedite the process through Main Roads WA.

Consultation

17. Consultation with the community was undertaken in April 2025 to inform the City's approach to the expansion of the 40km/hr speed zone. A summary of the feedback received during this consultation is provided in Attachment B and further outlined below.
18. The City conducted a survey on the Engage Perth platform, from 31 March to 30 April 2025. This survey sought to determine the level of support for a proposed expansion of the existing 40km/h speed zone
 - a. This survey received 590 survey responses, with 697 visits to Engage Perth.
 - b. 45% of respondents lived within the City and 55% in the wider Metropolitan Region.
 - c. 56% of respondents supported the proposed expansion of the 40km/h zone in the City of Perth.
 - i. Of those who did not support the proposal, 51% preferred 40km/h in select areas. This means that 70% of respondents supported speed reductions on at least some streets within the City.
 - ii. Of those who lived within the City of Perth, 47% supported the proposed expansion, while 63% of those who did not live within the City of Perth supported the proposed expansion.
 - iii. 49% of respondents opposed any speed reductions
 - d. There were 329 written responses to the open feedback section of the survey.
 - e. Key themes that emerged from the feedback included the following:
 - i. Lower speeds were perceived as being safer and there was some support for lowering speeds further to 30km/h;
 - ii. Supporting infrastructure such as traffic calming may be required;
 - iii. Driver behaviour concerns and enforcement by Police needed; and
 - iv. Lower speeds contributing to congestion and travel times.
19. The three options were presented to an Elected Member Engagement Session on 2 September 2025, along with the results of the community consultation.
20. Feedback from the Elected Members helped to refine the options and ensure consistency in the City's approach to speed reduction. A key change resulting from this review is the inclusion of Newcastle Street among the streets whose speed limit be reduced to 40km/h. This recommendation reflects the increasing residential development and number of active uses on Newcastle Street. Newcastle Street has therefore been added to Option 1 as a street whose speed limit has been reduced to 40km/h.

Decision Implications

21. If Council endorses Option 1, the City will progress these speed limit reductions, in collaboration with the PICG Safe Speed Zone Project.
22. If Council does not endorse any option, speed limit reductions will not be progressed.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	Transport Strategy 2017 Strategic Community Plan 2022 - 2032 Corporate Business Plan 2024/25 – 2027/28 Sustainability Strategy 2022 - 2032 Social, Health and Wellbeing Strategy 2023 – 2033 Walking in the City Plan 2025 – 2035 Bike Plan 2025 - 2035

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	Nil.
Policy:	Nil.

Financial Implications

23. The PICG have estimated the cost to install new speed signs across the seven participating Local Governments is \$815,000, with the City of Perth's share is estimated at \$75,300.
24. This estimate includes the removal of redundant signs, reinstatements, as well as escalation and contingency costs.
25. The PICG has applied to the Road Safety Commission's Road Trauma Trust Grant Program for funding. If approved, the grant will cover the full cost of the 40 km/h project, which will be installed by Main Roads WA.
26. Also included in the funding request is a nominal sum to produce the design drawings for submission to MRWA through a consultant. The city is however preparing these designs in house to expedite the process and have direct oversight on signage locations.
27. In case this funding application is unsuccessful, the PICG has also applied for funding from the Safer Local Roads and Infrastructure Program, which is administered by the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts.
28. If all these funding applications are unsuccessful, the PICG will re-submit in the following grant funding round, working with the Road Safety Commission to understand what improvements are needed in the application.
29. The city's preferred option 1 includes speed limit reductions on four roads that are outside the scope of the funding application. If approved, the City would need to fund these reductions, as follows:
 - a. Loftus/Thomas Street – The 70 km/h section of Thomas Street is proposed to be lowered to 60 km/h to create a consistent speed limit along the full length of the road.

- b. Riverside Drive – Outside the PICG project scope due to its classification as a District Distributor A. Option 1 proposes reducing the speed limit from 60 km/h to 50 km/h.
 - c. Kings Park Road – Also out of scope under the PICG agreement. Option 1 proposes reducing the speed limit to 50 km/h.
 - d. Newcastle Street – Proposed to be reduced to 40 km/h. Newcastle Street was added following feedback received at the EMES in September 2025. Newcastle Street was previously excluded from the project by the City of Vincent.
30. The additional cost to the City for Option 1, not covered by the PICG funding application, is estimated at **\$47,000 (incl. GST)**. This includes the following costs:
- a. Additional reinstatement costs in areas with paving or surface treatments typical for the City.
 - b. Installation of new signs and removal of redundant signs on Loftus/Thomas Street, Riverside Drive, Kings Park Road and Newcastle Street.
 - c. Traffic management for the above activities.
31. This cost is expected to be incurred in the 2026–27 financial year, with funding to be sought through the 2026–27 budget process, if this option is approved.
32. All future maintenance costs will be the responsibility of Main Roads WA.

Further Information

33. Questions and Responses forming part of the Agenda Briefing Session on 11 November 2025 are as follows:

	Question	Response
1.	How is the City going to measure/track whether lowering the speed limits actually does lower the incident/accident rate?	<p>Monitoring will be coordinated through the PICG, with data collected both before and after implementation using traffic counters. An evaluation report , consolidating data from all councils, will be provided annually by the PICG. This report will focus on measuring:</p> <ul style="list-style-type: none"> • Reductions in speed • Number of crashes • Changes in public perception <p>In addition, routine monitoring will continue, as the City already investigates issues raised through community feedback or following serious crashes.</p>
2.	Are incidents/accidents being tracked now?	Crashes are captured through WAPOL and Main Roads WA data. The City also tracks major crashes which result in serious injury or death.

		Speed is currently monitored via our annual traffic data collection (the counters).
3.	Over what intervals?	WAPOL and Main Roads WA data is provided annually in March of each year. Whilst speed data that is collected throughout the year is collated annually.
4.	Can Administration please confirm how many of the 590 survey respondents were City of Perth residents compared to visitors or workers, and how this was weighted in forming the recommendation	45% of the respondents to the survey, or 266 persons live within the City. 56% of the total respondents were supportive of the expansion of 40km/hr. Of those not supportive, 51% were supportive of 40km/hr in selected areas. A city wide approach to 40km/hr provides more consistency for drivers and will encourage higher compliance. Community feedback was one of 10 criteria used to analyse 3 potential options for the expansion of the 40km/hr area.
5.	Given the consultation shows mixed views among City residents, how does Administration plan to manage community expectations and communication if Option 1 is adopted?	A best-practice approach would be to clearly communicate the rationale for adopting Option 1, actively engage with the community throughout implementation, provide regular updates on progress, and ensure feedback channels remain open to address concerns. This helps manage expectations while demonstrating transparency and responsiveness. A communication and engagement strategy is currently being developed in conjunction with the PICG .
6.	Can we review any local crash or pedestrian incident data collected since the first 40 km/h zones were introduced, to demonstrate measurable safety improvements?	Crash severity reduction (rather than frequency) is associated with slower speeds, even if crash count remains similar.
7.	Could Administration please advise on the estimated total cost of implementing Option 1—including design, signage, installation, and internal resource costs—and confirm whether these costs can be met within the existing budget or if external funding (e.g. from Main Roads WA or the Road Safety Commission) is being sought?	The financial implications are detailed in the report, but the total cost of the project should Option 1 being approved is \$75,300 (subject to grant funding approval) + \$47,000 (subject to council budget approval). These costs include the removal of redundant signs, reinstatements, as well as escalation and contingency costs. Once the budgets are approved, Main Roads WA

		will be responsible for the rollout of new signage.
8.	Please confirm whether certain precincts—such as high pedestrian or residential areas—will be prioritised in the staged rollout between 2025 and 2027.	The staging will be determined by Main Roads. As mentioned, they will be responsible for the roll out. The City will actively advocate for coordination with adjoining local councils and prioritisation of town centres to maximise safety outcomes and ensure a consistent approach.
9.	How does this initiative align with the City’s Transport Strategy and broader liveability goals?	This initiative aligns with the City’s Transport Strategy, the Bike Plan, and the Walking in the City Plan by promoting safer, more accessible streets for pedestrians and cyclists. It also supports broader liveability goals by reducing traffic speeds, reflecting national and international trends toward slower, people-focused urban environments that prioritise safety and active transport.
10.	What post-implementation evaluation or reporting will be undertaken to measure whether the project achieves its intended safety and amenity outcomes?	As per the earlier response, post implementation monitoring will be coordinated through the PICG, with data collected both before and after implementation using traffic counters. An evaluation report, consolidating data from all councils, will be provided annually by the PICG. This report will focus on measuring: <ul style="list-style-type: none"> • Reductions in speed • Number of crashes • Changes in public perception In addition, routine monitoring will continue, as the City already investigates issues raised through community feedback or following serious crashes.
11.	What would be the justification in lowering the speed limit to 40km/h on Adelaide Terrace, Wellington St and Plain St, East Perth as well as Wellington St West Perth and Hackett Drive in Crawley?	Option 1 proposes to retain the speed limit on Wellington Street West at 50km/hr. The justification for lowering speed limits to 40km/hr on Adelaide Terrace and Hackett Drive is to maintain consistency with speed limits in both neighbourhoods. Lower speed limits on Plain Street and Adelaide Terrace will also support the opening of the new East Perth Primary School.

12.	Would the Admin be open to offering an option that excludes these specific streets?	Option 1 has been recommended as it more effectively meets most of the evaluation criteria compared with the other two options. It is more legible for drivers, avoids multiple speed limit changes and excessive signage clutter, and prevents scenarios where the City would have higher speed limits than neighbouring suburbs. It also provides the greatest safety benefits. Excluding Plain Street and Adelaide Terrace needs further consideration in the context of the new school.
13.	My question is also a follow up on Councillor Pacian's. What measures have actually been taken to directly consult with the university and its students especially about the proposed change along Hacket Drive?	The City received a written submission from UWA on 28 April 2025 regarding the proposed expansion of the 40 km/h speed zone. UWA expressed strong support for the 40 km/h limit, noting that lower speeds improve pedestrian survivability in the event of a crash. They also highlighted potential benefits including reduced air pollution and a safer environment for bicycles and e-rideables. In addition, UWA supports the proposed speed reduction on Hackett Drive and has requested consideration of improved pedestrian crossings along its length.



Expansion of 40 km/h Speed Zones- Proposed
Existing Speed Limits

North
Date: 19.09.25
Rev: D
Scale: NTS





Expansion of 40 km/h Speed Zones- Proposed
Option 1: 40 km/h Expansion City-Wide

North
Date: 19.09.25
Rev: D
Scale: NTS





Expansion of 40 km/h Speed Zones- Proposed
Option 2: Maintain speeds on major roads only

North
Date: 19.09.25
Rev: D
Scale: NTS





Expansion of 40 km/h Speed Zones- Proposed
Option 3: 40 km/h Expansion - Central Perth only

North
Date: 19.09.25
Rev: D
Scale: NTS





Expansion of the City of Perth 40km/h Speed Zone Area

CONSULTATION SUMMARY

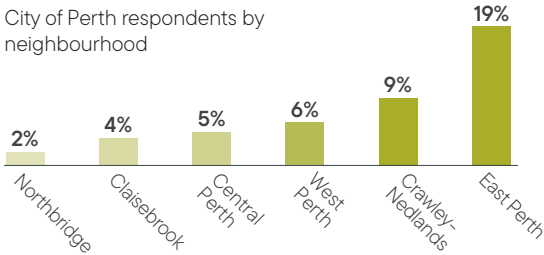
Engage Perth Summary | Survey Results

An online survey was launched on **31 March 2025** via the City's online platform, Engage Perth until **30 April 2025**, to capture community feedback on the Expansion of the City of Perth 40 km/h Speed Zone. A total number of **590** survey responses were received, with **697** visits on the Engage Perth platform.

WHERE DO PEOPLE LIVE

Locality	Number	% of Total
Wider Metro Region	324	55%
Within City of Perth	266	45%

City of Perth respondents by neighbourhood



WHAT DID WE HEAR



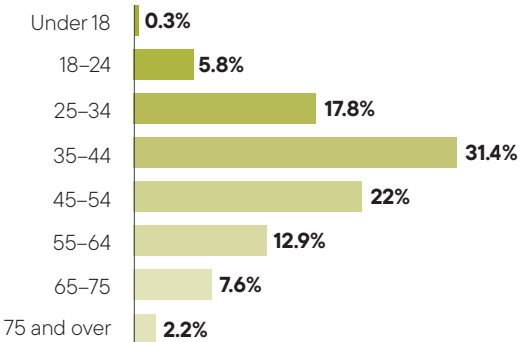
56% of respondents were supportive of the expansion of 40km/h speed zone in the City of Perth.



Among non-supporters, **51%** preferred 40km/h in select areas*, while 49% opposed any speed limit changes.

*Neighbourhood Town centres, residential streets or by request by community.

AGE BREAKDOWN





KEY THEMES FROM THE FEEDBACK



Safety



Support for 30km/hr



More supporting infrastructure



Restrictive. Increase congestion



Behaviour concerns



Enforcement needed

OTHER FEEDBACK

The slower speeds make the city feel more family-friendly and walkable.

This change is frustrating and feels like overregulation.

It's a small change that can have a big impact on community wellbeing.

Speed limit reductions cause unnecessary delays for drivers.

There's no evidence to suggest 40 km/h will make a real difference.

Please encourage other councils to adopt the same safety approach.

Appreciate the council taking proactive steps toward reducing accidents.

Feels like a revenue-raising strategy through speeding fines.

12. Community Development Alliance Reports

Nil.

13. Infrastructure and Operations Alliance Reports

Nil.

14. Commercial Services Alliance Reports

14.1 Perth City Link – Care, Control and Management of New Reserves

Responsible Officer	Steve Holden – General Manager Commercial Services
Voting Requirements	Simple Majority
Attachments	Attachment 14.1A – Perth City Link Masterplan ↓ Attachment 14.1B – Reserve Handover Status ↓

Purpose

To seek approval from Council for the City of Perth to assume care, control and management of new reserves within the Perth City Link precinct.

Recommendation

That Council:

1. APPROVES a request to the Minister for Planning and Lands, under Section 50 of the Land Administration Act 1997, to remove Lot 8006 (on DP406063), a 935 sq m section of Karak Walk, from Reserve 53308, Perth City Link, and under Section 46 of the Land Administration Act 1997, create a new Reserve (for the purpose of recreation and public purpose) with a new Management Order, under the care, control and management of the City.
2. APPROVES a request to the Minister for Planning and Lands to dedicate the Queen Street Road Extension, under Section 56 of the Land Administration Act 1997, as a road reserve under the care, control and management of the City.
3. ACKNOWLEDGES Edith Cowan University's request to the Western Australian Planning Commission (WAPC) to subdivide and dedicate a 6m wide section of Lot 14 Wellington Street, under Section 168 of the Planning and Development Act 2005, as a road reserve under the care, control and management of the City.
4. APPROVES the Chief Executive Officer to take all steps and meet all requirements to give effect to any request to and approval of the Minister and/or WAPC as set out above, including for any stakeholder consultation, public engagement and/or City care, control and management of approved areas.

Background

1. On 26 June 2008 the State Government released the final masterplan for Perth City Link (**Attachment A** refers). Perth City Link is a DevelopmentWA (DevWA) precinct which connects the CBD with Northbridge following the sinking of the railway line and Wellington Street Bus Station.
2. Following the release of the masterplan, design guidelines were prepared, and subdivision approvals issued by the State Government. The subdivision approvals created the private lots for development and various reserves, including road reserves.
3. In simple terms, the purpose of this report is to seek Council approval to the transfer of this **next tranche** of reserves from DevWA to the City for the purposes of care, control and management. This entails creating new reserves and new Management Orders in favour of the City to take ownership of the land.
4. The City's land ownership then enables the transfer of contributed assets (**as per Council Policy 2.18 – Contributed Assets**, approved by Council on 25 February 2025) such as roads and footpaths already developed on this land.
5. DevWA and the City have established a Site-Specific Agreement for Perth City Link, signed 18 February 2019. The Site-Specific Agreement, amongst other things, identifies that public domain within Perth City Link (including road reserves but **excluding Yagan Square**), will come under the care, control and management of the City of Perth via a series of land transactions, following a staged approach over the life of the project.
6. The status of the staged approach is highlighted with **Attachment B – Perth City Link Project Area – Reserve Handover Status**.
7. The ECU City Campus Project is due to reach Practical Completion ahead of the February 2026 term time. As such, the land tenure matters for the **surrounding** Queen Street Road Extension, Wellington Street Road Reserve and Karak Walk Reserve are being prepared for transfer to the City.
8. Specifically, the following additions to the City Reserves and road network are necessary **prior** to the City subsequently agreeing to accept Contributed Assets as follows:
 - a. Karak Walk reserve and associated Management Order from DevWA;
 - b. Queen Street Road Extension dedicated as Road Reserve from DevWA; and
 - c. 6m wide section of ECU's Lot 14 along Wellington Street dedicated as Road Reserve from ECU.
9. Karak Walk, Queen Street and Wellington Street 6m road widening (Lot 14) are numbered **one, two and three** respectively within **Attachment B**.

Discussion

Karak Walk Reserve

10. Per the Site-Specific Agreement, and following completion of the ECU development, a 935 sq m section of Karak Walk (Lot 8006) situated between Yagan Square and Queen Street will be handover over to the City.
11. This section of Karak Walk is currently a C Class Reserve, under management by DevWA.
12. Subject to Council approval, the City will request the Minister, under Section 46 of the Land Administration Act to remove Lot 8006 (on DP406063) from Reserve 53308 and create a new Reserve

(for the purpose of recreation and public purpose) with a new Management Order, under the care, control and management of the City.

13. Following creation of the Reserve, the City will undertake an asset handover process for footpaths, street lighting, and public art assets in accordance with Council Policy 2.18 – Contributed Assets.

Queen Street Extension

14. DevWA has constructed an extension to Queen Street, which will run from Wellington Street to Roe Street.
15. Currently being utilised as part of the ECU construction site, the land has not yet been dedicated as a road reserve and as such the road is not yet open to the public.
16. The road currently sits upon Reserve 53305, under management by DevWA.
17. Subject to Council approval, the City will request, per Section 56 of the Land Administration Act 1997 that the Minister dedicate the land as a road.
18. The road will then be under the care, control and management of the City.
19. Following dedication as a public road, the City will undertake an asset handover process for road infrastructure assets in accordance with Council Policy 2.18 – Contributed Assets.

Wellington Street Road Reserve

20. On 21 December 2017, the Minister for Planning granted conditional subdivision approval for the MRA's Perth City Link project area.
21. Condition 10 stated that Wellington Street and Roe Street are to be widened in accordance with the approved plan of subdivision, with such land for road widening to be ceded free of cost and without payment of compensation by the Crown and transferred to the care, control and management of the City of Perth.
22. To satisfy this condition, and on completion of their development, ECU will cede a 6m wide section of their freehold lot (Lot 14), fronting Wellington Street, back to the State.
23. This will be ceded back to the State as dedicated road reserve pursuant to Section 168 of the Planning and Development Act 2005.
24. Care, control and management of the road will then be vested in the City.
25. As above, following this dedication as a public road, the City will undertake an asset handover process, for all road infrastructure assets in the widened corridor, in accordance with Council Policy 2.18 – Contributed Assets.

Consultation

26. Stakeholder engagement has been limited to DPLH, ECU and DevWA.
27. The City has received assistance from senior officers of DPLH and the recommendation is consistent with that advice.

Decision Implications

28. DPLH has advised they cannot begin the Reserve and Management Order processes until Council has formally resolved to request the amendments to the Reserves.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	N/A

Legislation, Delegation of Authority and Policy	
Legislation:	Section 46, Section 50 and Section 56 of the Land Administration Act 1997. Section 168 of the Planning and Development Act 2005.
Authority of Council/CEO:	Council is required to approve the City acquiring new Reserves.
Policy:	Nil.

Financial Implications

Nil.

Future maintenance responsibility for assets on these new reserves will be managed in accordance with Council Policy 2.18 – Contributed Assets.

Further Information

29. Nil.



PERTH CITY LINK MASTER PLAN
inc. Approved Channel Seven Precinct
An EPFA Project

0m 10 20 30m
1:10000/A2
1:3000/A2
d: 9 Mar 2012
p: 06/020/G044

Taylor Burrell Barnett
Taylor Burrell Barnett Town Planning and Design
181 Roberts Road Subiaco Western Australia 6008
p: (08) 9382 2911 f: (08) 9382 4586
e: admin@tbbplanning.com.au

14.2 Closure of Murray St Road Reserve and amendments to Murray St and Forrest Place Basement Reserves - Results of advertising

Responsible Officer	Steve Holden – General Manager Commercial Services
Voting Requirements	Simple Majority
Attachments	Attachment 14.2A – Survey Plans ↓

Purpose

To seek a resolution from Council to request the Department of Planning, Lands and Heritage (DPLH) to close a portion of Murray St Road Reserve, in order to facilitate various land tenure amendments to be made by the DPLH, consisting of:

1. Amendment of the Murray St Mall Reserve, to be deeper by 5 metres and will exclude a below ground portion described as Lot 402 on DP 426713.
2. Closure of a portion of the Murray St Road Reserve, above and below the Murray St Mall Reserve, to facilitate the creation of the above Lot 402 on DP 426713.
3. Amendment of the Forrest Place Basement Reserve, to be deeper by 5 metres.

The amendments to the Reserves are required to facilitate the proposed construction of the tunnel beneath Murray Street and connecting the Forrest Place loading dock basement to service the proposed Carillon redevelopment.

Recommendation

That Council:

1. APPROVES the City of Perth requesting Department of Planning, Lands and Heritage to close a portion of Murray St Road Reserve, generally in line with the Survey Plans as **Attachment A**, in accordance with Section 58 of the *Land Administration Act 1997* and Regulation 9 of the *Land Administration Regulations 1998*.
2. APPROVES THE City of Perth requesting Department of Planning, Lands and Heritage to amend Murray St Mall and the Forrest Place Basement Reserve, generally in line with the Survey Plans as **Attachment A**, in accordance with Section 51 and 62 of the *Land Administration Act 1997* and Regulation 11 of the *Land Administration Act 1998*.
3. APPROVES the Chief Executive Officer to take all steps and meet all requirements to give effect to any request to and approval of the Minister and/or Department of Planning, Lands and Heritage as set out above, including for any stakeholder consultation, public engagement and/or City care, control and management of approved areas.

Background

1. In December 2024 the City of Perth (City) received an application from Fiveight Bells No 2 Pty Ltd (Fiveight) for planning approval for the redevelopment of Carillon City located at 674-678 (Lot 100) and 680-692 (Lot 101) Hay Street Mall, Perth.

2. The application includes the construction of a two-lane vehicle tunnel beneath Murray Street, between the existing Forrest Place Basement and the proposed basement level of the new Carillon development. Access to the tunnel will be via the existing access and egress points from Wellington Street.
3. The City submitted a Responsible Authority Report for consideration by the Metro Inner Development Assessment Panel (MIDAP) at a meeting on 13 May 2025. The City recommendations relating to the design, management and operation of the development were endorsed and incorporated into the conditional approval by MIDAP.
4. The Forrest Place Basement Reserve is under the care, control and management of the City of Perth by way of a Management Order.
5. The City operates a public Loading Dock, storerooms for special events, and a bin cleaning facility in the Basement Reserve.
6. The Forrest Place Basement Reserve and the Murray St Mall Reserve are both three dimensional and depth and height limited.
7. The Murray St Road Reserve is limited to the areas below and above the Murray St Mall Reserve.

Discussion

8. To facilitate the construction of the proposed tunnel beneath Murray Street, various amendments as detailed in the Recommendation, are required to the existing land tenure within the Mall and the Forrest Place Basement.
9. The process to amend the Reserves is governed by the Land Administration Act 1997 (LAA) and Land Administration Regulations 1998 (LAR).
10. As per the LAA and LAR, to close a portion of a public road and amend the Mall and Basement Reserves, the Local Government must make a written request to the DPLH which includes a resolution from Council supporting the amendments.
11. Prior to Council making a resolution to request the land tenure amendments, the proposal must be advertised for public comment and any submissions received must be considered, refer Consultation results at item 17.
12. At its meeting held on 27th May, Council resolved to advertise a proposed road closure and reserve amendments, with a future report to be presented to Council after considering any submissions. The public consultation period has now closed.
13. Existing basement easements registered in favour of adjoining landowners will also require amendment however, this process is procedural only as there is no material change to the rights of the registered parties and will be undertaken independently of this advertising.
14. Following amendments to the land tenure of the Reserves, Fiveight will request the DPLH register an easement in their favour, to provide legal access for the tunnel. The City will be required to consent to the registration of the easement.
15. A Deed of agreement will be prepared by the City's legal advisers, detailing the conditions that must be met prior to the City granting consent to the new easement, this will be the subject of a submission to Council at a later date.
16. The new easement accommodating the tunnel will contain repair and maintenance obligations on the proponent.

Consultation

17. To ensure complete coverage two consultation periods each of 35 days, one for the general public and one directed to adjoining landowners and occupants were conducted. The City received only one query, requesting additional information, to which a response has been provided.
18. The amendments to the Reserves were advertised on two occasions for 35 days, namely:
 - General Public – 11th June 2025 ending 16th July 2025
 - Landowners and Occupants and Public Utilities - 19th August 2025 ending 23rd September 2025

Decision Implications

19. DPLH has advised they cannot begin the process of amending the Reserves until the Council has formally resolved to request the amendments as detailed in the Recommendations Items 1 & 2.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	The City is open for business.

Legislation, Delegation of Authority and Policy	
Legislation:	<p><i>Under Section 58 of the Land Administration Act 1997 (LAA) and Regulation 9 of the Land Administration Regulations 1998 (LAR), local government authorities must advertise a Public Notice prior to requesting the Minister for Lands, (through DPLH) close a public road.</i></p> <p>The written request from the local government to close a road must contain:</p> <p><i>(a) written confirmation that the local government has resolved to make the request, the date when the relevant resolution was passed and any other information relating to the resolution that the Minister may require;</i></p> <p><i>(b) sketch plans showing the location of the road and the proposed future disposition of the land comprising the road after it has been closed;</i></p> <p><i>(c) written confirmation that the local government has complied with sub regulations 9 (1) to (3);</i></p> <p><i>(d) a copy of the advertisement referred to in sub regulation (1);</i></p>

	<p><i>(e) copies of any submissions made to the local government within the submission period and the local government’s comments on those submissions; (f) any other information the local government considers relevant to the Minister’s consideration of the request.</i></p> <p><i>Under Section 51 and 62 of the Land Administration Act 1997 and Regulation 11 of the Land Administration Act 1998, local government authorities must advertise a Public Notice prior to requesting the Minister for Lands, (through DPLH) close a Mall Reserve or amend a Reserve.</i></p> <p>The written request from the local government to close or amend a Reserve must contain:</p> <p><i>(a) written confirmation that the management body has resolved to make the request, details of the date when the relevant resolution was passed and any other information relating to that resolution that the Minister may require; and</i></p> <p><i>(b) a copy of the advertisement as it appeared in the newspaper referred to in subregulation (1)(a); and</i></p> <p><i>(c) written details of any lease, sublease, licence or mortgage that has been granted in respect of the mall reserve; and</i></p> <p><i>(d) any other information the management body considers relevant to the Minister’s consideration of the request; and</i></p> <p><i>(e) written confirmation that the management body has complied with section 59(2) and (3) of the Act (as read with section 62(2) of the Act).</i></p>
<p>Authority of Council/CEO:</p>	<p>Council is required to endorse a request for road and mall closures.</p>
<p>Policy:</p>	<p>All proposed road closures and Reserve amendments must adhere to State Government guidelines, the process outlined is in accordance with standard procedures.</p>

Financial Implications

20. Nil.

Further Information

21. Nil.

15. Corporate Services Reports

15.1 Monthly Financial Statements - September 2025

Responsible Officer	Michael Kent – Chief Financial Officer
Voting Requirements	Simple Majority
Attachments	<p>Attachment 15.1A – Statement of Financial Activity P3_26 ↓</p> <p>Attachment 15.1B – Notes on Significant Variances ↓</p> <p>Attachment 15.1C – Supplementary Notes to Statement of Financial Activity P3_26 ↓</p> <p>Attachment 15.1D – Monthly Financial Statistics P3-26 ↓</p> <p>Attachment 15.1E – Statement of Financial Position P3_26. ↓</p> <p>Attachment 15.1F – Alliance Variances P3_26 ↓</p> <p>Attachment 15.1G – Capital Variances P3_26 ↓</p> <p>Attachment 15.1H – Investment Report P3-26 ↓</p> <p>Attachment 15.1I – Rates Monthly Report P3-26 ↓</p>

Purpose

This suite of reports provides Council with timely, meaningful financial insights regarding the City’s operating activities, financial performance, and financial position.

Recommendation

That Council RECEIVES the following financial reports for the period ended 30 September 2025:

- a. Statement of Financial Activity (SFA) - **Attachment A**.
- b. Notes on Significant Variances - **Attachment B**.
- c. Supplementary Notes to the Statement of Financial Activity - **Attachment 15.1C**.
- d. Monthly Financial Statistics – **Attachment D**.
- e. Statement of Financial Position - **Attachment E**.
- f. Alliance Operating Variances - **Attachment F**
- g. Capital Variances - **Attachment G**
- h. Investment Report - **Attachment H**.
- i. Rates Monthly Debtors Report - **Attachment I**.

Background

1. Presentation of a monthly financial report to Council is both a statutory obligation and good financial management practice that:
 - a. Demonstrates the City's commitment to managing its operations in a financially responsible and sustainable manner.
 - b. Provides timely identification of variances from budget expectations for revenues and expenditures and identification of emerging opportunities or changes in economic conditions.
 - c. Ensures proper accountability to the community for the use of financial resources.
2. Preparation of a monthly Statement of Financial Activity (SFA) is the minimal statutory requirement of the *Local Government Act 1995* and regulation 34 of the *Local Government (Financial Management) Regulations 1996*. It is also a responsible financial management practice to allow Council to effectively execute their financial management responsibilities.
3. Financial information that is required to be reported directly to Council monthly includes:
 - a. Operational financial performance against budget expectations.
 - b. Explanations for identified variances from expectations.
 - c. Financial position of the City at each given month end.
4. This statutory financial information is supported by additional supplementary information including investments performance and reports on rates and general debtors.

Understanding the Financials

5. When reading the financial information provided in this report, 'variances' (deviations from budget expectations) are classified as being either:
 - a. Favourable variance.
 - b. Unfavourable variance.
 - c. Timing variance.
6. A timing variance relates to a budgeted revenue or expense that has not occurred at the time it was expected, but which is still expected to occur within the budget year. That is, the financial transaction will still occur - but just in a different month. There should be no impact on the projected budget surplus by year end.
7. A realised favourable or unfavourable variance is different to a timing variance. It represents a genuine difference between the actual and budgeted revenue or expenditure item.
8. A realised favourable year to date variance on a revenue item is a positive outcome for the City as it increases the projected budget surplus. An unfavourable variance on a revenue item has the opposite effect, resulting a decrease to the projected budget surplus.
9. A realised favourable variance on an expenditure item may have either of two causes - one being a saving because the outcome was achieved for a lesser cost, which has the effect of increasing the projected budget surplus. The other cause may be that the proposed expenditure may not have been undertaken and is not expected to be incurred in that financial year. Whilst this may seem positive from the financial position perspective, it may not be a positive outcome for the community if the service or project is not delivered.

10. A realised unfavourable year to date variance on an expenditure item, (over-expenditure) results in a decrease to the projected budget surplus.
11. The Schedule of Significant Variances (**Attachment B**) provides commentary on whether the nature of the variance is savings related, timing related or otherwise.
12. If a realised favourable or unfavourable variance is material in value (of significant size), it will be amended through a formal budget review process.

Discussion

13. It is a statutory requirement to present a set of Monthly Management Accounts within two months of the end of the month to which they refer.
14. The SFA by Nature & Type - **Attachment A** presents a whole of organisation perspective on the attainment of revenue and expenditure targets overall - classified by nature and type.
15. The headline data from the SFA at month end is shown in Table 1 below.

Table 1:

Item Details	Annual Budget	YTD Budget	YTD Actual 24/25	Variance	F/ U
Operating Revenue	\$126.37 M	\$39.27 M	\$41.40 M	\$2.13 M	F
Rates Revenue	\$112.25 M	\$111.78 M	\$111.72 M	\$0.06M	U
Cash Operating Exp	\$196.60 M	\$45.40 M	\$44.23 M	\$1.17 M	F
Non-Operating Revenue	\$7.03 M	\$0.43 M	\$0.43 M	\$0.00 M	-
Property, Plant & Equip	\$36.69 M	\$5.61 M	\$6.20 M	\$0.59 M	U
Capital - Infrastructure	\$25.11 M	\$1.28M	\$1.49 M	\$0.21 M	U
Capital Contributions	\$15.25 M	\$0.00 M	\$0.00 M	\$0.00 M	-

16. Material operating revenue and expenditure variances from **Attachment A** are detailed (with explanatory comments) in the Notes on Significant Variances (**Attachment B**).
17. Each line item listed in the SFA by Nature & Type **Attachment A** can be cross referenced (using the Note reference) back to the relevant note.
18. Examining the SFA (**Attachment A**) in more detail; the aggregation of operating revenues and operating expenses reflects a year-to-date Net Cash Position from Operations of \$108.89M compared to a year-to-date budget of \$105.65M. This is a favourable variance of \$3.24M at the end of the month.
19. Investing activities reflect a result of (\$7.27M) compared to a year-to-date budget of (\$6.47M). This is a favourable variance of (\$0.81M).
20. Construction of infrastructure to month end is \$0.21M ahead budget expectations.
21. Acquisition of non-infrastructure to month end is \$0.59M ahead of budget expectations.
22. Adjusting for opening funds (Net Current Position), generates the Budget Deficiency before Rates. This then indicates the Amount Required to be Raised from Rates. The difference between the Rates amount, and the Deficiency before Rates, is the Closing Position.

23. The SFA for the period to 31 August shows a rate yield of \$111.72M has been levied compared to the budget of \$111.78M.
24. The disclosed SFA Closing Position of \$125.39M compares favourably to the projected year to date budget closing position of \$123.07M - due to improved operating revenue and reduced expenditure.
25. Key financial statistics at each month end are presented graphically in **Attachment D** as an alternative representation of the data.
26. The Net Current Position Note (**Attachment C**) at month end reflects an indicative adjusted Net Current Position value of \$125.39M compared the year to date value of \$139.48M and a year-end budget projection of \$6.28M.
27. Headline data from this month's Net Current Position report is shown in Table 2 below.

Table 2:

Item Details	June 25 Actual	June 26 Annual Budget	YTD 25 Actual
Current Assets	\$ 243.60 M	\$ 211.91 M	\$ 357.07M
Current Liabilities	(\$ 43.74 M)	(\$ 40.72 M)	(\$ 55.91 M)
Unadjusted Net Assets	\$ 199.85 M	\$ 171.19 M	\$ 301.15 M
Less Restricted Items & Adjustments	(\$ 160.15 M)	(\$ 164.91 M)	(\$ 175.76 M)
Adjusted Net Current Position	\$ 39.70 M	\$ 6.28 M	\$ 125.39 M

28. The Net Current Position at year end is impacted by the factors noted at paragraph 24 above.
29. A Statement of Financial Position as at month end (showing 2024/25 Actual balances, the Revised 2025/26 Budget and the 2025/26 Year to Date Actual balances) is presented as **Attachment E**.
30. In line with recent local government financial management reporting changes, **Attachments A** to **Attachment C** form the portion of monthly management accounts that is a statutory obligation.
31. The remaining **attachments D through to I** are supplementary information provided to give Council additional transparency of the City's financial management performance.
32. **Attachment H** - Investment Report for August 2025 presents detail of the City's cash investment portfolio in terms of performance, percentage exposure of total portfolio by credit risk, counterparty exposure and maturity profile.
33. The report indicates the City has adequate cash flow to meet its financial obligations as and when they will fall due; and it has achieved compliance with the various Investment Policy limits.
34. **Attachment I** - Rates Debtors provides a monthly update and analysis of rates collections by differential property rating category and overall. The 2025/26 rates notices were issued on 26 July and the first instalment due date was 3 September 2025. Collections currently represent 63% of total rates collectable at month end.

Consultation

35. Nil.

Decision Implications

36. Council’s acknowledgement of receiving the Statement of Financial Activity and supporting documents will meet its statutory obligation in respect of overseeing the City’s financial resources.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City
Related Documents (Issue Specific Strategies and Plans):	Nil.

Legislation, Delegation of Authority and Policy	
Legislation:	<p>Section 6.4(1) and (2) of the Local Government Act 1995 Regulation 34(1) of the Local Government (Financial Management) Regulations 1996</p> <p>This section of the Act and the related regulation prescribe the requirement to prepare and present to Council a Monthly Financial Report including a Statement of Financial Activity (SFA). That Statement of Financial Activity (SFA) should contain:</p> <ul style="list-style-type: none"> • Annual Budget estimates, and approved revisions to these for comparison purposes. • Actual amounts of income and expenditure to the end of the month of the SFA. • Material variances between the comparable amounts and commentary on reasons for these variances. <p>The Monthly Financial Report should also contain:</p> <ul style="list-style-type: none"> • A Statement of Financial Position at the end of the month. • An explanation of the composition of the Net Current Position at the end of the month to which the SFA relates. <p>Any other information which the local government deems relevant.</p>
Authority of Council/CEO:	The above legislation prescribes that this report be presented to Council on a monthly basis.
Policy:	CP 2.1 Management of Investments.

Financial Implications

37. There are no direct financial implications of receiving this report as it reflects a historical accounting of financial transactions. When material variances are noted, appropriate remedial action will be initiated by the administration in a timely and prudent manner.

Further Information

15.2 Schedule of Accounts Paid - September 2025

Responsible Officer	Michael Kent – Chief Financial Officer
Voting Requirements	Simple Majority
Attachments	Attachment 15.2A – Schedule of Accounts Paid - September 2025 ↓

Purpose

For Council to note details of payments made under delegated authority for the month of September 2025.

Recommendation

That Council:

- 1. RECEIVES the Schedule of Accounts Paid for the period ended 30 September 2025 as attached as **Appendix 15.2A**.
- 2. RECORDS in the Ordinary Council Meeting minutes the summary of accounts paid being:

Total Accounts Paid	
Municipal Fund	\$42,631,216.04
Trust Fund	\$0
Total - All Funds	\$42,631,216.04

Background

1. In accordance with Regulation 13(2) and 13(3) of the *Local Government (Financial Management) Regulations 1996*, where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council. The Chief Executive Officer is delegated this authority under Delegation 2.14.
2. This authority has then been subdelegated by the Chief Executive Officer.
3. The listing of payments with full disclosure of all required information, is presented as an attachment to this report.
4. The listing of payments was made available to the Elected Members via the Council Hub, ahead of the agenda distribution, to provide additional time for review.
5. This summary report then facilitates the acknowledgement of the listing having been received.

Discussion

6. The Schedule of Accounts Paid (**Attachment 15.2A**) contains the following payments made under Delegated Authority 2.14 - Payments from the Municipal & Trust Fund:

Schedule of Accounts Paid – September 2025		
Municipal Fund		
EFT & Cheque Payments	Direct Creditor Payments	38,492,816.66
Sub Total - EFT & Cheques		38,492,816.66
Direct Debits	Bank Charges and Merchant Fees	42,629.71
Sub Total - Direct Debits		42,629.71
Payroll	05/09/2025	2,045,779.83
	19/09/2025	2,021,998.92
Sub Total - Payroll		4,067,778.75
Corporate Cards		27,990.92
Sub Total - Cards		27,990.92
Total per Attachment 15.2A		42,631,216.04
Total Payments from Municipal Fund		42,631,216.04
Investments in Term Deposits		12,000,000
Trust Fund		
Trust EFT & Cheques		
Total - Trust Funds		

Stakeholder Engagement

7. Nil.

Decision Implications

8. Council's acknowledgement of receiving the Schedule of Accounts Paid will meet its statutory obligation under Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	Annual Budget

Legislation, Delegation of Authority and Policy	
Legislation:	<p>Section 6.10 of the <i>Local Government Act 1995</i>. Regulation 13(1) of the <i>Local Government (Financial Management) Regulations 1996</i>.</p> <p>This section of the Act and the related regulation prescribes the requirement to prepare a list of all payments made for each month and to present them to Council. The Schedule of Accounts Paid (the 'list') should contain, for each payment:</p> <ul style="list-style-type: none"> • Payee Name. • Amount of the Payment. • Date of the Payment. • Sufficient information to identify the transaction.
Authority of Council/CEO:	In accordance with Regulation 13(2) and 13(3) of the <i>Local Government (Financial Management) Regulations 1996</i> , where this power has been delegated, a list of payments for each month is to be compiled and presented to the Council.
Policy:	Nil.

Financial Implications

9. There are no direct financial implications of receiving this report as it reflects a historical accounting of financial transactions that were provided for in the adopted budget (as amended).

Further Information

10. Nil.

15.3 Corporate Business Plan 2025/26-2028/29 Quarterly Progress Report 1

Responsible Officer	Michael Kent – Chief Financial Officer
Voting Requirements	Simple Majority
Attachments	Attachment 15.3A – Corporate Business Plan 2025/26-2028/29 Quarterly Progress Report 1 ↓

Purpose

The report provides Council with a progress update for the deliverables set out in the Corporate Business Plan 2025/26-2028/29. It covers activities during the first quarter of the 2025/26 financial year, covering the period 1 July to 30 September 2025.

Recommendation

That Council ENDORSES the Corporate Business Plan 2025/26-2028/29 Quarterly Progress Report 1 for the period 1 July to 30 September 2025, as contained in **Attachment A**.

Background

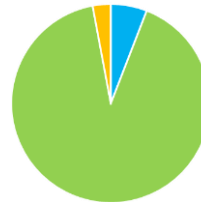
1. Council adopted the Corporate Business Plan 2025/26-2028/29 (the CBP) at its Special Meeting held on 15 July 2025(Council Resolution SCM-25/07-003).
2. The CBP establishes the City’s priorities for the next four years, guided by the Strategic Community Plan 2022-2032 (Revised 2024), and sets out the City’s deliverables for the first year of the plan.
3. The City reports to Council quarterly on the implementation of the CBP. This is the first quarterly report for the new CBP.

Discussion

4. The quarterly progress report is contained in **Attachment A** and a summary is provided below.

5. At the end of the quarter:

- a. 2 (6%) deliverables have been achieved ✔
- b. 31 (91%) deliverables are on track ●
- c. 1 (3%) deliverable is on watch ●
- d. 0 (0%) deliverables are delayed ●



6. The two deliverables achieved during quarter 1 are:

- a. City Events – Plateful Perth deliverable
- b. EV charging stations – Upgrade of charging stations in off-street car parks 100% completed.

7. The deliverable reported as ‘on watch’ is:

Project	Deliverables for 25/26	Progress comments
Mardalup Park Public Toilet	Construction commenced.	The City continues to await State Government approvals, which are required before construction can commence. This critical dependency is acknowledged in the CBP.

Consultation

8. Nil.

Decision Implications

9. Nil.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City

Related Documents (Issue Specific Strategies and Plans):	<p>Strategic Community Plan 2022-2032 – Articulates the community’s vision for Perth.</p> <p>Corporate Business Plan 2025/26-2028/29 – Sets out how the City will deliver the vision in the Strategic Community Plan.</p>
-----------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Legislation, Delegation of Authority and Policy	
Legislation:	<p>Section 2.7 of the <i>Local Government Act 1995</i> provides that Council is responsible for the performance of the local government’s functions.</p> <p>Section 5.56 of the <i>Local Government Act 1995</i> requires a local government to plan for the future of the district.</p> <p>Regulation 19DA of the <i>Local Government (Administration) Regulations 1996</i> establishes the requirements for a Corporate Business Plan, including adoption and modification.</p>
Authority of Council/CEO:	<p>Under the Act and Regulations, the Council is responsible for the performance of the City’s functions and setting the Corporate Business Plan. Accordingly, it is appropriate for Council to receive regular updates on the progress of this plan.</p> <p>Regulation 19DA(6) of the <i>Local Government (Administration) Regulations 1996</i> requires that a Corporate Business Plan, or modifications of such a plan, be considered and adopted by an absolute majority of Council.</p>
Policy:	Nil.

Financial Implications

10. Nil.

Further Information

11. Nil.

16. Engagement and Activations Alliance Reports

16.1 Economic Development Sponsorship 2025/26

Responsible Officer	Tom Griffiths – A/General Manager Engagement and Activation
Voting Requirements	Simple Majority
Attachments	Attachment 16.1A – Attachement A - Summary of Application and Assessment Rationale - Aboriginal Tourism Western Australia ↓

Purpose

To provide a sponsorship recommendation to Council under the 2025/26 Economic Development Sponsorship program.

Recommendation

That Council:

- APPROVES, subject to a suitable sponsorship agreement being entered into by the City and the approved applicant listed below on terms acceptable to the City within three months, the following Economic Development Sponsorship totalling \$40,000 excluding GST:

Ref	Applicant / Project	Recommendation Amount
A	Aboriginal Tourism Western Australia Limited / Perth Aboriginal Tourism Accelerator	\$40,000 cash ex GST

Background

1. The City is committed to supporting the growth and ongoing development of key industry sectors that represent strategic importance or present significant opportunities. The City's Economic Development Sponsorship Program is designed to provide strategic support to businesses and sectors that position the city as a thriving centre for commerce, boost investment flows, generate employment, facilitate economic growth, profile local industries and promote thought leadership.
2. As part of the City's Economic Development activities, it seeks to strategically engage with key industry sectors to nurture a thriving, diverse and competitive business environment. The key industry sectors are:
 - a. Education and International Student Services
 - b. Health and Medical Life Sciences
 - c. Mining, Resources, Energy, and Energy Transition
 - d. Retail and Property Development
 - e. Technology and Innovation
 - f. Tourism and Hospitality
3. Applicants must demonstrate they will achieve one or more following program outcomes:
 - a. **Direct Economic Impact:** The Perth economy is boosted by direct short-term economic benefits that support businesses based in the City.
 - b. **Enhancing Perth's reputation for commerce and investment:** Project creates opportunities locally or internationally to enhance Perth's reputation as a visitor, business, investment, and/ or education destination.
 - c. **Key Sector Development:** Provides support for projects that focus on growth, knowledge-sharing, capability and sustainability, which contribute to the betterment of Perth.
 - d. **Economic Growth:** Provides support to projects that generate economic benefits, attract investments, enhance competitiveness and create job opportunities.
4. Applications opened for Economic Development Sponsorship on 28 April 2025 and will remain open until budget exhaustion. Applications are accepted following an Expression of Interest which is reviewed in collaboration with the City's Economic Development team to ensure the project aligns strategic priorities and budget.
5. There are three tiers of funding available under the Economic Development Sponsorship program, with the maximum contribution from the City ranging from 40 – 100% based on the tier.
6. The Economic Development Sponsorship 2025/26 program has a total budget of \$650,000 with \$403,800 in approved and pre-committed funds to date.

Discussion

7. An application has been received from Aboriginal Tourism Western Australia Limited for the Perth Aboriginal Tourism Accelerator.
8. The Aboriginal Tourism Western Australia Limited application was assessed by a three-person panel consisting of City employees with relevant expertise, including a General Manager and a representative from the Economic Development team.

9. The panel scored the application against the program assessment criteria using a rating scale which guides assessors when considering appropriate scores.
10. The application demonstrated strong alignment and benefit to the Tourism and Hospitality sector and has been recommended for support.
11. A summary of the application and the assessment panel recommendation rationale is included in **Attachment A**.

Consultation

12. Nil.

Decision Implications

13. A City representative will negotiate sponsorship benefits with the Applicant in line with sponsorship funding amounts, once approved by Council. The Applicant will be required to provide significant benefits in recognition of the City's support.
14. Successful applicants will be required to submit an acquittal report within three months of project completion. Acquittal reports must demonstrate how the City's sponsorship funding supported projects or initiatives within the City of Perth local government area and demonstrate direct impact on the City of Perth meeting its aspirations of Liveable, Sustainable and Prosperous.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	Prosperous
Related Documents (Issue Specific Strategies and Plans):	Economic Development Strategy 2025-28

Legislation, Delegation of Authority and Policy	
Legislation:	Regulation 12 of the <i>Local Government (Financial Management) Regulations 1996</i> - payments from municipal fund or trust fund, restrictions on.
Authority of Council/CEO:	Council Policy 4.3 Outgoing Sponsorship and Grants directs that any sponsorship application for more than \$20,000 or from a funding round be considered by Council.
Policy:	Council Policy 4.3. Outgoing Sponsorship and Grants directs that there be a consistent and transparent assessment process and criteria to guide recommendations to Council. An eligibility check has been conducted on all applications to ensure they are compliant with the Policy and the necessary assessment process has been followed.

Financial Implications

15. The financial implications of the recommendation(s) are accommodated within the existing budget.

Account Number	1066-100-50-10095-7901	Operating
Account Description	Economic Development Sponsorship	
Total Program Budget	\$650,000	
Committed Funds	\$430,800	
Budget Available	\$219,200	
Budget – This report	\$40,000	
Remaining Budget	\$179,200	
Budget Impact	Accommodation in 2025/26 budget	

Further Information

16. Questions and Responses forming part of the Agenda Briefing Session on 11 November 2025 are as follows:

	Question	Response
1.	Can Administration outline how this project aligns with the City’s Economic Development objectives?	<p>The first objective in the Economic Development Strategy 2025-28 is ‘Being even more engaging and appealing to existing and prospective City businesses, investors and people to the city (workers, residents, students and visitors)’.</p> <p>The fourth objective is ‘Having a clear point of differentiation from domestic and international competing centers. So domestically that would be competing centers such as Karrinyup or Innaloo for example.’</p> <p>Furthermore, the ED Strategy 2025-28 identifies tourism as a key growth sector to help diversify the economy.</p> <p>Tourism WA publishes the annual “Visitor Experience & Expectations Research (VEER)” which asks holiday-visitors to/within Western Australia about their interest, experiences and satisfaction with their overall experience.</p> <p>In the latest VEER 2024-25 summary, TWA reports: “Four in five visitors (82%) would be interested an authentic Indigenous tourism experience. However, just a quarter (24%) of visitors participated in Aboriginal tourism</p>

		<p>during their WA holiday due to limited supply.</p> <p>Therefore, the data strongly suggests unmet demand from tourists for and Indigenous tourism experience, if more were available.</p>
2.	<p>How will this initiative directly support Aboriginal-led businesses, and what specific outcomes are expected? Does it align with or duplicate any existing Aboriginal tourism programs in Perth or across WA?</p>	<p>WAITOC is the peak member body representing over 200 Aboriginal-owned and operated tourism businesses. They support their members by delivering industry development programs, marketing campaigns and capability building programs.</p> <p>This project is part of its 'capability building program'. There are expected to be 6 participating businesses that each receive 50 hours of individual mentoring, coaching and support both in person and online with an experienced tourism professional and industry advisor business mentoring, as well as access to \$11,000 (from WAITOC) for extra training, memberships and resources to improve business operations (e.g. social media training).</p> <p>The program aims to ensure there is a pipeline of Aboriginal tourism experiences being developed to cater for the Aboriginal Cultural Centre planned for Perth in coming years.</p> <p>The Perth Aboriginal Tourism Accelerator Program complements the existing Aboriginal Tourism Accelerator (ATA) program delivered in regional Western Australia by WAITOC.</p>
3.	<p>How will Administration verify that the outcomes directly benefit the City of Perth local government area, given Aboriginal tourism activities may extend beyond our boundaries?</p>	<p>This was discussed in depth by the panel at the time of assessment. Some of the activities will take place outside of the city of Perth, but due to cultural guidelines and permissions to share stories of country, it's not always possible for businesses to only operate within the city of Perth local government boundaries.</p> <p>However, we did have the conversation with WAITOC as the applicant and they have committed that their expressions of interest to businesses would be clear and encourage businesses to concentrate as much of their</p>

		<p>activity within the city's boundaries as possible. Based on comparable projects it has delivered to date, WAITOC projects 19 new jobs will be created as participating businesses improve capabilities and attract more customers (local and international tourists).</p> <p>As usual, agreed outcomes will be negotiated and detailed in the sponsorship agreement with performance reviewed as part of the acquittal process. Additionally, WAITOC will provide quarterly reporting to the City on each participating business.</p>
4.	<p>What process does the City follow if a recipient does not meet the agreed deliverables within the sponsorship period?</p>	<p>All applicants are required to submit an acquittal report within three months of the end of the project, detailing the outcomes achieved and reporting on the agreed deliverables of the agreement. City Officers undertake a review of all acquittals to ensure requirements have been met. A milestone payment will be retained until the satisfactory completion of the acquittal report. In the situation where an applicant meets the agreed deliverables (e.g. delivers the program as specified) but falls short on performance indicators, this is noted and will be considered by future assessment panels.</p> <p>In the situation where an applicant does not adhere to the purpose of the agreement, the City may seek to recoup funds and/or withhold the final milestone.</p> <p>Additional context: iterations of this program have previously been supported by the City in 2019 and 2021. This is the first time the program is returning to the City of Perth since 2021.</p> <p>Many Aboriginal tourism operators who participated in earlier iterations are still operating today and maintain working relationships with City through other programs, such as the Boorloo Heritage Festival.</p>

5.	Can you confirm the total remaining balance of the Economic Development Sponsorship budget after this proposed \$40,000 allocation?	<p>The full table of Financial Implications shown on page 156 of 187 of the agenda were correct at time of publication.</p> <p>That table states that, if this sponsorship request is approved by Council for recommended \$40,000, there will be \$206,200 remaining in the Economic Development Sponsorship budget.</p> <p>Since the time of the agenda publication, the CEO has approved two grants under Delegated Authority based on the E&A Alliance:</p> <ul style="list-style-type: none">• \$15,000 for 'She Codes' event at Spacecubed.• \$12,000 for 40under40 Business News Awards.• Total of \$27,000. <p>Therefore, the up-to-date remaining budget for the Economic Development Sponsorship budget is \$179,200.</p>
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17. Chief Executive Officer Reports

17.1 Policy Review - Council Policy 4.6 Honorary Awards

Responsible Officer	Peta Mabbs – Executive Director Governance and Strategy
Voting Requirements	Simple Majority
Attachments	Attachment 17.1A – Council Policy 4.6 Honorary Awards - Proposed Amendments ↓ Attachment 17.1B – Council Policy 4.6 Honorary Awards (Current) ↓

Purpose

To present the scheduled review of Council Policy *4.6 Honorary Awards*.

Recommendation

That Council:

1. ADOPTS amended policy *4.6 Honorary Awards* as shown in Attachment 17.1A, with red text for removal and green text for insertion.
 2. APPROVES minor typographical amendments, where the materiality of the policy is not affected, and placing the policy in future new templates may be made to improve the presentation and/or make corrections.
-

Background

1. Council Policy *4.6 Honorary Awards* has a review date aligned with the local government ordinary election.
2. A major review of policy relating to honours and recognition, which included the revocation of the below polices, was undertaken in 2021.
 - CP 1.10 - Freeman of the City
 - CP 1.11 - Freedom of Entry
 - CP 1.12 - Keys to the City, and
 - CP 1.13 - Honorary Citizenship
3. Council adopted Council Policy *4.6 Honorary Awards* on 6 July 2021.
4. A minor review was undertaken in November 2022 to support its review date being aligned with local government election processes. This allows, where possible, a new Council to endorse Elected Member related policies shortly after they are elected.

Discussion

5. The provisions of Council Policy *4.6 Honorary Awards* are still considered to be current and appropriate.
6. Recommended amendments are for the purpose of providing further clarity of the policy intent.
7. The *Local Government Act 1995* does not require a local government to have a policy relating to honorary awards, however it is common practise for capital cities and other local governments to bestow honours.

Consultation

8. Feedback was sought from Elected Members.
9. Two responses were received. Cr Gobbert provided feedback raising the type of Council decision required ie simple, absolute majority. This has been addressed in the policy.
10. Cr Lezer raised the issue that the policy does not discuss the future exercising of the Freedom of Entry and suggested changes to clause 14 to capture this intent. This has now been reflected in the revised amended policy.

Decision Implications

11. If Council supports the recommendation, there are no significant implications as the suggested changes have been included to provide clarity on the current practices.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City
Related Documents (Issue Specific Strategies and Plans):	Nil

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.

Authority of Council/CEO:	Section 2.7(2)(b) of the Local Government Act 1995.
Policy:	Nil.

Financial Implications

Nil.

Further Information

12. Nil.

17.2 Review of Council Policy 2.8 Acting and Temporary Chief Executive Officer

Responsible Officer	Peta Mabbs – Executive Director Governance and Strategy
Voting Requirements	Absolute Majority
Attachments	Attachment 17.2A – Attachment 1 - Council Policy 2.8 Acting and Temporary Chief Executive Officer (Proposed) ↓ Attachment 17.2B – Attachment 2 - Current Council Policy 2.8 Acting and Temporary Chief Executive Officer ↓ Attachment 17.2C – Attachment 3 - Proposed Council Policy 2.8 Acting and Temporary Chief Executive Officer (clean copy) ↓

Purpose

To present the scheduled review of Council Policy 2.8 Acting and Temporary Chief Executive Officer.

Recommendation

That Council:

1. ADOPTS amended policy 2.8 Acting and Temporary Chief Executive Officer as shown in Attachment 17.2A, with red text for removal and green text for insertion.
 2. APPROVES minor typographical amendments, where the materiality of the policy is not affected, and placing the policy in future new templates may be made to improve the presentation and/or make corrections.
-

Background

1. The position of CEO is of critical importance to the organisation. The requirement for a policy acknowledges this significance.
2. The policy was initially adopted in February 2010 and a number of amendments have made to the policy document over time to ensure compliance with the *Local Government Act 1995*.
3. It is a requirement under section 5.39C of the *Local Government Act 1995*, that a local government must prepare and adopt by absolute majority, a policy that sets out the process to be followed by the City in relation to the employment of a person in the position of CEO for a term not exceeding 1 year; and the appointment of an employee to act in the position of CEO for a term not exceeding 1 year. Any employment of a Temporary CEO must be undertaken consistent with the Model Standards.

Discussion

4. The policy is required under legislation and the provisions remain current and are deemed appropriate.
5. Recommended amendments are for the purpose of providing clarity to the policy.
6. An amendment to the policy requires an absolute majority of Council.
7. Amendment has not been made to make provision for periods of unexpected leave or vacancy in the role. This refers to periods of leave that are unexpected due to incapacitation or unforeseen circumstances, and the CEO is unable to make an appointment of a suitably qualified person to act as CEO. Currently, if such a situation were to arise, Council would be required to make the appointment. Council may wish to consider at a later date, the inclusion of an amendment dealing with such periods of leave that either appoints an officer who would make the appointment in the CEO's absence; or make provision for a line of succession from the General Managers.
8. It is requested that Council consider the proposed amendments to the policy, and if satisfied resolve by absolute majority to make the amendments.

Consultation

9. Feedback has been sought from Elected Members under cover of a CIBN dated 20 October.
10. A response was received from Cr Lezer raising the critically of the position of CEO; and clarification of clause 3 of the proposed policy around the process of identifying suitable candidates to the position of a temporary CEO. Advice was provided that the Model Standards for CEO Recruitment, Performance and Termination addresses this requirement. The report has been amended to acknowledge this feedback.

Decision Implications

11. Should Council resolve to make the proposed amendments to the policy, there are no significant implications as the amendments provide clarity to the current policy provisions.

Strategic, Legislative and Policy Implications

Strategy	
Strategic Pillar (Objective)	A Well-Governed City
Related Documents (Issue Specific Strategies and Plans):	Nil.

Legislation, Delegation of Authority and Policy	
Legislation:	Section 5.39C <i>Local Government Act 1995</i> .
Authority of Council/CEO:	Section 2.7(2)(b)
Policy:	Nil.

Financial Implications

Nil.

Further Information

12. Nil.

18. Committee Reports

Nil.

19. Motions of which Previous Notice has been Given

19.1 Notice of Motion - Street Parking Fee Waiver Voucher Program

The following Notice of Motion was submitted in accordance with clause 4.12 of the *Standing Orders Local Law 2009*.

Councillor	Councillor Liam Gobbert
Date Received	12 August 2025
Motion	<p>That Council <u>REQUESTS</u> the Chief Executive Officer to:</p> <ol style="list-style-type: none"> 1. investigate the establishment of a ‘Street Parking Fee Waiver Voucher Program’ to support residential property owners and tenants in providing parking for tradespeople. 2. present to Elected Members, as part of the 2026/27 Annual Budget process, an overview of: <ol style="list-style-type: none"> a. cost implications. b. integration with City systems. c. an application process. d. eligibility criteria.
Reasons Provided	<p>There are a variety of single and multi-unit dwelling typologies across the City’s district, however, not all residential properties have service and/or visitor bays, and where they are provided, they can often be in high use. For residents that do not have access to these parking areas, tradespeople needing to access residential properties to undertake maintenance works are required to park on or off-street whereby incurring additional service charges which are often passed on to residents. Where residents need to undertake more lengthy or substantial works, this may necessitate arranging a car bay for tradespeople for whole or half days at-cost. It is with this in mind that I propose the City to investigate a Street Parking Fee Waiver Voucher Program to make it easier for people to live in the city.</p> <p>The current Schedule of Fees and Charges (Reserve or Pay for a Street Parking Bay City of Perth) sets out the following costs to reserve an on-street parking bay:</p> <ul style="list-style-type: none"> • The daily rate is \$77 for each bay, Monday to Saturday. • The half-daily rate is \$38.50 for each bay, Monday to Saturday. • \$38.50 flat rate for each bay on a Sunday. <p>Similar to the voucher system that exists for services in other jurisdictions such as the bulk waste collection services at the City of Joondalup (Bulk waste disposal (verge) City of Joondalup) and the WA Government’s KidSport Program (KidSport CITS), the intent of the motion is to provide for a process where residents can access an entitlement to a set number of vouchers each financial year to enable</p>

tradespeople to carry out works to established residential properties without needing to incur the cost of parking.

Considering the potential for foregone revenue, it is appropriate for Elected Members to discuss this initiative in the context of the Annual Budget process, and so this motion requests the CEO to present this information for discussion.

It is important to ensure a voucher program can be integrated with City systems – This will require some work to ensure Elected Members are fully informed before any implementation and so it is requested through this motion for the CEO to undertake investigative work and to report back to Elected Members as part of the Annual Budget process with what would be required administratively.

A Street Parking Fee Waiver Voucher Program would provide ratepayers with some certainty knowing that they are going to be able to arrange a tradesperson to visit their property for basic maintenance jobs and make it easier for people to live in the city.

Administration Response to Notice of Motion

Responsible Officer	Steve Holden – General Manager Commercial Services
Voting Requirements	Simple Majority
Attachments	Nil.

Discussion

1. This Notice of Motion: Street Parking Fee Waiver Voucher Program – was initially presented to Council at the 26 August Ordinary Council Meeting. At that meeting, council deferred consideration to the Ordinary Council Meeting scheduled for 18 November 2025 (this meeting).
2. This Notice of Motion is not supported.
3. The proposed Street Parking Fee Waiver Voucher Program would require procurement of an appropriate system, additional resourcing (currently estimated at 4 to 7 additional FTE), and potential foregone revenue to the City.
4. Street parking bay reservations are currently based on a fee for service model which can be initiated by anyone and therefore a booking is not attached to a ratepayers street address.
5. The City processed 184 applications in 2024/25 for single full-day and half-day bay reservations. Applying the current fee schedule, the total annual revenue from these applications was \$10,780 (96 full day bookings and 88 half day bookings).
6. This could grow to 24,000 bookings if approximately half of all residents took up the offer and were provided with 3 vouchers, resulting in a waiver of \$1.8M in associated fees.
7. Bay reservations are labour intensive as it requires an officer to attend on site to install hoods over signs and meters and/or place cones in the reserved bay(s). Following the end of the reservation, an officer has to re-attend site to remove any hoods and cones so that the bay(s) can revert to public use.
8. The City does not currently have a system to book, track, and manage the proposed Voucher Program, as it would need to link back to residential addresses. There are also no plans to purchase a suitable system at this time.
9. Elected Members were presented with the opportunity to discuss this Notice of Motion at the Elected Member Engagement Session held on 3 November 2025.

Decision Implications

10. If Council adopts the Street Parking Fee Waiver Voucher Program, we anticipate that demand for the bay reservation voucher program would increase to a level requiring permanent, dedicated additional resourcing of up to 7FTE. Furthermore, as there is currently no system in place to support the implementation, the City would also need to purchase a dedicated system.
11. The City would also potentially forgo the associated revenue of up to \$1.8M based on a 50% take up by residents (3 vouchers per resident).
12. If the City was to offer any sort of program, it maybe be reasonable to expect this is extended to all ratepayers including businesses and thereby creating broader implications.

Strategic, Legislative and Policy Implications

Strategic Community Plan	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	Strategic Community Plan: This proposal seeks to make the City more liveable for residents by providing a free solution for visiting tradespeople to access reserved parking bays.

Legislation, Delegation of Authority and Policy	
Legislation:	Nil.
Authority of Council/CEO:	Due to the potential reoccurring annual cost of the proposal and revenue impacts this matter needs to be considered by Council.
Policy:	CP 1.3 Kerbside Parking. On street parking facilitates vehicle access to and within the City. As the City grows, scarce kerbside space that is currently used for on street parking may require to be re-allocated to accommodate a mix of uses including sustainable transport infrastructure, alfresco dining space, street trees, and servicing for businesses.

Financial Implications

13. Unknown at this time until fully investigated.

Further Information

14. Questions and Responses forming part of the Agenda Briefing Session on 11 November 2025 are as follows:

Question	Response
1. Point 11- Can we please understand the total cost to the rate payers of 4-7 FTE?	The costs of employing an additional four full time staff is approximately \$375k rising to \$658k for seven full time staff.
2. Could Administration please confirm: <ul style="list-style-type: none"> The report does not provide evidence that this issue has been raised by residents. Has Administration received any complaints—formal or informal—regarding this matter? If so, could details be provided on the volume and nature of these complaints? 	The Administration is not aware of any complaints received on this matter.
3. I note that current on-street parking fees are around \$77 per full day (\$38.50 half-day),	<ul style="list-style-type: none"> The value of fees waived can only be estimated based on the potential take

<p>meaning the City could potentially lose significant revenue if vouchers were widely used.</p> <p>Could Administration please clarify:</p> <p>Would the City lose revenue if this program were adopted, and if so, by how much?</p>	<p>up rate. Assuming that each rateable residential address is provided 3 vouchers per annum then if there is a 20% take up rate the value of the fees waived is approximately \$740k per annum rising to \$1.85M if there is a 50% take up. These calculations do not include the cost to resource the service or to procure a new booking system.</p> <ul style="list-style-type: none"> • The Administration estimates that there would be approximately 50-60 hours of internal staff time to investigate and develop the feasibility for further review. • As above, the Administration that there would be 50-60 hours of internal staff time to investigate and develop the feasibility.
<p>4. Many residents live on streets with parking restrictions (such as permit or “no stopping” zones) where vouchers would not apply. For example, my building alone has over 450 fully utilised car bays across six underground levels.</p> <p>Could Administration please advise:</p> <p>How does the City plan to manage potential complaints or dissatisfaction from residents unable to use the voucher scheme due to these restrictions?</p>	<p>As per the current bay reservation scheme, the applicant is encouraged to book a standard parking bay but where an ACROD bay and/or a Taxi Bay is requested it will be considered on a case by case basis, noting a replacement bay is typically required. No stopping zones wouldn't be included in the scheme. The proposed feasibility would consider this in more detail.</p>
<p>5. I note that traders already charge premiums for City-based jobs. From experience in building and facilities management since 2018, I've seen that access issues and higher costs are common for City properties, meaning residents already pay a premium for City living.</p> <p>Could Administration please clarify:</p> <p>Has any analysis been undertaken to determine whether the proposed benefit to residents would be significant, compared to the existing premiums already charged by service providers for City access?</p>	<p>No analysis has been carried out to understand how the proposed Street Parking Fee Waiver Voucher Program would impact on the cost of engaging the contractor to the customer.</p>

6. We had some mention there around take up rates of up to 50%. I'm just wondering with our existing residential street permits can we get a indication of what the take up rate for the number of dwellings on those streets are?
To clarify that with that taken on notice, it would be helpful to get a percentage figure and potentially a breakdown of different streets and different zones.

See table below

Resident Permit Areas	Residential Properties	Parking Bay Numbers	Permit Applicants	Permit Uptake %	Total Permits	Ratio Permits vs Bays
Area 1 East Perth Stadium *	1025	670	526	51%	750	112%
Area 2 City Exclusion Zone	6503	1555	2	0%	6	0%
Area 3 Boans Warehouse	263	190	100	38%	108	57%
Area 4 West Perth Exclusion Zone	1992	1918	17	1%	19	1%
Area 5 Mount Street	446	164	126	28%	129	79%
Area 6 Terrace Rd	1145	215	58	5%	59	27%
Area 7 Goderich & Forrest	522	147	171	33%	171	116%
Area 8 Wickham	732	253	196	27%	205	81%
Area 9 Northbridge Exclusion Zone	1661	1262	1	0%	28	2%
Area 11 Crawley	361	127	46	13%	47	37%
Area 13 Park Avenue **	0	43	2		2	5%
Area 14 Hampden Rd	506	218				
Area 15 Broadway	136	215				
Area 16 Fairway	371	198				
Area 17 Princess Rd	336	46				
Nedlands Crawley	1349	677	148	11%	148	22%
Total	15999	7221	1393	9%	1672	23%

***Residents can apply for upto 3 permits each**
****Park Avenue supports College locations with boarding arrangements 10 permits per college**

19.2 Notice of Motion – Appointments and Nominations to Council Committees and External Bodies

The following Notice of Motion was submitted in accordance with clause 4.12 of the *Standing Orders Local Law 2009*.

Councillor	Councillor David Goncalves																	
Date Received	11 November 2025																	
Motion	<p>Purpose</p> <p>For Council to:</p> <ol style="list-style-type: none"> 1. Appoint Elected Members and Independent Members to Council Committees 2. Nominate Elected Members for ministerial appointment on external bodies <p>Recommendation</p> <p>That Council:</p> <ol style="list-style-type: none"> 1. <u>APPOINTS</u> the following additional elected members as members and/or deputy members of the committees as listed: <ol style="list-style-type: none"> a. Audit, Risk and Improvement Committee <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Member</th> <th>Term Expiry</th> </tr> </thead> <tbody> <tr> <td>Councillor.....</td> <td>16 October 2027</td> </tr> <tr> <td>Councillor.....</td> <td>16 October 2027</td> </tr> </tbody> </table> 2. <u>APPOINTS</u> the following elected members as members and/or deputy members of the committees and external groups as listed: <ol style="list-style-type: none"> a. Catalina Regional Council <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Member</th> <th>Term Expiry</th> </tr> </thead> <tbody> <tr> <td>Councillor</td> <td>16 October 2027</td> </tr> <tr> <td>Deputy Member</td> <td>Term Expiry</td> </tr> <tr> <td>Councillor</td> <td>16 October 2027</td> </tr> </tbody> </table> 3. <u>NOMINATES</u> the additional elected members for consideration of the Minister to appoint as members and alternate members of the external groups as listed: <ol style="list-style-type: none"> a. Library Board of Western Australia <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 100%;">Member (<i>1 will be appointed by the Minister</i>)</th> </tr> </thead> <tbody> <tr> <td>Councillor ...</td> </tr> <tr> <td>Councillor ...</td> </tr> </tbody> </table> 4. <u>AMENDS</u> the Committee, Sessions and External Bodies Register as provided as Attachment 1 in order to update any changes to committees and to update the Audit, Risk and Improvement Committee Terms of Reference to reflect the additional two council members. 	Member	Term Expiry	Councillor.....	16 October 2027	Councillor.....	16 October 2027	Member	Term Expiry	Councillor	16 October 2027	Deputy Member	Term Expiry	Councillor	16 October 2027	Member (<i>1 will be appointed by the Minister</i>)	Councillor ...	Councillor ...
Member	Term Expiry																	
Councillor.....	16 October 2027																	
Councillor.....	16 October 2027																	
Member	Term Expiry																	
Councillor	16 October 2027																	
Deputy Member	Term Expiry																	
Councillor	16 October 2027																	
Member (<i>1 will be appointed by the Minister</i>)																		
Councillor ...																		
Councillor ...																		

**Reasons
Provided**

At the Special General Meeting held on 28 October 2025, Council resolved to make a number of appointments.

Some detail and further context in making additional internal and external appointments were not included in the original decision making and resolution and are now presented for consideration.

Background

1. The *Local Government Act 1995* (the Act) enables Councils to form committees to assist with its functions. Committee members can include elected members, employees, and members of the public. Committees can operate with delegated decision-making powers or solely on an advisory basis.
2. There are currently two committees of Council: the CEO Performance Review Committee (CEOPR Committee) and the Audit, Risk and Improvement Committee (ARIC). Neither of these committees have delegated decision making powers on behalf of Council.
3. Elected Members also represent the City on a range of external bodies including Regional Local Governments (Catalina Regional Council), Statutory Bodies and Non-Statutory Groups.
4. Following the Local Government Ordinary Election on 18 October 2025 (the Election), consideration needs to be given to appointing and nominating elected members to City committees and external bodies to represent the City.
5. The Act requires that all appointments to committees of Council must fall vacant at the next ensuing election day, with new appointments to be made after the Election.
6. At the Special General Meeting held on 28 October 2025, Council resolved to make a number of appointments. Some detail and further context in making additional internal and external appointments were not included in the original decision making and resolution and are now presented for consideration.
7. Committees
 - a. Library Board of Western Australia
 - i. The current City of Perth representative was appointed to the Library Board on 3 July 2022 for a term of 4 years. The current representative's term does not end should their term as Councillor end. As such, the current representative will continue as City of Perth representative until 3 July 2026.
 - ii. Recent correspondence from the Board indicates that nominations will be required in early 2026, with a short submission timeframe. To ensure timely preparation for the upcoming appointment process, it is considered prudent for Council to nominate three (3) elected members for the Minister's consideration following the expiry of the current term.
 - b. ARIC
 - i. The ARIC is formed in accordance with Section 5.8 and 7.1A of the Act.
 - ii. The ToR for the ARIC was last reviewed at Council's May 2025 Ordinary Council meeting. A marked up version of the current ToR showing changes is provided within Attachment A. A table of amendments is provided at Attachment B which explains the proposed changes to the

ToR.

- iii. Council is also required to appoint the presiding and deputy presiding members. In light of upcoming local government reforms requiring these roles to be held by independent members, it is recommended that Council proactively appoint them accordingly
- iv. The growing complexity of audit, risk, and compliance matters requires broader oversight and continuity. Increasing the Audit and Risk Committee by two Councillors will strengthen governance capacity, ensure quorum during absences or conflicts of interest, and bring a wider range of skills and perspectives.
- v. This adjustment supports more effective scrutiny of audit findings, risk management, and financial oversight, enhancing accountability and public confidence in Council's governance.

Administration Response to Notice of Motion

Responsible Officer	Michelle Reynolds – Chief Executive Officer
Voting Requirements	Absolute Majority
Attachments	Nil.

Discussion

SUMMARY

1. The Administration **does not support** this Notice of Motion. The Administration considers it lacks important clarity and detail. Further, without complete consultation and transparency in decision making, reputational risk, including as it relates to the perception of good government and effective functioning of Council, may result.

BACKGROUND

2. On the **22 October 2025** the Lord Mayor advised the Administration that he would coordinate elected member expressions of interest and nominations for committees and external bodies. On the **23 October 2025** the Administration sent an email to elected members asking for expressions of interest and preferences to be provided to the Lord Mayor.
3. The Agenda for the Special Council Meeting was distributed on the **24 October 2025**. This included a recommendation to Council that listed all vacancies for Committees, Sessions and External Bodies. The report also included a recommended process for appointment whereby elected members would indicate their nominations for each category in the Chamber.
4. On the **28 October 2025** the Lord Mayor presented an alternative motion that included elected member names inserted into the recommendation. This was distributed at late notice to elected members via email and a copy was also placed on each of their desks in the Chamber.
5. At the Special Council Meeting of the **28 October 2025**, the Lord Mayor moved his alternate recommendation. This effectively removed the administration's recommendation. Council subsequently adopted the nominations and appointments as recommended by the Lord Mayor.
6. The CEO's role (under the *Local Government Act 1995*) includes the responsibility that she implements the decisions of Council. The expectation is that this will be done in an efficient and timely manner.
7. The Administration implemented the decision of Council regarding committees shortly after the meeting of the **28 October 2025**. Relevant groups and external bodies have already been informed of the new membership or nominations for appointment.
8. With respect to this Notice of Motion, the CEO's advice has not been sought. The CEO was advised that appointment of members to committees and other groups was separate from the realm of the administration.
9. The *Local Government Act 1995* (section 5.41(3)) requires that the CEO, as Council's principal advisor, provide advice and information to Council to enable informed and timely decision making. This responsibility does not derogate the role of Council to make decisions on any matter.
10. Good decision-making in local government involves a combination of following legal and administrative principles, engaging the community, and adopting a transparent, data-driven, and collaborative approach.

11. A decision of a local government to revoke or change an earlier decision may have serious implications (including exposure to legal action), particularly where the original decision has been implemented, or already communicated to individual appointees or nominees.

Decision Implications

Administration response to the first recommendation included in the Notice of Motion

“That Council APPOINTS the following additional elected members as members and/or deputy members of the committees as listed:

a. Audit, Risk and Improvement Committee (ARI Committee)

<i>Member</i>	<i>Term Expiry</i>
<i>Councillor.....</i>	<i>16 October 2027</i>
<i>Councillor.....</i>	<i>16 October 2027</i>

12. DLM Goncalves included the below statement in the background to his notice of motion:
- “The growing complexity of audit, risk, and compliance matters requires broader oversight and continuity. Increasing the Audit and Risk Committee by two Councillors will strengthen governance capacity, ensure quorum during absences or conflicts of interest, and bring a wider range of skills and perspectives.*
- This adjustment supports more effective scrutiny of audit findings, risk management, and financial oversight, enhancing accountability and public confidence in Council’s governance.”*
13. The *Western Australian Public Sector Audit Committees – Better Practice Guide*, issued by **Auditor General of Western Australia** in 2020, states that *“for entities with boards/councils, the audit committee acts as a subcommittee and is not the entire board/council. **We recommend a maximum of 5 members.**”*
14. The City of Perth Audit Risk and Improvement Committee (ARIC) Terms of Reference provide that its membership should be comprised of a maximum of six (6) members of which two (2) must be independent.
15. Recent amendments to the *Local Government Act 1995* and Regulations relating to the appointment of an independent presiding member for local government ARIC committees are intended to increase community confidence in a local government’s financial and risk management.
16. The City has appointed independent members to the Audit, Risk and Improvement Committee who are of the highest calibre. The Presiding Member of the Audit, Risk and Improvement Committee is the **former Auditor General of the State of WA**, the Deputy Presiding member is the **former CEO of the Local Government Insurance Service (LGIS)**.
17. The four elected members currently appointed to the City’s ARIC have competency in business, community, property and government. Between them they have over 80 years’ experience. The Auditor General’s office has on numerous occasions commented on the competency of the City’s Audit, Risk and Improvement Committee.
18. The Independent members of the ARIC **HAVE NOT** been consulted in the development of this notice of motion or of the intention to increase the membership of the ARIC.
19. All elected members are provided with agendas and minutes for all ARIC meetings and **can attend** those meetings. With the approval of the presiding officer, non-committee members can contribute during a meeting.

20. The ARIC has no decision-making capacity, meaning that Council oversees the ARIC by making decisions on the recommendations of the committee. Reports are submitted to Council for final decision.
21. The current number of four elected members and two independent members provides sound governance, with Council retaining five elected members who are independent of the ARIC meeting and so can provide the forum for review of the recommendations being made by the ARIC. This is consistent with the intentions set out in the ***Western Australian Public Sector Audit Committees – Better Practice Guide***.
22. There is **no evidence** over the last five years of this committee that loss of quorum, absences or conflicts of interest have presented. If they did present, they would be dealt with under the City’s standing orders local law and the *Local Government Act 1995*. Increasing the size of a committee to assist with quorum considerations is not a solution or process recommended by either.
23. In the interests of good government and the effective functioning of Council, the Administration **does not support** this recommendation.

Response to the second recommendation included in the Notice of Motion

“That Council, APPOINTS the following elected members as members and/or deputy members of the committees and external groups as listed:

a. Catalina Regional Council

<i>Member</i>	<i>Term Expiry</i>
<i>Councillor.....</i>	<i>16 October 2027</i>
<i>Deputy Member</i>	<i>Term Expiry</i>
<i>Councillor.....</i>	<i>16 October 2027</i>

24. Under Section 6.2 of the establishment agreement for the CRC (previously known as Tamala Park) the only way in which Council can change its membership of the Catalina Regional Council is:
 - Following the next ordinary election (October 2027) when membership terms end
 - If the member/deputy member ceases being a City of Perth Councillor
 - If the member/deputy member resign their position on the CRC
 - If the Council terminates the members appointment
25. Cr Doshi and DLM Goncalves were appointed by Council on the 28 October 2025 (as recommended by the Lord Mayor in his alternate recommendation) as member and deputy member (respectively) to the CRC. Their term of office ends on the 16 October 2027. This has already been communicated to Catalina Regional Council.
26. For Council to change the existing membership, the CRC Council must terminate the membership of its existing representative/s.

“6.2 Tenure of members of the TPRC Council

A member of the TPRC Council is to hold office until:

- (a) *The Friday before the ordinary local government elections, currently held every 2 years in May, or at such other time as may be prescribed for the ordinary local government elections by the Act (local government elections), after the Operative Date;*
- (b) *The member's office, as a member of the council of the Participant, becomes vacant; or*
- (c) *The member's appointment is terminated by the Participant,*
- (d) *Whichever occurs first."*

27. The current member of the Catalina Regional Council **has not been consulted** in the development of this Notice of Motion or the intention to amend the current membership.
28. In the interests of good government and the effective functioning of Council, the Administration **does not support** this recommendation.

Response to the third recommendation included in the Notice of Motion

"That Council NOMINATES the additional elected members for consideration of the Minister to appoint as members and alternate members of the external groups as listed:

a. Library Board of Western Australia

<i>Member (1 will be appointed by the Minister)</i>
<i>Councillor.....</i>
<i>Councillor.....</i>

29. No written explanation has been provided by DLM Goncalves in this notice of motion in relation to the addition of two elected members to join Councillor Lisa Ma to be nominated for consideration by the Minister for membership of the Library Board of Western Australia.
30. The Administration understands Councillor Ma specifically requested that Council nominate her to the Library Board of Western Australia. It is unclear if any other elected member has expressed an interest in being nominated for membership to the Library Board.
31. DLM Goncalves advised verbally that it is essential that three names be nominated, and that this information was not provided by the Administration. In addition, he included the following statement in the background to this notice of motion:
- "6. At the Special General Meeting held on 28 October 2025, Council resolved to make a number of appointments. Some detail and further context in making additional internal and external appointments were not included in the original decision making and resolution and are now presented for consideration."*
32. The relevant agenda paper provided to the Special Council Meeting of **28 October 2025** the Administration recommended three elected members be nominated for consideration for appointment by the Minister. The final decision made by Council at the Special Council Meeting was consistent with **the recommendation of the Lord Mayor, not that of the Administration.**
33. When Council last nominated membership for this board, Council decided to nominate only one elected member. This elected member was subsequently appointed by the Minister without any apparent negative impact or delays in appointment.

34. In the interests of good government and the effective functioning of Council, the Administration **does not support** this recommendation.

Conclusion

35. The Administration will not provide an alternative or proposed amendment to this Notice of Motion for Council's consideration as **it is not supported**. The administration does not believe that this motion is in the interests of good government and the effective functioning of Council.

Strategic, Legislative and Policy Implications

Strategic Community Plan	
Strategic Pillar (Objective)	Liveable
Related Documents (Issue Specific Strategies and Plans):	Nil

Legislation, Delegation of Authority and Policy	
Legislation:	Local Government Act 1995
Authority of Council/CEO:	Council
Policy:	Nil

Financial Implications

36. Nil.

Further Information

37. Nil.

20. Matters for which the meeting may be closed

In accordance with Section 5.23(2)(a) of the Local Government Act 1995, the following Item 20.1 and its attachments are confidential.

20.1 Dedicated City Grants Officer

Responsible Officer	Peta Mabbs – Executive Director Governance and Strategy
Voting Requirements	Absolute Majority
Attachments	Nil.

In accordance with Section 5.23(2)(a) of the Local Government Act 1995, the following Item 20.2 and its attachments are confidential.

20.2 CEO Key Performance Indicators Update Report - Q1 2025/26 (1 July - 30 September 2025)

Responsible Officer	Michelle Reynolds – Chief Executive Officer
Voting Requirements	Simple Majority
Attachments	Confidential Attachment 20.2A – CEO Key Performance Indicators for 2025/2026 Confidential Attachment 20.2B – CEO KPI Quarterly Update Report - Q1 2025-26 (1 July - 30 September 2026)

21. Urgent Business

22. Closure