Meeting attachments

Ordinary Meeting of Council

Wednesday, 28 July 2021, 6.00pm

City of Fremantle

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FPOL2106-4 ADOPTION OF THE CITY OF FREMANTLE PARKING LOCAL LAW 2021

Attachment 1 - Community feedback submissions

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Respondent 1

"Pay by phone" zones are difficult for all people to use. Older people don't use phones. Please always provide alternatives for these people, rather than increasing exclusivity.

Respondent 2

"A review of the existing parking local law identified various improvements required to provide better controls and management of parking within the district, whilst also providing more flexibility for patrons." - How does electronic ONLY parking zones provide more flexibility for patrons? It actually marginalizes anyone who wishes to pay by cash or happens to not have their mobile phone with them. Casual visitors to Fremantle will be confronted with less flexible options, not more!!! This seems to be a direct contradiction of the above claim.

Respondent 3

5.18 1b - I believe that you should be able to park your boat trailer or caravan on the verge by your own house provided it is not a traffic hazard. There are many large verges in Fremantle which should be available to be utilised by the owner adjacent.

Respondent 4

I think it is grossly unfair to have extra parking places and spaces for those using apps, worse when they get discounts. I have a residents parking badge and get no such benefits in fact, there are constraints. As a senior I seldom use my mobile for purchases. Charging for M/cycles also seems counter productive; these are much smaller vehicle, hence can fit multiple vehicles in a std bay, more energy efficient, and there are very few roads that have m/c bays, and hence one has to drive around hunting for somewhere to park. When found that are often in very exposed location, and if you ever sat on a sun heated m/c you will know what I mean. Ought the City be encouraging m/c at the expense of cars and trucks? Parking on residential streets, particularly verges and paths, can be troublesome, Hampton rd. is particularly bad, making it difficult for permitted user on path traversing in comfort and safety. I also think we need to review the concept of verge use; verges are part of the road reserve, they are not owned by the adjacent home, made more complex with the growing number of rear battle-axe properties.

Respondent 5

I strongly oppose this. Is council should have a strong business model in place to be generating revenue. Instead we have what may/could/possibly be questionable management. The council should be looking into how financial assets have been and are managed along with a 3rd party independent audit of council assets.

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Respondent 6

Rangers do a thankless job in the heat without much appreciation

Support motorcycle parking in any bay as their bays are limited.

Don't support pay by phone areas as some people don't have technology/data to allow it (eg tourists)

Respondent 7

I have used PayStay a couple of times now and was thrilled to learn I could pay only for the length of time I parked -- so much better than guessing and worrying about under-paying. I would be concerned, though, that some drivers may not use smartphones and/or not use an app to pay. The fee hikes seem somewhat arbitrary. I would encourage any new signage to be unambiguous and clearly posted. Also, whoever wrote this web page needs to learn the difference between "its" and "it's" -- there are several errors.

Respondent 8

Hi, don't agree with the installation of electronic parking. In stills no flexibility and looking at the gradual critique of raft of infringements we appear to heading down the nanny state route without even noticing. Also the motion to double the infringement of No.40 is an avid cyclist.....

Respondent 9

Do not agree that machines will only be for credit cards or Apps only.
The proposed increases are not in line with inflation and not justified as it appears to be a money grab by the council to assist in balancing the budget or making a surplus.

Respondent 10

What is the justification for increasing penalties typically by 18% to 40%? It will affect poor people and people with cognitive impairments or mental disability in a very disproportionate way. In a low inflation environment how can these be justified? And please do not refer to what 'everyone else' does as a moral argument. If current penalties do not discourage intelligent people from parking illegally then I am guessing these increases won't change behaviour a great deal.

Respondent 11

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Parking is already difficult and expensive compared with shopping centres where there is free parking and plenty. Introducing electronic payments is another way of putting people off because of the technology and everyone does not have mobiles. This affects many of the elderly who will have difficulties.

Respondent 12

Increase the fines for inconsiderate / lazy / slovenly parking rather than fees overall i.e. not parking within the boundaries of a parking space as this prevents others from parking and reduces council revenue. The number of times I find this happening where people just don't care about how they park, and have they're bumpers overlapping the adjacent space preventing other from parking. But don't increase fines as many are still affected by covid ....or have higher fines for those driving expensive cars as they can afford it.

Respondent 13

I do not agree with no. 11 of the changes as i do not see trailer parking a problem in the City of Fremantle and I see no harm people parking a trailer without a car attached. On the contrary, a car attached would take up even more parking space.

I do not agree with no. 15 of the changes as anything done on a 'case to case' basis is fuelling individuals getting their 'specials'. I am not aware that the City has ever even enforced this law, i often had cars parked in front of my house for weeks and currently there is one in front of my neighbours which has been there for 5 months. I'd rather the City would enforce the current 24h rule than try to wash it down for 'special' cases.

Respondent 14

Verges
Under clause 5.18(1)(c) there is no provision for any exemptions. "A person must not stop or park a trailer, caravan or boat, that is not attached to a motor vehicle, so that any portion of it is on a verge". Whilst the intent appears to eliminate hazards by storing these objects on verges, there's always an exception which is acceptable to the community. Examples of when exemptions would apply are such as parking unhitched for repairs, preparations for short trips, or loading/ unloading.

Both subclause (1)(a) and (1)(b) have a exemptions, which are quite reasonable expectations of what the law is intending to be applied. An exemption for subclause (1)(c) should be added such as:
"Subclause (1)(c) does not apply to a trailer, caravan or boat when it is being loaded or unloaded, or if repairs are being undertaken by a person who is the owner or occupier of the premises adjacent to the verge, or is authorised by the occupier of those premises to park the trailer, caravan or boat. No portion of the trailer, caravan or boat parked on the verge is to obstruct the passage of any vehicle or person using a carriageway or footpath"

Abandoned Vehicles

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Clause 7.11(c) refers to an abandoned vehicle, however there is no definition of the word abandoned is defined in this proposed local law.
Whilst I think this provides good intentions to removed vehicles that do not appear to be used for some time, there is no clear line for the general public to know what abandoned or not abandoned means. Given the significance of the action taken (infringement notice and/or their vehicle impounded), it is worth defining and being clearer what the intent of this word is meant to imply. Perhaps it might be better to update the term abandoned to abandoned vehicle wreck as per the Local Government Act 1995.

As per section 3.40A (5) of the Act,
Abandoned vehicle wreck means a vehicle:
(i) that is not operational; and
(ii) the owner of which has not been identified by the local government after using all reasonable avenues to do so; and
(iii) that has a value that is less than the prescribed value calculated in the prescribed manner.

As per regulation 29A of the Regulations;
For the purposes of the definition of abandoned vehicle wreck in section 3.40A(5)(c) of the Act:
(i) the prescribed value is $500; and
(ii) the prescribed manner in which that value is to be calculated is that the value is to be based on the local private sale value of a vehicle of the same, or a similar, model, year and condition.

Respondent 15

I would like to see restrictions on leaving your car parked for long periods (months) in high demand areas such as Northbank. People leave their cars in high demand bays for months on end. I have had people park for in front of my house where there are only 2 bays for months. It means my visitors, silver chain etc cannot park. We need a restriction like East Fremantle has so people are not able to abandon their cars indefinitely.

Respondent 16

Hi firstly I don't agree with changing the current parking laws during a pandemic, the council should really be focusing its resources on rebuilding the hardest hit small businesses.
However on the parking fines issue I suggest change the fines to a more compassionate approach and not fine on the first offence or if the ticket such as a 2hr ticket runs out by half an hour. The law should change to reflect a more compassionate and understanding element to society.
Trailers, Boats Caravans, trucks etc pay road registrations just like cars, which allows them to legally park on public roads. I don't agree that the council becomes selective in residential zoned areas.
Maybe if the council wants to consider public parking and fairness they should look at multiple car households using street parking, when even the 1 car bay often not used. And also could

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

consider air bnb developments that remove carbays to add a new airbnb dwelling which increases the reliance on street parking in busy areas.

This is I live on the very small Louisa St in South Freo. One house hold in the street has 3 large cars and a trailer parked on the street every night. Another recently enclosed the double garage to create an Air bnb and now has 3 cars relying on street parking. Another major renovation in the street with a large family extension off the lane way only has not included any additional car bays and still only has one small car bay where again the house hold mostly uses street parking for their 2 cars.
It should not be made law that only cars are allowed to park on the street but rather the number of registered vehicles from the household.

If the council feels a solution is required then I would suggest each household be given permit for 1 registered vehicle a car, boat, trailer, caravan truck etc. But only one per household.

Respondent 17

Will any 1-hour free parking zones be implemented, like other precincts such as Leederville?

Respondent 18

I would like to see a change to the minimum time you can pay for. Used to be able to pay only for 15 minutes parking in a one hour bay which was great for a drop off at the library etc but now car parks and roadside parking has a fee for eg one hour or part thereof which is costly for short trips and annoying. Could we please go back to where we can have a short stay.

Respondent 19

Everybody seems to have a lot of trouble with the phone app payment systems. Tourists and people from outside Fremantle get frustrated when they can't figure out how to use the app and don't have the Wi-Fi can't download the app pay cash should be available.

Respondent 20

Keeping "current parking restrictions" that have come about by issues going to Council Meetings regarding impacting residents affected by opening of business's/restaurants/cafes that parking impacts on the area regarding traffic, noise, safety. Council needs to maintain signage clearly so as when cars are park incorrectly, there is the signage to back it up. My example is "Cafe Lumos", the impact this has had on the residential area which affects directly the local residents.

Respondent 21

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

You want more empty shops and clearly you do, charge more for parking. You should encourage people to come to the city by not fleecing them for parking.
You really think you know more than shopping centre developers.

Respondent 22

Can't you see that the parking fees are helping to kill Freo as a shopping/restaurant centre ? Why would you come to Freo when you have the hassles of paying and finding parking when you can go elsewhere with the sane facilities and have ample and free parking?

Respondent 23

Most of the amendments make sense. However, the proposed changes to verge parking if trailers, caravans and boats is an anomaly. I can understand that for residents in Fremantle where verge sizes are small and parking is at a premium. I live in Hilton and have a trailer, a boat and am considering buying a caravan as ongoing interstate and international travel post COVID19 is an unknown. I keep my verge tidy and have 50m of verge frontage and very limited street parking and onsite parking because we are a corner block. I have had a trailer and boat parked on different aspects of our verge for over 20years without any complaints. These proposed changes would result in me parking my trailer and caravan on the street, causing unnecessary congestion. The verges in Hilton are very wide and provide an excellent opportunity to balance green planting on verges as well as trailer parking. So long as this is done in an orderly and tidy manner, the existing laws are very appropriate. To change the laws will only cause negative ramifications for rate paying residents in my situation.

Respondent 24

Adding free or discounted parking for electric cars would be good as it would encourage electric cars in the community

Respondent 25

New payment methods don't affect me but we do need to ensure that provision is made for those people who either choose to not have a phone, yes the do exist, and those that may only have some coinage due to financial restraints or the necessary decision to eliminate a credit card from their possession. There are many people who need to remove the temptations of credit cards due to the temptation they provide. Not forgetting some people with disabilities or who are elderly find the world of technology confusing and stressful.

There needs to be allowances made for all of these community members, they are far to easily forgotten.

Respondent 26

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

What about a discount on penalties if they are paid on the same day that they are incurred? 10% off for example. With electronic systems/apps it could be winner in parking PR. This is something I came across in the late 1990s in a town in Spain whose economy relied heavily on tourism. We had to shove money into an envelope attached to the penalty notice and then put it into a sort of letter-box, but with an app it would be a breeze today. It made us feel good about paying a parking fine!!

Respondent 27

I would like to comment on the following amendment proposal. "Amendments to allow the City to establish a parking area where the only method of payment for a parking ticket is electronic through a mobile phone app or web browser." I, along with a lot of older people, do not have a smart phone. I do not have the facilities to purchase parking through a web browser. It is already hard enough to park in Fremantle, but now you are going to exclude even more people by getting rid of cash options. This will result in more shoppers moving to Garden City and more hardship for Fremantle businesses. Your goal should be to make it easier to get into Fremantle. This amendment will make it harder for so many people.

Respondent 28

It literally should be illegal for you guys to be wasting your time on this while the city is in such bad shape. Fremantle businesses are crying out for more customers, and you are only putting up more barriers to the city by implementing policies like this. If the council needs revenue, maintain a good business environment so that more businesses and households will be paying rates. Stop trying to fix the councils money problems with an extra $2 at each parking meter/less free parking. Reconsider your approach and your priorities.

Respondent 29

Ensure provision for parking two wheels of a car on a footpath where there is a purpose- built mountable kerb - so long as pedestrian use in still maintained viable - example includes streets where Council trees are planted mid-footpath and Western power poles also - parking not to exceed those restrictions. Note residents have been doing this cooperatively and responsibly for years to avoid rubbish truck etc access problems and reduce risk in some very narrow streets. Otherwise Council to construct indented parking bays to the same effect - preferred solution made to Council but rejected. When (only) one elderly non-car owner resident objected that it would encourage more cars, which is a non-substantiable objection and should have been discounted as incorrect and the road parking alterations proceeded with. as recommended on several occasions and supported by a number of residents. Continued parking of licenced vehicles outside owners residence to not be subject to infringement/penalty.

Respondent 30

Instead of increasing the parking fees, council should allow free parking to attract people back into Fremantle. Perth CBD and many other places allow free parking so should Freo,

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

town is destroyed enough by the current Mayor and the last thing we need is upsetting the last few patrons with an ever increasing fine. I'm one of the battling small businesses remaining and my customers are constant complaining about parking issues and rangers, and council should of never have given away to serona the few car park assets they once owned to instead this could of been an income.
Please do NOT increase fines any more.

Respondent 31

I'm against not using verge for trailers, these are licensed vehicles and take up the same space as a car , parking them on the street would create more hazards .why are you changing this, look forward to your reply.

Respondent 32

I believe that the proposed changes to verge parking should not be approved. The verge area is Crown land and should not be controlled by any person just because they live closer to the land. This will disadvantage the other members of the community that have just as much right to use the Crown land.

Respondent 33

So disappointed I wont be able to park my trailer on the front verge. I live in Hilton. Its been 25 years and I haven't received a single complaint. I use my trailer often and always enjoy the convenience. This restriction affects nobody but me I feel personally targeted and fail to see where this is a positive move in terms of community.

Respondent 34

I would prefer that local people park there trailer on the verge as apposed to on the road. There's many reasons for this. It impacts traffic when a lot of trailers are on the road. It is a safety concern for blind spots. There is the potential of in hitched trailers rolling down the street.

Respondent 35

having verge parking prohibited without express permission from adjacent land owner should not be enacted. The verge is public land and should remain that way. If verge parking is an issue by others then a verge garden or permanent verge parking ban can be implemented. If

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

the land owner simply wishes to reserve the area for their own use then a fee should be applied to do so. The fee would cover any rehabilitation works and administration for compliance needed.

Respondent 36

I object to the proposed verge parking law you are trying to bring in the near future. We maintain our own verge.

Respondent 37

I strongly object to the proposal to amend (not 'improve') the provision whereby a trailer, boat or caravan can be parked (unattached to vehicle) on the owner/occupiers verge.
I have a very large verge at the corner of Amherst and Blinco streets in Fremantle on which I park our caravan and our 6x4 trailer. I also mow this verge, and the verge which runs beside Blinco Street, something that the City of Fremantle formerly did.
This proposed amendment (5.19) is not an 'improvement' in any way whatsoever. Our caravan is not blocking any sight lines or creating any problem. So what is the intention of these prised changes?

Respondent 38

'Proposal No.11 Clause 5.18

Totally against this proposal as trailers and caravans will end up being legally parked on the streets if the verge parking is outlawed hence causing more of a hazard and increasing risks by the following:

- Restricting road user's view therefore reducing the reaction time and increasing the risk of interaction between kids and traffic imagine trying to reverse out of driveways etc. currently with trailers and caravans parked setback on the verge it helps to reduce this.
- Also many Kids do use the street for playing, riding of bikes, skateboarding, street cricket etc. having extra trailers/Caravans long termed parked instead of verge parking will cause a impact on these activities and increase risks.
- Restricting access by narrowing space on street to weekly Council Rubbish collection trucks.
- Restricting access by narrowing space on street to Emergency Vehicle's such as Ambulances and Fire services whom will be responding when time is of the essence.
- Restricting access by narrowing space on street to essential services such as Western Power etc. to access over head Power lines.
- Restricting access by narrowing space on street to Street cleaning and other council maintenance work, tree watering etc.

What is the reason behind this proposal and what is the outcome that the Fremantle Council is trying to achieve ?
Why is this proposal limited to trailers and caravans and not all registered vehicles?

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Why is it okay if the trailer or caravan is attached to another vehicle when parked on the verge?
The systems is working at the moment and it is a tried and proven method across many other councils, why fix something that isn't broken?
This does not seem to be thought through properly, as shown above there are many reasons this proposal will just be causing more issues when it really just looks like another revenue intake proposal that will cause community grief if not something more serious with a possible fatality, do a risk assessment and stop thinking about your wallet over safety.

Respondent 39

Proposal No.11 Clause 5.18
Totally against this proposal as trailers and caravans will be legally parked on the streets if the verge parking is outlawed. This will jeopardise the safety of all road user's as it will potentially restrict the view of road user's such as will restrict the space on the street for weekly council vehicle's such as rubbish collection etc. The system of parking on the verge is working in my area keeps the street clear of vehicles and trailers that otherwise would remain parked up on the street for longer periods

Respondent 40

I disagree with giving fines for parking trailers on the verge of your house. All citizens should be made aware of this and asked whether they agree or not.

Respondent 41

As a resident of Fremantle, I see no reason to allow those changes.

1. Infringement notices already pushing people out of our shops and effecting local businesses.
2. electronic parking only is pointless, and the machine allow for easy access for parking note, especially for those who do not use smart phones.
3. Free parking is not exploited and there is plenty of it.
4. Clearing the verge from caravans and trailers would just move those to street parking and will allow for less parking space.

Respondent 42

Please provide more parking for services like uber pickups and Uber Eats drop offs and courier deliveries. We live in LIV apartments on Queen Victoria Street, opposite the Heirloom apartments. Quite often when we have ordered a delivery or are waiting for a pickup there are no parking spots available for the car to stop for 5 minutes. Please provide parking bays for up to 15 minutes maximum in very busy, high density areas for the residents. There are

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

about 170 apartments in LIV and I am not sure how many but quite at few at Heirloom and no parking at peak times in the evenings. Also need more checks by parking inspectors to stop cars parking there all day. Thankyou.

Respondent 43

1. Use of electronic parking tech - agree in principle. However, what is the plan to ensure that potential breaches of discrimination legislation do not occur? That is, some sectors of the community may require assistance to use/access such tech - a service that indirectly excludes some people could be a risk?
2. The proposed increases in $ re the infringement amounts is YoY in excess of CPI - can the increases not be capped at the average CPI taken over the 8 year period that increases have not increased? This would be fair and reasonable - anything more seems excessive.

Respondent 44

I oppose of the verge parking law that has been proposed. Because of the subdivisions there is limited parking @ our area.

Respondent 45

I agree with the amendments. Also, it is important that residents and visitors to Fremantle are encouraged not to drive cars into the city causing congestion, space use, safety issues and pollution. Any encouragement of public transport and active transport facilities is extremely important.

Respondent 46

As a North Fremantle Resident, I am glad we FINALLY have restrictions on parking Trailers, Caravans, Boats, etc. from 'both roads and verges'. I have had a caravan (with several replacements) parked across the road, almost permanently, on the street for years. It was wood blocked and covered and rarely ever used. Essentially, because of its (just legal size) my streetscape view. I have had so many visiting guests show amazement at it being there and even asking if I live in a caravan park!

We also have another caravan parked on my street, plus a large work trailer and an unused boat trailer on a verge. All virtually permanent fixtures.

This is long overdue and should absolutely remain, especially in a small street area like North Fremantle.

I did notice 2 omissions or withdrawals from the previous laws that could do with being included.

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

1. There is no mention of hitched vehicles (with trailers, etc) to cars being parked long-term. It seems that un-hitched has been covered appropriately, but not 'attached/hitched'. While this may be difficult to legally park this way for an extended time, it should be covered to conform with the un-hitched rules – why not?

2. The Time Limit of 24 hours has been removed completely.

This should remain, but perhaps with a bit more latitude, like 72 hours/3 days. This will set in place the ability to act on a vehicle (Car) parking long-term without moving. For example, a resident/visitor car parking long-term or a visitor parking while at Rottnest, etc.

In North Fremantle we had an example some time ago with a licensed vehicle parked (dumped) in one spot for well over a year taking up the limited street parking. It could only finally be removed once its Registration had expired.

This would at least give the City the power to request removal if deemed problematic.

I feel strongly that these should be addressed and hopefully you can assist with inclusion in the new policy.

Respondent 47

Would like free parking on Sundays in City of Fremantle

Respondent 48

I am strongly opposed to the changes about not allowing boats, caravans, and trailers to be parked on verges. Especially in suburbs like Hilton where many blocks have been subdivided and parking space is now at a premium. To be pushing infill development without allowing for verge space to be fully utilised is poor planning. This may be understandable if Fremantle Council still maintained verges, however they have pushed this responsibility back onto landowners. Many people cannot afford to store their recreational vehicles in paid for storage facilities and this change would mean people may have to sell their vehicles denying them access to an, often much loved, recreational activity. These changes represent a reduction in lifestyle amenity choices and should not be considered.

Respondent 49

I'd like to object to proposed change 11 regarding leaving the trailer on the verge. I can't see who benefits from this but tradespeople will suffer.

Respondent 50

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Proposed Improvement No.11 (Clause 5.18)
It is not clear as to what your intent is in relation to 'Parking a trailer, caravan or boat on a verge, will be prohibited, unless it is attached to a vehicle'. As an owner of a caravan I object to this change as it has a negative impact on owners of caravans/trailers who use the nature strip to store their trailers. If the trailer is not blocking pedestrian access, nor obstructing road signs or others road users' vision, I can't see what the issue is.

Respondent 51

I agree in general with the updates to the parking in the city of Fremantle, however I disagree with the change concerning parking a trailer, caravan or boat on a verge, now being prohibited, unless it is attached to a vehicle.
There is a proportion of verges in the city of Fremantle that are very large with plenty of room for these plus vehicles plus trees and veggie gardens, they are not short on room.
Additionally, a trailer, caravan or boat may have been purchased with the view that it can be kept on a verge, to change the rule when these purchases have already been made is more than inconvenient. Some households with multiple cars will now no longer be able to park in the driveway as these will be taken up with trailers, caravans or boats. I do not agree with this change being made and would request it is removed.

Respondent 52

I support the change that allows a property owner / occupant to control parking that occurs on the verge in front of their house. As lots are increasingly subdivided, parking has become more of an issue, and verge space is sometimes required by the occupant to help keep cars off the street. As Fremantle has pushed much of the burden on the property owner to maintain the verge, control of parking on that verge is a good exchange for the maintenance burden.

I oppose the change that would make parking of unattached trailers on verges illegal, for the following reasons:
1. Especially in Hilton, many people have a small garden trailer that is stored on the verge to collect mulch or transport small items. Often these trailers are shared among neighbours and help build community, and they cause no obstruction to sight-lines. Why end a "heritage" practice that is probably as old as the neighbourhood itself? If bulk waste collection is terminated, garden trailers will be needed even more.
2. If registered trailers are prohibited on verges, they may instead be parked in the street, causing unnecessary traffic disruption.

3. Many people in the suburbs of Freo have a caravan or boat that needs to be occasionally parked on the verge for a few nights. Don't let this proposal limit residents' outdoor lifestyles.
4. A City representative suggested to me that this proposed change would be flexibly enforced. The last thing Fremantle needs is another law that is not consistently enforced.
If there is some pressing need to control parking of unattached trailers on verges, start by:
1. Prohibiting unregistered trailers, or
2. Prohibiting trailers only in the Freo CBD; or

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

3. Prohibiting trailers that are more than 3 metres long and 2 metres high for more than 3 nights

I just don't see that it's a value-adding community issue (especially for residents outside the city centre) to ban unattached trailers, and thereby impinge on the lifestyle of trailer owners.

Respondent 53

Re change #11 parking trailer on verge. Owning a 454 sq. meter property I have limited parking and storage of trailer and therefore the verge parking is required, I feel this is an un - necessary change unless obstruction of view is created to neighboring properties. We have a need for a trailer for green waste disposal which we find in adequate depending on green bin collections and verge pickups. I therefore would like to lodge my strong objection to the proposed change in this matter.

Respondent 54

I completely disagree with the proposal to ban parking of trailers, boats and caravans etc on verges. Given that many houses in the Fremantle area do not have the facilities to park these vehicles on the property where are residents expected to store them? This proposal would also encourage a further lack of green areas within new residences being built in the future. This is an implausible proposal that will restrict residents access to such vehicles and increase the costs of owning one.

Respondent 55

I think it is unfair to prevent residents to park their trailers / caravans on the verge as most do not have adequate space on their property. Parking such things on verges does not disrupt traffic or interfere with pedestrian use of Fremantle streets.

Respondent 56

You can't make the parking pay by phone only. It's not inclusive. What are people who don't have or are incapable of using a smart phone? I watch the older people struggle to simply use the Wilson parking machine at the new Spotlight. It's unfair to expect people to be able to use it 1 especially the system you currently have. I cannot use it, and I'm a tech savvy millennial who uses epark and easy park regularly.

The system for free resident parking needs an easier method of updating details and adding vehicles to the system.

Respondent 57

Stopping people parking trailers or caravans on verge is just plain nasty.

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

Respondent 58

#11. Clause 5.18. "Parking a trailer, caravan or boat on a verge, will be prohibited, unless it is attached to a vehicle. "

This is just a money grabbing dog act. How about leaving well enough alone. We are a family of 5, 2 cars for the family and 2 cars for the kids who live at home, where do you suggest we park a trailer with a 11 meter street frontage? Don't do it!

#5. Clause 3.1.c, 3.2.2.c, 4.2.d. "Amendments to allow the City to establish a parking area where the only method of payment for a parking ticket is electronic through a mobile phone app or web browser."

The requirement of a mobile phone to be the only way to pay for parking, must be unconstitutional. I don't trust any company's ability to secure my personal/banking information, but Fremantle council think they can? What about the underprivileged whom don't have the money for a smart phone? Those who choose not to have a smart phone? Will those citizens be discriminated against and not allowed to use these parking spots? Don't do this, just because Wilson some other parking company want to make more money.

Respondent 59

Definition of Bicycle unclear.

The definition's exclusion of the power assisted bicycles is confusing.

1. (b) not including a wheelchair, wheeled recreational device, wheeled toy, scooter or a power-assisted pedal cycle (if the motor is operating).

Does this mean the motor needs to be broken (non-operational) or if it is just turned off is that sufficient? What is intended here? It is not clear how this is intended to relate to parking stations. Are they in or out? And is there an intention to allow them to park when the motors are turned off in parking stall (operational but not operating)? (5.3(3)).

No stopping

It is not clear that the painting of "no stopping" on the roadway, instead of installing signs each end of the portion of roadway where parking is prohibited is accommodated. (see definitions section) to prohibit vehicles stopping.

It is a lot cheaper and easier to paint the carriageway than erect poles and signs which, in cramped thoroughfares may well hinder manoeuvrability.

Could the definition be amended please? Otherwise, can you set funds aside to paint yellow lines on all the affected portions currently marked with "no stopping" prior to the law coming into force. (as provided elsewhere within the text).

Alternatively, the problem could be fixed by amending 1.7. 1.7(b). These provisions currently require the existing signage to relate to parking, not stopping. This clause perhaps needs to include "no stopping" as well. It seems that no stopping was intended to be included as it is referred to in 1.7(3).

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

"Occupier"

It is not clear what is intended by permitting a person who is in "unauthorised occupation" of Crown Land (see definition of "Occupier") to park or entitle another person to park on a verge (ref 5.18(2)). Should this not be "authorised occupation"?

Vehicles excused from Blocking driveways

Could you please delete "- unless the person is immediately dropping off or picking up passengers." from 5.19. There really isn't any justification for persons to stop or park across or in another's driveway because they can't organise themselves to park legally.

The current drafting will create conflict in areas clearly marked "no stopping" where the issue is a continual problem to occupants. Also, the current drafting may be misused as a permissive clause in the case where "No Stopping" is intentionally and clearly marked across a section of carriageway adjacent to a driveway.

Respondent 60

It has come to my attention that the City of Fremantle has been conducting reviews of its local laws. Over the last few years, I have written to the City of Fremantle, the Mayor, and my previous ward Councillors (and spoken to rangers) with respect to my neighbours and the fact they regularly leave their trailers on the verge, sometimes for many months at a time unused. One of them sits directly adjacent to my house, out the front of my window, as we are on a subdivided block and share the relevant verge.

I wrote to the former Mayor, Crs Wainwright and McDonald, in 2019 asking them to look to amend the City's local laws at the next opportunity to ensure verge parking time limits for trailers/boats that are not moveable (ie. attached to a motor vehicle), as is the case in many other local governments such as Melville and Canning. Regrettably, I only heard from the PA to the Mayor, who advised me that the issue would be discussed and I would hear more in the future - I never heard back (please read below).

It's therefore disappointing to learn that a local law review is being conducted, with a public submission period, and I have not been advised - specifically the Parking Local Law. I became aware of this because of a Facebook post made by a constituent regarding the public consultation period, which I only saw the day after the consultation period ended. I am aware how hard these local laws are to change, and so would be disappointed to miss the opportunity.

I would appreciate if you can advise me where the review is up to, and whether these issues have been taken into account. I know you personally have not been aware of my concerns previously, but I was impressed with you when you knocked on my door during the 2019 election campaign (which is why I supported you) and I hope you're able to assist.

Respondent 61

Please oppose the changes proposed in Parking Local Law 2021, Clause 5.18, that would make illegal the parking of trailers on verges in Fremantle.

Parking of trailers on verges should not be illegal for the following reasons:

Proposed Parking Local Law 2021 - Public submissions

Do you have any comments on the Proposed Parking Local Law 2021? If so, please provide them below.

1. Many Fremantle residents have a small garden trailer that is stored on the verge to collect mulch or transport small items. Often these trailers are shared among neighbours and help build community, and they cause no obstruction to sight-lines.
2. If verge waste collection is terminated, garden trailers will be needed even more to help transport items to the Fremantle Recycling Centre.
3. If registered trailers are prohibited on verges, they may instead be parked in the street, causing unnecessary traffic disruption.
4. Some Fremantle residents have a caravan or boat that needs to be occasionally parked on the verge for a few nights. Camping and boating are core Western Australian activities with substantial mental health benefits, and the City should make them easier, not harder.
5. North Fremantle businesses that hire trailers, like Creation Landscape Supplies and Kennards Hire, would face unnecessary business cost and complication in managing parking fines that are issued to trailers they own but have been parked on verges by their customers.
6. A City representative suggested to me that this proposed change would be flexibly enforced. The last thing Fremantle needs is a law that is not consistently enforced, as this would lead to uncertainty regarding when and how residents can use the verge in front of their houses.

I suggest that proposed Parking Local Law 2021 could be beneficially and easily modified by changing 5.18(2) to read as follows, with modified text underlined and in bold:

1. Subclause**s** (1)(a)**, (1)(b), and (1)(c)** do~~es~~ not apply to a person who –
    a. is the owner or occupier of the premises adjacent to the verge; or
    b. is authorised by the occupier of those premises to stop the vehicle so that any portion of it is on the verge.

Alternatively, if there is some life-changing need to control parking of trailers on verges, perhaps start by:

1. Prohibiting **un**registered trailers, or
2. Prohibiting trailers only in the Freo CBD; or
3. Prohibiting trailers that are more than 4 metres long and 2 metres high for more than 3 nights

I just don't see that it's a value-adding community issue to fully ban the parking of trailers on verges, and thereby impinge on the lifestyle of trailer-owning residents.

Thank you for your consideration of this matter.

Attachment 2 - Revised Parking Local Law 2021 (with track changes)

Draft: 27 May 2021

City of Fremantle

PARKING LOCAL LAW 2021

Published in the Government Gazette on [**to be added**]
Disclaimer: This version is an administrative version and while every attempt to ensure it is correct, only the Gazetted version as amended should be relied on. In particular, text boxes and notes in this version do not form part of the local law.

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Local Government Act 1995

City of Fremantle

Parking Local Law 2021

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Local Government Act 1995

City of Fremantle

Parking Local Law 2021

Under the powers conferred on it by the *Local Government Act 1995* and under all other enabling powers, the Council of the City of Fremantle resolved on [***add date***] to make this local law.

Part 1 - Preliminary

1.1 Title

This is the City *of Fremantle Parking Local Law 2021*.

1.2 Commencement

This local law will come into operation 14 days after the day on which it is published in the *Government Gazette*.

1.3 Repeal

The *City of Fremantle Parking Local Law 2006* published in the *Government Gazette* on 29 November 2006 is repealed.

1.4 Application

(1) Except as set out in this clause, this local law applies to the whole of the district.

(2) This local law does not apply to -

(a) the approach and departure prohibition areas of all traffic control signal installations as determined by the Commissioner of Main Roads;

(b) the prohibition areas that apply to all bridges and subways as determined by the Commissioner of Main Roads; and

(c) any road that comes under the control of the Commissioner of Main Roads unless the control of parking and parking facilities on that road is carried out subject to the control and direction of the Commissioner of Main Roads or has been delegated by the Commissioner to the local government.

(3) This local law does not apply to a parking facility or a parking station that is not occupied by the local government, unless the local government and the owner or occupier of that facility or station have agreed in writing that this local law is to apply to that facility or station.

(4) The agreement referred to in subclause (3) may be made on such terms and conditions as the parties may agree.

Note: Section 9.47 of the Act states –

> 'In proceedings under this Act instituted by or under the direction of a local government, until evidence is given to the contrary, proof is not required of –
>
> ...
>
> (e) the fact that a place is within a parking region; or
>
> (f) the establishment or provision of a parking facility.'

1.5 Terms used

In this local law -

Act means the *Local Government Act 1995*;

approved alternative method of payment means a method of payment approved under clause 2.5;

attended parking station means a parking station –

(a) attended by an employee, or by an agent or contractor, of the local government; and

(b) in respect of which fees for the parking of a vehicle are payable immediately prior to the removal of the vehicle from the station;

authorised person means a person appointed under section 9.10 of the Act, to perform any of the functions of an authorised person under this local law;

> Section 9.10 of the Act states -
>
> **'Appointment of authorised persons**
>
> (1) The local government may, in writing, appoint persons or classes of persons to be authorised for the purposes of performing particular functions.
>
> (2) The local government is to issue to each person so authorised a certificate stating that the person is so authorised, and the person is to produce the certificate whenever required to do so by a person who has been or is about to be affected by any exercise of authority by the authorised person.'

authorised vehicle means a vehicle authorised by the CEO or an authorised person, or by any written law, to park on a thoroughfare or parking facility;

bank note means an Australian note that is legal tender under section 36(1) of the *Reserve Bank Act 1959* (Cth);

bicycle has the meaning given in the Code;

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor) -

(a) including a pedicab, penny-farthing and tricycle; but

(b) not including a wheelchair, wheeled recreational device, wheeled toy, scooter or a power-assisted pedal cycle (if the motor is operating).

[Regulation 3(1) of the Code]

bicycle lane **has the meaning given in the Code;**

bicycle lane means a marked lane, or the part of a marked lane —

(a) beginning at a "bicycle lane" sign applying to the lane; and

(b) ending at the nearest of the following:

(i) an "end bicycle lane" sign applying to the lane;

(ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);

(iii) if the carriageway ends at a dead end — the end of the carriageway;

Bicycle lane sign



End bicycle lane sign



Note There are a number of other permitted versions of the "bicycle lane" sign, and another permitted version of the "end bicycle lane" sign.

[Regulation 3(1) of the Code]

bicycle path **has the meaning given in the Code;**

bicycle path means a length of path beginning at a 'bicycle path' sign or a 'bicycle path' road marking and ending at the nearest of the following:

(a) an 'end bicycle path' sign, or an 'end bicycle path' road marking;

(b) a 'separated footpath' sign or a 'separated footpath' road marking;

(c) a carriageway;

(d) the end of the path;

Bicycle path sign



End bicycle path sign



Separated footpath sign



[Regulation 3(1) of the Code]

built-up area means the territory contiguous to and including any road –

(a) on which there is provision for lighting by means of street lamps at intervals of not over 100 metres for a distance of at least 500 metres or, if the road is shorter than 500 metres for the whole road;

(b) which is built up with structures devoted to business, industry or dwelling houses at intervals of less than 100 metres for a distance of 500 metres or more; or

(c) beyond a sign indicating 'Built-up Area' erected at the road side to face drivers approaching a development consisting of dwelling houses, or business or industrial structures;

bus has the meaning given in the Code;

> ***bus*** means a motor vehicle, built mainly to carry people, that seats over 12 adults (including the driver);
>
> [Regulation 3(1) of the Code]

bus embayment has the meaning given in the Code;

> ***bus embayment*** means an embayment at the side of a carriageway, designed so that a public bus can be driven into it, for the purpose of allowing passengers to alight or enter, without impeding the flow of traffic on that carriageway, but does not include a bus lane;
>
> [Regulation 3(1) of the Code]

bus stop has the meaning given in the Code;

> ***bus stop*** means 'a length of carriageway commencing 20m on the approach side

of, and ending 10m on the departure side of, a post indicating that public busses stop at that 'point';
[Regulation 3(1) of the Code]

bus zone has the meaning given in the Code;

bus zone means a length of carriageway to which a 'bus zone' sign applies;
[Regulation 3(1) of the Code]

caravan has the meaning given in the *Caravan Parks and Camping Grounds Act 1995*;

caravan means a vehicle that is fitted or designed for habitation, and, unless the contrary intention appears, includes an annexe;
[Section 5(1) of the *Caravan Parks and Camping Grounds Act 1995*]

carriageway means –

(a) a portion of thoroughfare that is improved, designed or ordinarily used for vehicular traffic and includes the shoulders, and areas, including embayments, at the side or centre of the carriageway, used for the stopping or parking of vehicles; and

(b) where a thoroughfare has 2 or more of those portions divided by a median strip, - each of those portions, separately;

CEO means chief executive officer of the local government;

centre, in relation to a carriageway, means a line or a series of lines, marks or other indications -

(a) for a two-way carriageway – placed so as to delineate vehicular traffic travelling in different directions; or

(b) in the absence of any such lines, marks or other indications – the middle of the main, travelled portion of the carriageway;

children's crossing has the meaning given in the Code;

children's crossing means a portion of carriageway between 2 parallel broken or unbroken lines, each approximately 150 millimetres wide and not more than 5 metres apart marked across, or partly across the carriageway and near which a fluorescent red-orange flag or sign bearing the words 'children crossing – stop', are displayed and, where the lines are so marked partly across a carriageway, includes a portion of the carriageway between the prolongations of those lines;

Children crossing — stop sign

(octagonal background in red)

(square background in lime/yellow)



[Regulation 3(1) of the Code]

clearway means a length of carriageway to which a 'clearway' sign applies;

Code means the *Road Traffic Code 2000*;

coin means a coin that is legal tender under the *Currency Act 1965* (Cth);

commercial vehicle –

(a) means a motor vehicle constructed for the conveyance of goods or merchandise, or for the conveyance of materials used in any trade, business, industry or work whatsoever, other than -

(i) a trailer or a vehicle to which a trailer is attached; or

(ii) a motor vehicle for the conveyance of passengers; and

(b) includes any motor vehicle that is designed primarily for the carriage of persons, but which has been fitted or adapted for the conveyance of the goods, merchandise or materials referred to, and is in fact used for that purpose;

Council means the council of the local government;

disability parking permit has the meaning given in the *Local Government (Parking for People with Disabilities) Regulations 2014*;

> ***disability parking permit*** means a current document issued by the National Disability Service (ACN 008 445 485), consisting of —
>
> (a) an Australia disability Parking Permit; and
>
> (b) an ACROD Parking Program Card;
>
> [Regulation 4 of the *Local Government (Parking for People with Disabilities) Regulations 2014*]

district means the district of the local government;

driver means any person driving or in control of a vehicle;

eating area means an area in which tables, chairs and other structures are provided for the purpose of the supply of food and beverages to a member of the public or the consumption of food and beverages by a member of the public;

edge line, for a carriageway, means a line marked along the carriageway at or near the far left or the far right of the carriageway;

***Electric Vehicle** means a vehicle that uses one or more electric motors or traction motors for propulsion and which is charged via 'plug in' connection to an external power source and includes a car, truck, scooter, moped and motorbike but does not include a bicycle.*

electronic parking detection device means an electronic device placed in a position to detect and record the parking time of a vehicle on any road, parking facility or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

electronic parking ticket means a parking ticket issued in an electronic form;

emergency vehicle has the meaning given in the Code;

> ***emergency vehicle*** means a motor vehicle -
>
> (a) when conveying a police officer on official duty or when that vehicle is stationary at any place connected with the official duty;
>
> (b) of a fire brigade on official duty, in consequence of a fire or an alarm of fire or of an emergency or rescue operation where human life is reasonably considered to be in danger;
>
> (c) being an ambulance, answering an urgent call or conveying any injured or sick person to any place for the provision of urgent treatment;
>
> (d) being used to obtain or convey blood or other supplies, drugs or equipment for a person urgently requiring treatment and duly authorised to carry a siren or bell for use as a warning instrument; or
>
> (e) duly authorised as an emergency vehicle for the purposes of these regulations, by the Director General;
>
> [Regulation 3(1) of the Code]

employee means an employee of the local government;

fee, or ***parking fee,*** means the fee, payable under this local law, that is determined and imposed by the local government under the Act;

fee paying machine means –

(a) a parking meter,

(b) a ticket issuing machine;

(a) a pay station; or

(d) any other machine or device that can be used to pay for a parking fee;

fee paying zone means a zone referred to in clause 3.1;

footpath has the meaning given in the Code;

> ***footpath*** means an area that is open to the public that is designated for, or has as one of its main uses, use by pedestrians;

[Regulation 3(1) of the Code]

grouped dwelling means a dwelling that is one of a group of 4 or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above or below another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property;

grouped or multiple dwelling means either a grouped dwelling or a multiple dwelling;

GVM (which stands for 'gross vehicle mass') has the meaning given in the Code;

> ***GVM*** to means for a vehicle, the maximum loaded mass of the vehicle –
>
> (a) specified by the manufacturer on an identification plate on the vehicle; or
>
> (b) if there is no specification by the manufacturer on an identification plate on the vehicle or if the specification is not appropriate because the vehicle is modified – certified by the Director General;
>
> [Regulation 3(1) of the Code]

head of a cul-de-sac means the part of a road that is closed at one end and is shaped in such a way that it can be used for vehicles to turn, and includes bulb or hammah-head shaped closed roads;

kerb means any structure, mark, marking or device to delineate or indicate the edge of a carriageway;

loading zone means a parking stall to which a loading zone sign applies;

local government means the City of Fremantle;

mail zone has the meaning given in the Code;

> ***mail zone*** means the length of carriageway to which a 'mail zone' sign applies;
>
> Mail zone sign
>
> *(arrow and background to words in red)*
>
> 
>
>
> [Regulation 3(1) of the Code]

median strip has the meaning given in the Code;

> ***median strip*** means any physical provision, other than lines, dividing a road to separate vehicular traffic proceeding in opposing directions or to separate 2 one-way carriageways for vehicles proceeding in opposing directions;
>
> [Regulation 3(1) of the Code]

metered stall means a parking stall in a metered zone;

metered zone means a road or reserve in respect of which a parking meter regulates the parking of vehicles;

mobile device means a portable computing device such as a smart phone or a tablet computer;

motor cycle has the meaning given in the Code;

> ***motor cycle*** means a motor vehicle that has 2 wheels and includes -
>
> (a) a 2-wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel; and
>
> (b) a motor vehicle with 3 wheels that is ridden in the same way as a motor vehicle with 2 wheels,
>
> but does not include any trailer;
>
> [Regulation 3(1) of the Code]

motor vehicle –

(a) means a self-propelled vehicle that is not operated on rails; and

(b) includes a trailer, semi-trailer or caravan while attached to a motor vehicle, but does not include a power assisted pedal cycle;

multiple dwelling means a dwelling in a group of 4 or more dwellings on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but –

(a) does not include a grouped dwelling; and

(b) includes any dwellings above the ground floor in a mixed use development;

nature strip has the meaning given in the Code;

> ***nature strip*** means an area between a carriageway and the front boundary of adjacent land, but does not include a path;
>
> [Regulation 3(1) of the Code]

no parking area has the meaning given in the Code;

> ***no parking area*** means -
>
> (a) a portion of carriageway to which a 'no parking' sign applies; or
>
> (b) an area to which a 'no parking' sign applies';
>
> No parking sign
> (for a length of carriageway)
> *(circle, slash and arrow in red)*



No parking sign
(for an area)
(circle and slash in red)



Note A no parking sign may have an arrow pointing in a different direction.

[Regulation 3(1) of the Code]

no parking sign means a sign with -

(a) the words 'no parking' in red letters on a white background; or

(b) the letter 'P' within a red annulus and a red diagonal line across it on a white background;

no stopping area has the meaning given in the Code;

no stopping area means

(a) a portion of carriageway to which a 'no stopping' sign applies; or

(b) an area to which a 'no stopping' sign applies;

No stopping sign
(for a length of carriageway)
(circle, slash and arrow in red)



No stopping sign
(for an area)

(circle and slash in red)



Note A no stopping sign may have an arrow pointing in a different direction.

[Regulation 3(1) of the Code]

Clearway sign
(background to C in red)



End clearway sign
(background to C in red)



[Regulation 148 of the Code]

no stopping sign means a sign with –

(a) the words 'no stopping' or 'no standing' in red letters on a white background; or

(b) the letter 'S' within a red annulus and a red diagonal line across it on a white background;

occupier has the meaning given in the Act;

> *occupier* where used in relation to land means the person by whom or on whose behalf the land is actually occupied or, if there is no occupier, the person entitled to possession of the land, and includes a person in unauthorised occupation of Crown land and where under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right;
>
> [Section 1.4 of the Act]

owner -

(a) where used in relation to a vehicle licensed under the *Road Traffic (Vehicles) Act 2012*, means the person in whose name the vehicle has been registered under that Act;

(b) where used in relation to any other vehicle, means the person who owns, or is entitled to possession of, that vehicle; and

(c) where used in relation to land, has the meaning given to it by the Act;

owner, where used in relation to land —

(a) means a person who is in possession as —

(i) the holder of an estate of freehold in possession in the land, including an estate or interest under a contract or an arrangement with the Crown or a person, by virtue of which contract or arrangement the land is held or occupied with a right to acquire by purchase or otherwise the fee simple;

(ii) a Crown lessee or a lessee or tenant under a lease or tenancy agreement of the land which in the hands of the lessor is not rateable land under this Act, but which in the hands of the lessee or tenant is by reason of the lease or tenancy rateable land under this or another Act for the purposes of this Act;

(iii) a mortgagee of the land; or

(iv) a trustee, executor, administrator, attorney, or agent of a holder, lessee, tenant, or mortgagee, mentioned in this paragraph;

(b) where there is not a person in possession, means the person who is entitled to possession of the land in any of the capacities mentioned in paragraph (a), except that of mortgagee;

(c) where, under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right;

(d) where a person is lawfully entitled to occupy land which is vested in the Crown, and which has no other owner according to paragraph (a), (b), or (c), means the person so entitled;

(e) means a person who —

(i) under the *Mining Act 1978*, holds in respect of the land a mining tenement within the meaning given to that expression by that Act;

(ii) in accordance with the *Mining Act 1978* holds, occupies, uses, or enjoys in respect of the land a mining tenement within the meaning given to that expression by the Mining Act 1904; or

(iii) under the *Petroleum Act 1967* holds in respect of the land a petroleum production licence or a petroleum exploration permit within the meaning given to each of those expressions by that Act;

or

(f) where a person is in the unauthorised occupation of Crown land, means the person so in occupation;

[Section 1.4 of the Act]

park has the meaning given in the Code;

park means to permit a vehicle, whether attended or not, to remain stationary, except for the purpose of —

(a) avoiding conflict with other traffic;

(b) complying with the provisions of any law; or

(c) taking up or setting down persons or goods (*maximum of 2 minutes*);

[Regulation 3(1) of the Code]

parking app means the local government's mobile application designed to operate on a mobile device for the purpose of purchasing or obtaining an electronic parking ticket or a parking permit, and includes a similar process using a web browser;

parking app fee means the parking fee, specified in the parking app, that applies to a parking stall or other place where a vehicle is to be parked or is being parked;

parking area has the meaning given in the Code;

parking area means -

(a) a portion of carriageway to which a 'permissive parking' sign applies; or

(b) an area to which a 'permissive parking' sign applies;

Permissive parking sign (for a length of carriageway)



Permissive parking sign (for an area)



Permissive parking sign displaying a people with disabilities symbol (for a length of road)



Permissive parking sign displaying a people with disabilities symbol (for an area)



[Regulation 3(1) of the Code]

parking facilities includes —

(a) land, thoroughfare, reserves, buildings, shelters, parking stations, metered zones, metered stalls, ticket machine zones, pay by phone zones, parking stalls and other facilities open to the public generally for the parking of vehicles with or without charge; and

(b) signs, notices and facilities used in connection with the parking of vehicles;

parking meter means a machine or device that, as a result of a payment by any permitted means, indicates (without the issue of a ticket) the period during which it is lawful for a vehicle to remained parked in a metered stall to which the machine or device relates;

parking permit, or ***permit,*** means –

(a) a parking permit issued under this local law; and

(b) a parking permit issued under a repealed parking local law of the local government where the permit is in force immediately prior to the commencement of this local law under clause 1.3;

parking region means the area to which this local law applies, as described in clause 1.3;

parking stall means a section or part of a road, reserve or parking station that is marked or defined by painted lines, metallic studs, coloured bricks or pavers or similar devices in a way that indicates where a vehicle may be parked;

parking station means any land, building or other structure provided for the purpose of accommodating vehicles with or without charge, but does not include a metered zone or metered stall;

parking ticket means a ticket, whether printed or electronic, that is –

(a) issued from a ticket issuing machine or a ticket issuing device;

(b) authorises the parking of a vehicle in a parking stall or a parking station or part of the parking station; and

(c) includes the date and time that the authorisation expires,

whether or not the payment of a fee is required;

pay by phone means payment for parking using the parking app;

pay by phone transaction means the transaction of paying for a parking fee, or purchasing or obtaining a parking permit, using the parking app;

pay by phone zone means a parking station, or any other road or reserve, in respect of which signage is installed indicating that, at specified times or generally, payment for parking is required by using the parking app;

pay station means a machine or device that, after receipt of the payment of the parking fee in respect of a vehicle, either –

(a) issues a ticket to activate an exit barrier of the parking station; or

(b) otherwise enables the exit barrier of the parking station to be activated,

so as to enable egress of the vehicle from the parking station;

path has the meaning given in the Code;

> ***path*** includes bicycle path, footpath, separated footpath and shared path;
> [Regulation 3(1) of the Code]

pedestrian crossing has the meaning given in the Code;

> ***pedestrian crossing*** means a portion of a carriageway-
>
> (a) defined:
>
> (i) by white stripes; or
>
> (ii) by white or yellow stripes (according to the colour of the carriageway) and the portions of the carriageway lying between those stripes,
>
> in such a manner that each stripe is approximately parallel to the centre of the carriageway; and
>
> (b) near each end of which may be erected, on each side of the carriageway, so as to be clearly visible to an approaching driver, a pedestrian crossing sign;
>
> Pedestrian crossing sign
> *(background in yellow)*
>
> 
>
> [Regulation 3(1) of the Code]

people with disabilities parking sign has the meaning given in the Code;

People with disabilities parking sign
(background to symbol in blue)



Note Anything on these signs may be differently arranged

permissive parking sign means a sign inscribed with –

(a) the word 'parking', but excludes a sign inscribed with the words 'no parking'; or

(b) the letter 'P' with any arrow, figure, letter or words in green;

permitted means permitted under this local law or by the local government, the CEO or an authorised person;

place of refuge for pedestrians means any area or place that is open to or used by the public and not ordinarily intended for the stopping, parking or movement of vehicles, and includes any physical provision or an area demarcated by the marking of lines or otherwise identified by a sign;

public bus has the meaning given to it in the Code;

'public bus' means a bus operated by or on behalf of the State as a passenger vehicle, to carry passengers for hire or reward, whether in connection with a railway or not, but does not include a vehicle in relation to which an on-demand rank or hail vehicle authorisation is in place;
[Regulation 3(1) of the Code]

public place means any place to which the public has access whether or not that place is on private property;

reserve means any land -

(a) which belongs to the local government;

(b) of which the local government is the management body under the *Land Administration Act 1997*; or

(c) which is an 'otherwise unvested facility' within section 3.53 of the Act;

residential parking permit means a permit of that description issued by the local government under Part 6;

residential street means a thoroughfare where the majority of properties abutting the thoroughfare are used for residential purposes;

right of way means a portion of land that is -

(a) shown and marked 'Right of Way' or 'R.O.W', or coloured or marked in any other way to signify that the portion of land is a right of way, on any plan or diagram deposited with the Registrar of Titles that is subject to section 167A of the *Transfer of Land Act 1893*;

(b) shown on a diagram or plan of survey relating to a subdivision that is created as a right of way and vested in the Crown under section 152 of the *Planning and Development Act 2005*; or

(c) shown and marked as a right of way on a map or plan deposited with the Registrar of Titles and transferred to the Crown under the *Transfer of Land Act 1893*,

but does not include -

(d) a private driveway; or

(e) a right of way created by easement between two parties;

road means a thoroughfare that is open to, or used by, the public;

Schedule means a Schedule to this local law;

shared zone has the meaning given in the Code;

shared zone means the network of roads in an area with –

(a) a 'shared zone' sign on each road into the area, indicating the same number; and

(b) an 'end shared zone' sign on each road out of the area.

Shared zone sign (circle in red)



End shared zone sign



Note: There are a number of other permitted versions of each of these signs;

Note: A 'shared zone' sign may also have a different number on the sign;

[Regulation 3(1) of the Code]

sign includes a traffic sign, inscription, road marking, mark, structure or device on which may be shown words, numbers, expressions or symbols, that is -

(a) approved by the local government or by the CEO; and

(b) placed on or near a thoroughfare or within a parking station or reserve for the purpose of prohibiting, regulating, guiding, directing or restricting the parking of vehicles;

special purpose vehicle has the meaning given in the Code;

> ***special purpose vehicle*** means -
>
> (a) a vehicle being driven by a member of the Police Force (other than a police officer) on official duty or that vehicle when it is stationary at any place connected with the official duty;
>
> (b) a public utility service truck;
>
> (c) a tow truck;
>
> (d) a motor break-down service vehicle;
>
> (e) a vehicle being used by a government or local authority in connection with its roadwork or speed zoning functions; or
>
> (f) a vehicle duly authorised as a special purpose vehicle for the purposes of these regulations, by the Director General,
>
> but does not include an emergency vehicle;
>
> [Regulation 3(1) of the Code]

stop has the meaning given in the Code;

> ***stop***, in relation to a vehicle, means to stop the vehicle and permit it to remain stationary, except for the purpose of avoiding conflict with other traffic or of complying with the provisions of any law;
> [Regulation 3(1) of the Code]

symbol includes any symbol specified by Australian Standard 1742.11-2016 and any symbol specified from time to time by Standards Australia for use in the regulation of parking, and any reference to the wording of any sign in this local law includes a reference to the corresponding symbol;

taxi has the meaning given in the Code;

> ***taxi*** means a vehicle used or intended to be used in providing an on-demand rank or hail passenger transport service (as defined in the *Transport (Road Passenger Services) Act 2018* section 4(1));
> [Regulation 3(1) of the Code]

taxi zone has the meaning given in the Code;

> ***taxi zone*** means 'a length of carriageway to which a 'taxi zone' applies;
>
> Taxi zone sign
>
> *(arrow and background to words in red)*



Note There are a number of other permitted versions of this sign.

Note A taxi zone sign may have an arrow pointing in a different direction and anything on the sign may be differently arranged.

[Regulation 3(1) of the Code]

thoroughfare has the meaning given in the Act;

> ***thoroughfare*** means a road or other thoroughfare and includes structures and other things appurtenant to the thoroughfare that are within its limits, and nothing is prevented from being a thoroughfare only because it is not open at each end;
> [Section 1.4 of the Act]

ticket includes a token;

ticket issuing device means a mobile device that, as a result of a payment, issues a parking ticket;

ticket issuing machine means a machine that, as a result of a payment, issues a parking ticket;

ticket issuing machine zone means a parking station, or any other road or reserve, in respect of which a ticket issuing machine is installed to regulate parking in parking stalls;

traffic island has the meaning given in the Code;

> ***traffic island*** means any physical provision, other than lines, marks or other indications on a carriageway, made at or near an intersection, to guide vehicular traffic;
> [Regulation 3(1) of the Code]

trailer has the meaning given in the Code;

> ***trailer*** means any vehicle without motive power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include the rear portion of an articulated vehicle, or a side-car;
> [Regulation 3(1) of the Code]

truck means a vehicle that has a load capacity exceeding 1,000 kilograms;

unattended, in relation to a vehicle, means that the driver has left the vehicle and is more than 3 metres from the closest point of the vehicle;

unexpired parking ticket means a ticket, whether paper or electronic, on which a date and expiry time is printed or displayed and that time has not expired;

vehicle has the meaning given in the *Road Traffic (Administration) Act 2008*; and

> ***vehicle*** includes —
>
> (a) every conveyance, not being a train, vessel or aircraft, and every object capable of being propelled or drawn, on wheels or tracks, by any means; and
>
> (b) where the context permits, an animal being driven or ridden.
>
> [Section 4 of the *Road Traffic (Administration) Act 2008*]

verge has the same meaning as **nature strip**.

1.6 Application of particular terms

(1) In applying the definitions of ***no parking area***, ***no stopping area*** and ***parking area,*** an arrow inscribed on a traffic sign erected at an angle to the boundary of the carriageway is taken to be pointing in the direction in which it would point if the sign was turned at an angle of less than 90 degrees until parallel with the boundary.

(2) A reference to a word or expression on a sign includes a reference to a symbol depicting that word or expression.

(3) Where a term is used but not defined in this local law, and that term is defined in the *Road Traffic (Administration) Act 2008* or in the Code, then, unless the context otherwise requires, the term is to have the meaning given to it in that Act or the Code.

(4) A reference to a thoroughfare, road, reserve, parking station, parking facility or parking zone includes a reference to any part of the thoroughfare, road, reserve, parking station, parking facility or parking zone.

1.7 Pre-existing signs

(1) A sign that -

(a) was erected by the local government or the Commissioner of Main Roads before the commencement of this local law; and

(b) relates to the parking of vehicles within the parking region,

is taken to have been erected by the local government under this local law.

(2) An inscription, word, number, expression or symbol on a sign referred to in subclause (1) operates and has effect according to its tenor.

(3) Where an inscription, word, number, expression or symbol on a sign referred to in subclause (1) relates to the stopping of vehicles, it is taken for the purposes of this local law to operate and have effect as if it related also to the parking of vehicles.

1.8 Classes of vehicles

For the purposes of this local law classes of vehicles are -

(a) buses;

(b) commercial vehicles;

(c) motorcycles;

(d) bicycles;

(e) taxis;

(f) vehicles 2.1 metres or higher;

(g) tour coaches;

(h) electric vehicles; and

(i) all other vehicles.

1.9 Part of thoroughfare to which sign applies

Where under this local law the use, driving, stopping, parking or leaving of vehicles in a thoroughfare is controlled by a sign, the sign is to be read as applying to that part of the thoroughfare which -

(a) is beyond the sign;

(b) is between that sign and the next sign; and

(c) is on that side of the thoroughfare nearest to the sign.

Part 2 - General powers to regulate parking

2.1 Establishment of parking facilities

The Council may establish and vary parking facilities for the purposes of this local law.

2.2 Power to prohibit and regulate

The Council may prohibit or regulate, by signs or otherwise, the stopping and parking of any vehicle or any class of person or vehicle, or both, but is to do so consistently with this local law.

2.3 Determinations

(1) The Council may determine –

(a) permitted times and conditions of stopping and parking that may vary within the parking region;

(b) permitted classes of persons who may stop or park their vehicles;

(c) permitted classes of vehicles that may stop or parking; and

(d) the manner of stopping or parking.

(2) Where the Council makes a determination under subclause (1) –

(a) it may vary the determination; and

(b) the CEO is to ensure that one or more signs are erected to give effect to the determination.

2.4 Parking fees

Parking fees payable under this local law are to be determined and imposed by the Council under the Act.

2.5 Approved alternative methods of payment

(1) The Council may approve an alternative method of payment for parking under this local law.

(2) An approved alternative method of payment -

(a) is to be on the terms and conditions determined by the Council;

(b) may enable a payment to be made in advance or in arrears; and

(c) may be effected by issuing (electronically or otherwise) a permit, invoice, ticket or other record.

(3) The CEO or an authorised person may authorise a person to make an approved alternative method of payment.

(4) A person who has been authorised to make an approved alternative method of payment for parking is exempt from paying fees at the relevant parking facility provided that he or she complies with the terms and conditions of the approved alternative method of payment.

(5) An alternative method of payment may not be used by any person other than the person authorised under this clause.

Part 3 - Fee paying zones

3.1 Fee paying zones

The fee paying zones are –

(a) a metered zone;

(b) a ticket issuing machine zone;

(c) a pay by phone zone; and

(d) any other fee paying zone established by the local government under clause 2.1.

3.2 Payment of fees

(1) This clause does not apply to a fee paying zone that is in a parking station.

(2) A person who stops or parks a vehicle in a fee paying zone must –

(a) in the case of a metered stall - immediately pay, by any form of permitted payment at the fee paying machine, the appropriate fee as indicated by a sign on the parking meter referable to the metered stall;

(b) in the case for a ticket issuing machine zone – immediately pay, by any form of permitted payment at the fee paying machine, the appropriate fee as indicated by a sign on the ticket issuing machine referable to the zone; or

(c) in the case of a pay by phone zone –

(i) immediately commence the pay by phone transaction and obtain notification that the transaction has commenced;

(ii) ensure that the transaction remains active at all times while the vehicle is stopped or parked; and

(iii) immediately before the vehicle is driven from where it had been stopped or parked, complete the pay by phone transaction and obtain notification that the required fee has been paid.

(3) Subject to the provisions of this Part 3, the payment of the fee referred to in subclause (2) entitles a person to stop or park a vehicle in –

(a) a metered stall for the period shown on the sign referable to the stall; or

(b) the relevant ticket issuing machine zone or pay by phone zone for the period shown on the parking ticket,

but does not authorise the parking of the vehicle during any time when stopping or parking in that stall or zone is prohibited under this local law.

3.3 Suspension of requirement to pay fees

The local government may from time to time determine that clause 3.1 is not to apply during the period specified in the determination.

3.4 Expired parking meter

Unless permitted by an authorised person, a person must not leave a vehicle, or permit a vehicle to remain stopped or parked, in a metered stall –

(a) during the hours when a fee is payable to stop or park a vehicle in the stall when the parking meter referable to that stall exhibits the sign 'Expired', a negative time or a series of red flashing lights; or

(b) for longer than the maximum period stated on the sign referable to that stall during which continuous stopping or parking is permitted.

3.5 Hooded parking meters

Unless permitted by an authorised person, a person must not leave a vehicle, or permit a vehicle to remain, stopped or parked in a metered stall if the parking meter referable to the metered stall is hooded with a covering bearing words or symbols that indicate that a temporary parking prohibition, restriction or reservation applies to the metered stall.

3.6 Display of parking tickets

(1) A person must not stop or park a vehicle in a fee paying zone during the period in which stopping or parking is permitted only on the purchase of a printed parking ticket unless –

(a) an unexpired parking ticket issued by a ticket issuing machine in that fee paying zone is displayed inside the vehicle; and

(b) the ticket is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in that fee paying zone.

(2) Unless subclause (3) applies, where in a fee paying zone more than one printed parking ticket is displayed bearing the same date and time or issue, the period for each ticket is to be aggregated and the tickets are to be taken not to have been expired until the expiry of –

(a) the aggregate of those periods; or

(b) the maximum period of time a vehicle is permitted to park in the fee paying zone,

whichever occurs first.

(3) If a trailer is attached to a vehicle or if a vehicle is too long or too wide to fit completely within a single metered stall or parking stall, the person parking the vehicle must –

(a) park the vehicle (or, as the case may be, the vehicle and the trailer) within the minimum number of metered stalls or parking stalls needed to park the vehicle (or, as the case may be, the vehicle and the trailer);

(b) purchase and obtain a parking ticket for each occupied metered stall or parking stall as permitted under this local law; and

(c) display each printed ticket inside the vehicle in accordance with subclause (1)(a).

3.7 Use of counterfeit or altered parking tickets

A person must not –

(a) park a vehicle in a fee parking zone that requires a printed parking ticket, if there is displayed on that vehicle, so as to be visible outside the vehicle, a parking ticket that has been counterfeited, altered, obliterated or interfered with; or

(b) produce to an authorised person who accepts payment for parking, a parking ticket that has been counterfeited, altered, obliterated or interfered with.

3.8 Time restrictions

(1) A person must not stop or park a vehicle in a fee paying zone –

(a) except during the period stated on the sign referable to the fee paying zone during which stopping or parking is permitted; or

(b) for longer than the maximum period permitted for continuous parking of a vehicle in the fee parking zone, as stated on a sign referable to the fee paying zone unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code.

(2) Where parking of vehicles in a thoroughfare or reserve within a fee paying zone is permitted for a limited time, a person must not move a vehicle along, or return to, the thoroughfare or reserve so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare or reserve for at least 2 hours.

3.9 Vehicles to be within metered stall

(1) Subject to clause 3.6(3), a person must not park a vehicle in a metered stall in a thoroughfare otherwise than -

(a) wholly within the metered stall; and

(b) where the metered stall is set out parallel to the kerb - parallel to and as close to the kerb as practicable.

(2) A person must not park a vehicle partly within and partly outside a metered zone.

3.10 One vehicle per metered stall

A person must not park or attempt to park a vehicle in a metered stall in which another vehicle is parking or has parked.

3.11 Free parking period

Where, in a fee paying zone (during the period when a fee is required for parking) a period of free parking is permitted, a person must not move a vehicle within, or return to, the fee paying zone unless the vehicle has been removed from the fee paying zone for at least 4 hours.

Part 4 - Parking stations

4.1 Restrictions on entering

A person must not enter a parking station without first obtaining an entrance ticket or parking ticket or being permitted to do so by an authorised person (if one is on duty) unless -

(a) permitted by a sign applicable to that parking station; or

(b) the person entering the parking station is –

(i) employed at the parking station and is in the course of his or her functions;

(ii) a police officer and is in the course of his or her functions; or

(iii) the driver of, or a passenger in, a vehicle stopped or parked in that station.

4.2 Payment of fees

A person who stops or parks a vehicle in –

(a) an attended parking station - must ensure that, when required by the attendant, the appropriate fee as indicated by a sign is paid;

(b) a parking station with a ticket issuing machine - must ensure that the appropriate fee as indicated by a sign on the ticket issuing machine is inserted into the machine, or the fee is otherwise paid by any other form of permitted payment;

(c) a parking station with a pay station - must ensure that the appropriate fee as indicated by a sign is inserted into the pay station, or is otherwise paid by any other form of permitted payment, and that the ticket is validated immediately prior to departure; or

(d) a parking station (or that part of a parking station) that is a pay by phone zone –

(i) must immediately commence the pay by phone transition and obtain notification that the transaction has commenced; and

(ii) immediately before commencing to drive the vehicle from the parking station, must complete the pay by phone transaction and obtain notification that the required fee has been paid.

4.3 Suspension of requirement to pay fees

The local government may from time to time determine that clause 4.2 is not to apply during the periods specified in the determination.

4.4 Display of parking tickets

A person who stops or parks a vehicle in a parking station with a ticket issuing machine must, after paying the appropriate fee for the purchase of a parking ticket under clause 4.2(b) –

(a) in the case of a printed parking ticket, ensure that -

(i) an unexpired parking ticket issued by the ticket issuing machine in that parking station is displayed inside the vehicle; and

(ii) the ticket is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in that parking station; and

(b) in the case of an electronic parking ticket, ensure that, using the parking app, an electronic parking ticket has been issued for that vehicle in that parking station.

4.5 Use of counterfeit or altered parking tickets

A person must not –

(a) park a vehicle in a parking station that requires a printed parking ticket if there is displayed on that vehicle, so as to be visible from outside the vehicle, a parking ticket that has been counterfeited, obliterated or interfered with; or

(b) produce to an authorised person who accepts payment for parking, a parking ticket that has been counterfeited, altered, obliterated or interfered with.

4.6 No entrance or parking ticket

Where an entrance ticket or parking ticket is required to be produced, but is not produced, by the driver of a vehicle that is being removed from a parking station, the appropriate fee is to be calculated as if the vehicle had entered the parking station when it opened for operation on the day the vehicle was parked in the parking station.

4.7 Removal of vehicles

(1) A person must not remove a vehicle which has been stopped or parked in a parking station until –

(a) the appropriate fee for the period for which the vehicle has been stopped or parked has been paid; or

(b) the person has been given a notice from an authorised person specifying the fee to be paid.

(2) Where a person has been given a notice under subclause (1)(b), the person must pay the specified fee within 3 working days from the time that the notice was given.

4.8 Time restrictions

(1) A person must not stop or park a vehicle in a parking station –

(a) except during the period stated on the sign referable to the parking station during which stopping or parking is permitted; or

(b) for longer than the maximum period permitted for continuous parking of a vehicle in the parking station, as stated on a sign referable to the parking station unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code.

(2) Where parking of vehicles in a parking station is permitted for a limited time, a person must not move a vehicle within, or return to, the parking station so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the parking station for at least 2 hours.

4.9 Entering and exiting

A person must not, in a vehicle, enter or exit a parking station other than through an authorised entry or exit designated as such by a sign.

4.10 Locking of a parking station

At the expiration of the hours of operation of a parking station, whether or not any vehicle remains parked in the parking station, an authorised person may lock the parking station or otherwise prevent the movement of any vehicle into, within or from the parking station.

4.11 Stopping and parking restrictions

A person must not stop or park a vehicle in a parking station –

(a) so as to obstruct an entrance or exit, or any area intended for the movement of vehicles or pedestrians through the parking station; or

(b) so that any portion of the vehicle is on or over a footpath or place of refuge for pedestrians.

4.12 Behaviour in a parking station

A person must not –

(a) remain in a parking station after having been required to leave by a police officer or an authorised person;

(b) loiter in a parking station;

(c) drive a vehicle in a parking station -

(i) in a direction other than the direction indicated by a sign; or

(ii) at a speed that is in excess of the speed limit as indicated by a sign;

(d) ride on, drive or be carried on a bicycle, tricycle, skateboard, rollerskate, rollerblade or other wheeled thing, other than a licensed vehicle or wheelchair, within a parking station; or

(e) unless permitted by the CEO or an authorised person, sell, offer to sell or provide (whether or not for any consideration) any goods or services in a parking station.

4.13 Special event parking

(1) In this clause, ***special event*** means ~~an event considered by the local government or the CEO to be special or likely to attract a substantial number of people driving vehicles.~~ a function or activity characterised by all or any of the following –

(a) formal organisation and preparation;

(b) its occurrence is generally advertised or notified in writing to particular persons;

(c) organisation by or on behalf of a club or a body corporate;

(d) payment of a fee to attend; and

(e) systematic recurrence in relation to the day, time and place.

(2) The local government may, by the use of a sign ~~, set aside for the period specified on the signs a parking station for the parking of vehicles by those attending a special event.~~ –

(a) set aside for the period specified on the signs a parking station for the parking of vehicles by those attending a special event; or

(b) establish additional parking facilities on a reserve or local government property, for any period specified on the sign, for the parking of vehicles by those attending a special event.

(3) A person must not stop or park a vehicle ~~in a parking station set aside under subclause (2) during the period for which it is set aside unless a permit obtained from the local government or CEO with respect to the special event is~~ –

(a) in a parking station set aside under subclause (2) during the period for which it is set aside; or

(b) on a reserve or local government property established as a parking facility under subclause (2) during the period for which it is established,

unless a permit obtained from the local government with respect to the special event is –

(c) in the case of a printed permit, displayed inside the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in the parking station; or

(d) in the case of an electronic permit, the person (using the parking app) has obtained notification that the required fee has been paid or that the permit has been issued.

Part 5 - Stopping and parking generally

Division 1 – Parking facilities and other thoroughfares

5.1 Contrary to signs

(1) A person must not stop or park a vehicle in a parking facility –

(a) if, by a sign, it is set apart for the stopping or parking of vehicles of a different class;

(b) if, by a sign, it is set apart for the stopping or parking of vehicles by persons of a different class;

(c) during any period when the stopping or parking of vehicles is prohibited by a sign;

(d) for more than the maximum time specified by a sign unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code;

(e) otherwise than in accordance with a sign applying to the place where the vehicle is stopped or parked; or

(f) that is designated by a sign as a loading dock – unless, in respect of the vehicle, a person is actively engaged in loading or unloading goods or materials used in any trade, business, industry or other work.

Regulation 174(1) and (2) of the Code states –

'(1) This regulation applies to a driver if —

(a) the driver's vehicle displays a disability parking permit; and

(b) a person with a disability is either the driver of or a passenger in the vehicle.

(2) The driver may park continuously on a length of carriageway, or in an area, to which a "permissive parking" sign applies (except in a parking area for people with disabilities) —

(a) if the time limit indicated on or with the sign is under 30 minutes — for 30 minutes;

(b) if the time limit indicated on or with the sign is between 30 and 60 minutes — for 2 hours;

(c) if the time limit indicated on or with the sign is over 60 minutes — for twice the period indicated on the sign.'

(2) Unless permitted by an authorised person, a person must not stop or park a vehicle, otherwise than in an authorised vehicle, in an area designated by a sign stating 'Authorised Vehicles Excepted'.

(3) A person must not stop or park a vehicle in an area designated by a sign as a reserved area unless –

(a) in accordance with a permit; and

(b) in the case of a permit that is issued as a printed permit – the permit is displayed inside the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in the area; and

(c) in the case of a permit that is issued as an electronic permit – the person (using the parking app) has obtained notification that the required fee has been paid or that the permit has been issued.

5.2 Other prohibitions

(1) A person must not stop or park a vehicle –

(a) in a no stopping area;

(b) at the side of a carriageway marked with a continuous yellow edged line;

(c) in an area of a carriageway signed or marked with a keep clear marking;

(d) in a stall marked 'M/C' unless it is a motorcycle;

(e) in a bus lane or bus way;

(f) in a transit lane;

(g) in a truck lane; or

(h) in a bicycle lane or on a bicycle path.

(2) A person must not park a vehicle in a no parking area, unless the driver –

(a) is dropping off, or picking up, passengers or goods;

(b) does not leave the vehicle unattended; and

(c) within 2 minutes of stopping, completes the dropping off, or picking up, of the passengers or goods and drives on.

(3) A person must not park a vehicle on any portion of a road or within a parking station –

(a) for the purpose of exposing the vehicle for sale;

(b) if the vehicle is not licensed under the *Road Traffic (Vehicles) Act* 2012 or a corresponding law of another State or Territory or of the Commonwealth;

(c) if the vehicle is a trailer unattached to a motor vehicle; or

(d) for the purpose of effecting repairs to it, other than the minimum repairs necessary to enable the vehicle to be moved to a place other than the road or parking station.

5.3 Parking stalls

(1) A person must not stop or park a vehicle other than wholly within a parking stall – unless the vehicle is too wide or too long to fit completely within a single stall, in which case it must be parked within the minimum number of stalls needed to park it.

(2) A person must not stop or park, or attempt to stop or park, a vehicle in a parking stall in which another vehicle is stopped or parked.

(3) A person must not stop or park a bicycle in a parking stall.

5.4 Double parking

(1) Subject to subclause (2), a person must not stop or park a vehicle on a road so that any portion of the vehicle is between any other stationary vehicle and the centre of the carriageway of that road.

(2) Subclause (1) does not apply to –

(a) a person who parks a motorcycle in a bay marked "M/C"; or

(b) a person who stops or parks a vehicle in a parking stall or metered stall abreast of or alongside another vehicle.

5.5 Stopping or parking on a carriageway

A person stopping or parking a vehicle on a carriageway must stop or park it –

(a) in the case of a two-way carriageway - so that it is as near as practicable to, and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopped or parked;

(b) in the case of a one-way carriageway - so that it is as near as practicable to, and parallel with either boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopped or parked;

(c) so that at least 3 metres of the width of the carriageway lies between the vehicle and the opposite boundary of the carriageway, or between the vehicle and a vehicle stopped or parked on the opposite side of the carriageway; and

(d) so that it does not obstruct any vehicle on the carriageway.

5.6 Movement of vehicles to avoid time limitation

Where parking of vehicles in a thoroughfare or reserve is permitted for a limited time, a person must not moves a vehicle along, or return to, that thoroughfare so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare for at least 2 hours.

5.7 Heavy and long vehicles

(1) A person must not park a vehicle or any combination of vehicles that, together with any projection on, or load carried by, the vehicle or combination of vehicles, is more than 7.5 metres in length or exceeds a GVM of 4.5 tonnes –

(a) on a carriageway in a built-up area, for any period exceeding one hour, unless engaged in the picking up or setting down of goods;

(b) on a carriageway outside a built-up area, except –

(i) on the shoulder of the carriageway; or

(ii) in a truck bay or other area set aside for the parking of commercial vehicles; or

(iii) in a parking station or on a reserve, except in a truck bay or other area set aside for the parking of commercial vehicles.

(2) Nothing in this clause detracts from any limitation or condition imposed by any other provision of this local law or sign relating to the parking or stopping of vehicles.

5.8 Construction site

(1) In this clause, unless the context otherwise requires –

builder has the meaning given in the *Building Regulations 2012*;

construction site means any land subject to development;

construction site vehicle means a vehicle connected to an approved work zone;

daily fee means the daily fee determined by the local government;

development means the demolition, erection, construction, alteration of or addition to any building or structure on land or the carrying out on land of any excavation or other works;

eligible person means an owner or occupier of a construction site or a builder carrying out work on a construction site;

establishment fee means the fee determined by the local government; and

work zone means a road or part of a road, whether or not marked as a metered stall, parking stall or fee paying zone, that is set aside by the local government by the use of a sign, for a period specified on the sign, for the stopping or parking of construction site vehicles.

(2) An eligible person seeking to establish a work zone adjacent to a construction site may apply in writing to the CEO who may approve or refuse the application.

(3) Where the CEO approves an application, the CEO is to give the applicant a written notice specifying –

(a) the number and location of work zones the applicant may use;

(b) the times during which the stopping or parking of construction site vehicles is permitted in the work zone;

(c) the period for which the approval is valid;

(d) any conditions to which the approval of the local government is subject; and

(e) the amount of the establishment fee.

(4) The CEO is to set aside a work zone in accordance with the notice referred to in subclause (3) within 14 days from the date of payment of the establishment fee.

(5) An eligible person must, in addition to the establishment fee, pay to the local government a daily fee for each day that a work zone is set aside.

(6) The daily fee is payable monthly in advance.

(7) Where the CEO has approved an application to establish a work zone adjacent to a construction site, the CEO may cancel its approval by written notice to the applicant if –

(a) the applicant, or any person authorised by the applicant to use the work zone, stops or parks a vehicle other than in accordance with –

(i) a condition specified in the notice issued to the applicant under subclause (3); or

(ii) a sign applicable to the work zone;

(b) the applicant fails to pay the daily fee as required under subclauses (5) and (6); or

(c) the local government or an authorised person requires access to or near the place where the work zone is situated, for the purpose of carrying out works in or near that place.

(8) A person must not stop or park a vehicle in a work zone unless the vehicle is –

(a) a construction site vehicle; or

(b) permitted to stop in the work zone in accordance with this local law.

5.9 Obstruction generally

(1) This clause does not apply to a vehicle stopped or parked in a parking stall or metered stall.

(2) Paragraphs (b) and (d) of subclause (3) do not apply to a vehicle stopped or parked in a bus embayment.

(3) A person must not stop or park a vehicle so that any portion of the vehicle is –

(a) on a road and causes an obstruction on the road - unless it is a public bus stopping in a bus zone;

(b) obstructing an entrance, exit, carriageway, passage or thoroughfare in a parking facility;

(c) on an intersection, subject to paragraphs (d) and (e);

(d) on a carriageway within 20 metres from the nearest point of an intersecting carriageway at an intersection with traffic-control signals - unless the vehicle stops or parks at a place on a length of carriageway, or in an area, to which a parking control sign applies and the vehicle is otherwise permitted to stop or park at that place under this local law;

(e) on a carriageway within 10 metres of the prolongation of the nearest edge of any intersecting carriageway (without traffic-control signals) intersecting that carriageway on the side on which the vehicle is stopped or parked, unless–

(i) the vehicle stops or parks at a place on a carriageway, or in an area, to which a parking control sign applies or the vehicle is otherwise permitted to stop or park at that place under this local law; or

(ii) the intersection is a T-intersection along the continuous side of the continuing road at the intersection;

(f) on or over a footpath, pedestrian crossing, children's crossing or a place for pedestrians;

(g) alongside or opposite an excavation, work, hoarding, scaffolding or obstruction on the carriageway - if the vehicle would obstruct traffic;

(h) on a bridge or other elevated structure or within a tunnel or underpass - unless permitted to do so by a sign;

(i) between the boundaries of a carriageway and any double longitudinal line consisting of 2 continuous lines;

(j) between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line - unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line; or

(k) within the head of a cul-de-sac.

Division 2 – Stopping or parking in particular areas

5.10 Loading zone

(1) A person must not stop or park a vehicle in a loading zone unless –

(a) the vehicle is a commercial vehicle or an authorised vehicle and a person is continuously engaged in loading or unloading goods to or from that vehicle; or

(b) in respect of any other vehicle – only while taking up or setting down passengers.

(2) A person must not stop or park a commercial or authorised vehicle in a loading zone for longer than the time indicated on the loading zone sign or, if no time is indicated on the sign, for longer than 30 minutes, unless authorised by an authorised person.

5.11 Taxi zone

(1) A person must not stop a vehicle in a taxi zone unless the person is driving a taxi.

(2) A person driving a taxi must not leave the taxi unattended while it is in a taxi zone.

5.12 Charter vehicle zone

(1) A person must not stop or park a vehicle, other than a charter vehicle, in a charter vehicle zone.

(2) A charter vehicle must not stop or park in a charter vehicle zone except to pick up or set down passengers, for no more than –

(a) 15 minutes - if the charter vehicle has 12 or more seats including the driver; or

(b) 5 minutes - if the charter vehicle has less than 12 seats including the driver.

(3) If subclause (2)(b) applies, a person driving the charter vehicle must not leave the charter vehicle unattended while it is in a charter vehicle zone.

5.13 Shared zone

A person must not stop or park a vehicle in a shared zone unless the vehicle –

(a) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the vehicle is permitted to stop at that place under this local law;

(b) stops in a parking stall and the vehicle is permitted to stop in the parking stall under this local law;

(c) is dropping off, or picking up, passengers or goods; or

(d) is engaged in the door-to-door delivery or collection of goods, or in the collection of waste.

5.14 Pedestrian mall

A person must not stop or park a vehicle in a pedestrian mall unless the vehicle –

(a) is, and is being used as, an emergency vehicle;

(b) is, and is being used as, a special purpose vehicle;

(c) is stopped or parked in accordance with a written authorisation by the CEO or an authorised person; or

(d) is a service vehicle which –

(i) is in a service zone;

(ii) is in the pedestrian mall during a period when service vehicles are permitted;

(iii) is continuously being loaded or unloaded; and

(iv) is stopped or parked for a continuous period of less than 30 minutes or otherwise in accordance with a sign that applies to the service zone.

5.15 Bus stop and pedestrian, children and train crossings

(1) A person must not stop or park a vehicle so that any portion of the vehicle is within 10 metres of the departure side of –

(a) a bus embayment or a bus zone unless the vehicle is a public bus stopped to take up or set down passengers; or

(b) a pedestrian crossing or children's crossing.

(2) A person must not stop or park a vehicle on a thoroughfare so that any portion of the vehicle is within 20 metres of –

(a) the approach side of a bus embayment or a bus zone, unless the vehicle is a public bus stop to take up or set down passengers;

(b) the approach side of a pedestrian crossing or children's crossing; or

(c) the approach side or departure side of a railway crossing.

(3) A person must not stop or park a vehicle in a bus zone unless the person is driving a public bus, or a bus of a type that is permitted by a bus zone sign applying to the bus zone to stop at the bus zone.

(4) This clause does not apply if –

(a) the vehicle is stopped or parked in a marked stall;

(b) the driver of the vehicle is prevented from proceeding by circumstances beyond his or her control; or

(c) it is necessary for the driver of the vehicle to stop to avoid an accident.

5.16 Fire hydrant or public letter box

(1) A person must not stop or park a vehicle on a road, otherwise than in a metered stall or parking stall, so that any portion of the vehicle is within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug unless -

(a) the person is driving a public bus that stops in a bus embayment or bus zone and is not left unattended; or

(b) the person is driving a taxi that stops in a taxi zone and the taxi is not left unattended.

(2) A person must not stop or park a vehicle within 3 metres of a public letter box unless the person –

(a) is dropping off, or picking up, passengers or mail; or

(b) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Code.

5.17 Median strips and traffic islands

A person must not stop or park a vehicle, trailer or caravan (other than a bicycle or an animal) so that any portion of the vehicle, trailer or caravan is on a traffic island or median strip unless the person stops or parks in an area to which a parking control sign applies and the person is permitted to stop or park at that place under this local law.

~~**5.18 Verges**~~

~~(1) A person must not~~

~~(a) stop a vehicle (other than a bicycle) so that any portion of it is on a verge;~~

~~(b) stop or park a commercial vehicle or bus, or a trailer or caravan or boat attached to a motor vehicle, so that any portion of it is on a verge;~~

~~(c) stop or park a trailer, caravan or boat, that is not attached to a motor vehicle, so that any portion of it is on a verge;~~

~~(d) stop or park a vehicle so that any portion of it is on a verge during any period when the stopping or parking of a vehicle on the verge is prohibited by a sign referable to the verge; or~~

~~(e) stop or park a vehicle so that any portion of it is on a verge and within 10 metres of the nearest edge of an intersection unless permitted by a sign referable to the verge.~~

~~(2) Subclause (1)(a) does not apply to a person who –~~

~~(a) is the owner or occupier of the premises adjacent to the verge; or~~

~~(b) is authorised by the occupier of those premises to stop the vehicle so that any portion of it is on the verge.~~

~~(3) Subclause (1)(b) does not apply to a commercial vehicle when it is being loaded or unloaded, with reasonable expedition, with goods or materials collected from or delivered to the premises adjacent to the portion of the verge on which the commercial vehicle is parked, provided that no obstruction is caused to the passage of any vehicle or person using a carriageway or footpath.~~

5.18 Verges

(1) In this clause, ***long or heavy vehicle*** means a vehicle that –

(a) is more than 6.5m long;

(b) is more than 2.2m wide;

(c) is more than 2.4m high; or

(d) exceeds a GVM of 3.5 tonnes.

(2) A person must not –

(a) stop or park a bus on any part of any verge;

(b) stop or park a long or heavy vehicle on any part of any verge – except when it is being loaded or unloaded, with reasonable expedition, with goods or materials collected from or delivered to the premises adjacent to the portion of verge on which the long or heavy vehicle is parked, provided that no obstruction is caused to the passage of any vehicle or person using a carriageway or footpath; or

(c) stop or park a vehicle (except for a bus, a long or heavy vehicle, or a bicycle) –

(i) on a verge that is adjacent to a grouped or multiple dwelling; or

(ii) on a verge that is not adjacent to a grouped or multiple dwelling unless the person –

(A) is the owner or occupier of the premises adjacent to the verge; or

(B) is authorised by the owner or occupier of those premises to stop or park the vehicle so that any portion of it is on the verge.

5.19 Driveways

A person must not stop or park a vehicle on or across a driveway or other way of access for a vehicle travelling to or from land adjacent to a thoroughfare - unless the person is immediately dropping off or picking up passengers.

5.20 Reserves

A person must not drive, stop or park a vehicle on or over any portion of a reserve, other than an area specifically set aside for that purpose, unless the person –

(a) is an employee of the local government in the course of their functions;

(b) is an authorised person; or

(c) has obtained the permission of the CEO or an authorised person.

5.21 Parking on private land

(1) In this clause a reference to ***land*** does not include land that –

(a) belongs to the local government;

(b) of which the local government is the management body under the *Land Administration Act 1997*; and

(c) is an 'otherwise unvested facility' within section 3.53 of the Act;

(d) is the subject of an agreement referred to in clause 1.4(3); or

(e) is determined by the local government to be a parking station under the care, control and management of the local government.

(2) A person must not stop or park a vehicle on land without the consent of the owner or occupier of the land on which the vehicle is stopped or parked.

(3) Where the owner or occupier of the land, by a sign referable to that land or otherwise, consents to the stopping or parking of vehicles on the land, a person must not stop or park on the land otherwise than in accordance with that consent.

Part 6 - Parking permits

Division 1 – General provisions

6.1 Application of this Part

This Part applies to –

(a) residential parking permits;

(b) temporary residential parking permits;

(c) multi-purpose parking permits; and

(d) other classes of parking permits, if any, determined under clause 6.2.

6.2 Classes of parking permits

The local government may determine –

(a) classes of parking permits, in additional to residential parking permits, temporary residential parking permits and multi-purpose parking permits; and

(b) the eligibility criteria for each class of parking permit.

6.3 Application for a permit

(1) An application for a parking permit (other than a temporary residential parking permit) must –

(a) be in the form determined by the local government;

(b) provide the information required by the form;

(c) contain any other information required, for that class of permit under this local law;

(d) be signed by the applicant or, in the case of an electronic application, include an electronic acceptance of the application conditions; and

(e) be forwarded to the local government together with any fee determined and imposed under the Act.

(2) The CEO or an authorised person may require an applicant to provide additional information reasonably related to their application.

(3) The CEO may refuse to consider an application that is not in accordance with subclause (1) or where the applicant has not provided the additional information required under subclause (2).

6.4 Decision on application for a permit

(1) The CEO or an authorised person may –

(a) approve an application for a permit unconditionally or subject to any conditions; or

(b) refuse to approve an application for a permit.

(2) If an application for a permit is approved, the CEO or an authorised person is to issue to the applicant, in the form determined by the CEO, a permit that may be printed or electronic.

(3) If an application for a permit is refused, the CEO or an authorised person is to give notice of that refusal to the applicant.

6.5 Compliance with and variation of conditions

(1) Where a permit has been issued subject to conditions, the permit holder must comply with each of the conditions.

(2) The CEO or an authorised person may vary the conditions of a permit, and the permit holder must comply with those conditions as varied.

6.6 Validity of a permit

(1) A parking permit ceases to be valid on –

(a) the expiry of any time or period specified in the permit;

(b) the holder of the permit ceasing to be eligible;

(c) the cancellation of the permit under clause 6.9; or

(d) the replacement of the permit by a new permit issued under clause 6.10.

(2) Where a permit ceases to be valid, the permit holder must immediately –

(a) cease to use the permit;

(b) in the case where the permit holder has ceased to be eligible – notify the local government in writing when and why the permit holder ceased to be eligible;

(c) in the case of a permit affixed to a vehicle – remove it from the vehicle and return it to the local government; and

(d) in the case of a written permit – return it to the local government.

6.7 Renewal of a permit

(1) A permit holder may apply to the local government in writing prior to the expiry of a permit for the renewal of the permit.

(2) The provisions of this Part and any other provision of this local law relevant to the permit that is to be renewed apply, with appropriate modifications, to an application for the renewal of the permit.

6.8 Permit not transferable

A parking permit is not transferable.

6.9 Cancellation of a permit

(1) A permit may be cancelled by the CEO if the permit holder has not complied with –

(a) a condition of the permit; or

(b) a provision of any written law which may relate to the activity regulated by the permit.

(2) If a permit is cancelled, the permit holder –

(a) must, in the case of a written permit, return the permit to the local government as soon as practicable; and

(b) is taken to have forfeited any fees paid in respect of the permit.

6.10 Replacement of a permit

The CEO or an authorised person may issue a replacement permit where an application is made and is accompanied by supporting documentation and the appropriate fee, if any, determined and imposed by the local government under the Act.

6.11 Exemption for permit holders

(1) The holder of a valid parking permit is exempt from a prohibition against the stopping or parking of vehicles on any part of a road for more than a specified period.

(2) The exemption under subclause (1) applies only –

(a) to the part of the road specified in the permit;

(b) where the permit specifies a particular vehicle - to the vehicle specified in the permit;

(c) in accordance with the terms and conditions of the permit; and

(d) if the permit, if printed, is displayed in the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while that vehicle remains stopped or parked in the area to which the permit relates.

(3) The exemption under subclause (1) does not apply during any period during which the stopping or parking of vehicles is prohibited on the road, or the part of the road, specified in the permit.

6.12 Use of counterfeit or altered parking permit

A person must not –

(a) use or display in a vehicle, a parking permit that has in any way been counterfeited, altered, obliterated or interfered with; or

(b) produce to an authorised person a parking permit that has been counterfeited, altered, obliterated or interfered with.

6.13 Objection and appeal rights

A person adversely affected by a decision relating to a permit made under this Part, including a decision to refuse to approve an application for a permit or to cancel a permit, may be entitled to object or appeal against the decision under Part 9, Division 1 of the Act.

Division 2 – Residential and multi-purpose parking permits

6.14 Terms used

In this Division –

applicant means an applicant for a residential parking permit or a multi-purpose parking permit under this Division;

Eligibility Table means the table specified in clause 6.16;

residential complex means a group of 9 or more residential units with a common driveway or accessway;

residential unit means premises, other than a single house, lawfully used for self contained living quarters; and

single house means premises constructed on its own and lawfully used for self contained living quarters.

6.15 Eligibility

(1) Subject to clause 6.19, to be eligible for a residential parking permit or a multi-purpose parking permit, an applicant must be –

(a) the owner or occupier of a single house or residential unit –

(i) that is not in a residential complex;

(ii) that has not had renovations carried out after January 1993 which have affected the parking availability on the property;

(iii) in respect of which there is no adequate off-road parking on the site;

(iv) that, in respect of a single house, is adjacent to a part of a road (not being a road described in subclause (2)) on which the stopping or parking of vehicles is prohibited for more than a specified period; and

(v) that, in respect of a residential unit, is part of a building that is adjacent to a part of a road (not being a road described in subclause (2)) on which the stopping or parking of vehicles is prohibited for more than a specified period; and

(b) either the holder of a vehicle that is licensed in their name at the address shown on the application, or the permitted user of a work vehicle that is certified by an employer or principal as being the vehicle assigned to them and, in either case, where the vehicle –

(i) is not a caravan, motor home or trailer; and

(ii) is not a commercial vehicle that exceeds 7.5m in length or 4.5 tonnes gross vehicle mass.

(2) A multi-purpose parking permit cannot be issued to a person whose place of residence is on a parcel of land that has a common boundary with a road that has adjacent to that boundary, or part of it, a fee paying zone

6.16 Restrictions on numbers of permits

(1) In respect of a single house or residential unit, the maximum numbers of residential parking permits and/or multi-purpose parking permits that can be issued are set out in the Eligibility Table.

(2) The CEO or an authorised person may restrict the number of residential parking permits or multi-purpose parking permits that can be issued in respect of a particular road or a particular area.

6.17 Eligibility Table

The Eligibility Table is –

Number of parking bays on site	Number of vehicles registered to the residential address	Maximum number of permits that can be issued
Nil	Nil	1 multi-purpose parking permit
	1	1 residential parking permit 1 multi-purpose parking permit
	2 or more	2 residential parking permits 1 multi-purpose parking permit
1	Nil	nil
	1	1 multi-purpose parking permit
	2 or more	1 residential parking permit 1 multi-purpose parking permit
2	Nil	nil
	1	nil
	2 or more	1 multi-purpose parking permit

6.18 Temporary parking permits

(1) After receipt of an application for a residential parking permit (under clause 6.3) and before its determination, the CEO or an authorised person may issue to the applicant in the form of one or more temporary residential parking permits, the number of residential parking permits that would be issued to the applicant, in accordance with the Eligibility Table, if their application were to be successful.

(2) A temporary residential parking permit issued under this clause is to be for the period, not exceeding 6 months, that the CEO considers is appropriate to enable the application to be determined.

6.19 Power to override eligibility requirements

If an applicant -

(a) has made an application for a residential parking permit or a multi-purpose parking permit under this Part;

(b) is not eligible for a residential parking permit or a multi-purpose parking permit under any one or more of the provisions of clause 6.15(1); and

(c) submits in writing to the CEO reasons why the applicant would be issued with a permit,

the CEO, if he or she considers that the reasons warrant the issue of a permit, may issue to the applicant a residential parking permit or multi-purpose parking permit in accordance with the Eligibility Table.

Part 7 - Miscellaneous

7.1 Powers of an authorised person

(1) An authorised person may, for a purpose connected with their functions –

(a) mark the tyres of a vehicle parked in a parking facility with chalk or other non-indelible substance;

(b) take a valve stem reading of a vehicle;

(c) record a vehicle registration number;

(d) photograph a vehicle or anything in or on it; or

(e) affix to a vehicle any notice.

(2) A person must not remove a mark made by an authorised person so that the purpose of affixing the mark is defeated or likely to be defeated.

(3) No offence under this local law is committed by an authorised person while carrying out their functions.

7.2 Impersonating an authorised person

A person who is not an authorised person must not impersonate or purport to exercise the functions of an authorised person.

7.3 Obstructing an authorised person

A person must not obstruct or hinder an authorised person in the execution of their functions.

7.4 Use of fee paying machines

(1) A person must not insert into a fee paying machine anything other than the designations of coin or bank note or other form of permitted payment indicated by a sign on the fee paying machine.

(2) A person must not operate a fee paying machine except in accordance with the operating instructions on the fee paying machine.

7.5 Removal of notices on vehicle

A person, other than the driver of the vehicle or a person acting under the direction of the driver of the vehicle, must not remove from the vehicle any notice put on the vehicle by an authorised person.

7.6 Unauthorised signs and defacing of signs

A person must not, without the authority of the CEO or an authorised person -

(a) mark, set up or exhibit a sign purporting to be or resembling a sign marked, erected, set up or displayed by the local government under this local law;

(b) remove, deface or misuse a sign, or property that is marked, erected, set up or displayed by the local government under this local law; or

(c) affix a board, sign, placard, notice or other thing to, or paint or write on, any part of a sign that is marked, erected, set up or displayed by the local government under this local law.

7.7 Signs must be complied with

An inscription or symbol on a sign operates and has effect according to its tenor and a person contravening the direction on a sign commits an offence.

7.8 General provisions about signs

(1) A sign that is marked, erected, set up or displayed on or near a thoroughfare is, in the absence of evidence to the contrary, presumed to be a sign that is marked, erected, set up or displayed under this local law.

(2) The first 3 letters of any day of the week when used on a sign indicate that day of the week.

7.9 Damage to local government property

A person must not damage or interfere with, or obstruct the operation of, a fee paying machine or any local government property used in, or in connection with, a parking facility.

7.10 Special purpose, emergency and vehicles driven by authorised persons

Despite anything to the contrary in this local law -

(a) the driver of a special purpose vehicle may, only in the course of their functions and when it is expedient and safe to do so, stop or park the vehicle in any place and at any time;

(b) the driver of an emergency vehicle may, in the course of their functions and when it is expedient and safe to do so or where he or she reasonably believes that it is expedient and safe to do so, stop or park the vehicle at any place and at any time; and

(c) an authorised person engaged in the course of their functions and when it is expedient and safe to do so or where he or she reasonably believes that it is expedient and safe to do so, may stop or park a vehicle at any place and at any time.

7.11 Vehicles not to obstruct a public place

Unless permitted under this local law, or unless authorised under any other written law, a person must not leave a vehicle, or any part of a vehicle, in a public place if it –

(a) obstructs the use of any part of the public place; or

~~(b) is unlicensed; or~~

~~(c) is abandoned, or gives the appearance of having been abandoned.~~

(b) appears to an authorised person to have been abandoned, having regard to factors such as –

(i) whether there are any number plates on the vehicle;

(ii) the extent of any damage to the vehicle;

(iii) whether the vehicle has been in the same position for more than 24 hours; and

(iv) whether the vehicle appears to be inoperable.

Regulation 29 of the *Local Government (Functions and General) Regulations 1996* states –

29. Contraventions that may lead to impounding of goods (Act s. 3.37)

(1) A contravention of a regulation or local law made under the Act can lead to the impounding of goods involved in the contravention if —

(a) it occurs in a public place; and

(b) either —

(i) the presence of the goods —

(I) presents a hazard to public safety; or

(II) obstructs the lawful use of any place;

or

(ii) where the regulation or local law prohibits or regulates the placement of the goods, the goods are located in a place contrary to that regulation or local law.

(1a) A contravention of a regulation or local law made under the Act can lead to the impounding of goods that are animals (if they are involved in the contravention) whether or not the contravention takes place in a private or a public place.

(2) In subregulation (1) or (1a) —

public place includes a place that is on private property that the public are allowed to use.

7.12 Direction to move vehicle

A person must not stop or park a vehicle, or allow a vehicle to remain stopped or parked, after being directed by an authorised person or a police officer to move the vehicle.

7.13 Urgent, essential or official functions

(1) Where –

(a) in a parking facility, a sign prohibits the stopping or parking of a vehicle, or permits the stopping or parking of a vehicle for a limited time; and

(b) a person needs to carry out a function that is considered by an authorised person to be urgent, essential or official in nature and that would be facilitated by stopping or parking a vehicle in the parking facility, the person may be permitted, by an authorised person, to stop or park the vehicle in the parking facility for a period that may exceed any applicable limited time.

(2) Where permission is given under subclause (1), an authorised person may, by a sign, prohibit for the duration of the permission the use by any other vehicle of the portion of the parking facility to which the permission relates.

(3) Permission given under subclause (1) may –

(a) allow the stopping or parking of the vehicle continuously for a specified period or periods, between specified times or from time to time during a specified period; and

(b) be revoked or suspended at any time by an authorised person.

(4) A person must not stop or park a vehicle in respect of which permission has been given under subclause (1) other than in accordance with the terms of the permission.

Part 8 - Enforcement

8.1 Legal proceedings

Evidentiary provisions relating to offences involving vehicles are contained in Division 2 of Part 9 of the Act.

> Note: *For example, section 9.47 of the Local Government Act 1995 states –*
>
> *'In proceedings under this Act instituted by or under the direction of a local government, until evidence is given to the contrary, proof is not required of -*
>
> *(e) the fact that a place is within a parking region; or*
>
> *(f) the establishment or provision of a parking facility.'*

8.2 Offences and penalties

(1) A person who breaches a provision of this local law commits an offence.

(2) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the Act.

(3) A person who commits an offence under this local law is to be liable, on conviction, to a penalty not less than $250 and not exceeding $5,000, and if the offence is of a continuing nature, to an additional penalty not exceeding $500 for each day or part of a day during which the offence has continued.

(4) The amount appearing in the final column of Schedule 1 directly opposite a clause specified in that Schedule is the modified penalty for an offence against that clause.

8.3 Form of notices

For the purposes of this local law -

(a) the form of the notice referred to in section 9.13 of the Act is that of Form 1 in Schedule 2;

(b) the form of the infringement notice referred to in section 9.17 of the Act is that of Form 2 in Schedule 2;

(c) the form of the infringement notice referred to in section 9.17 of the Act which incorporates the notice referred to in section 9.13 of the Act, is that of Form 3 in Schedule 2; and

(d) the form of the notice referred to in section 9.20 of the Act is that of Form 4 in Schedule 2.

SCHEDULE 1 - PRESCRIBED OFFENCES

Item No.	Clause No.	Nature of offence	Modified penalty
1.	3.2(2)	Failure to pay fee in the fee paying zone	*60*
2.	3.4(a)	Parking when meter has expired	*60*
3.	3.4(b)	Parking in excess of period maximum shown on metered stall	*60*
4.	3.5	Parking contrary to a meter hood	*60*
5.	3.6(1)	Failure to display ticket in fee paying zone	*60*
6.	3.7/4.5	Displaying a ticket that is altered or is otherwise non-compliant	80
7.	3.8(1)	Parking in excess of maximum period in fee paying zone	*60*
8.	3.8(2), 4.8(2) or 5.6	Moving vehicle to avoid time limitation	*60*
9.	3.9(1)(a)	Failure to park wholly within metered bay	*80*
10.	3.9(2)	Failure to park wholly within metered zone	*80*
11.	3.10	Parking or attempting to park a vehicle in a metered stall occupied by another vehicle	*60*
12.	3.11	Failure to comply with free parking period restriction	*60*
13.	4.1	Entering a parking station without permission	80
14.	4.2	Failure to pay parking station fee	*60*
15.	4.4	Failure to display ticket in parking station	*60*
16.	4.7	Leaving without paying parking station fee	*80*
17.	4.8	Parking in excess of maximum period in a parking station	*60*
18.	4.11(a)	Causing obstruction in parking station	80
19.	4.12(a)	Remaining in a parking station after being required to leave	80
20.	4.12(b)	Loitering in a parking station	80
21.	4.12(c)	Driving in a parking station contrary to a sign	80
22.	4.12(d)	Using a wheeled thing, other than a licenced vehicle or wheelchair, in a parking station	80
23.	4.12(e)	Engaging in unauthorised activities in a parking station	80
24.	5.1(1)(a)	Parking wrong class of vehicle	*65*
25.	5.1(1)(b)	Parking by persons of a different class	*65*
26.	5.1(1)(c)	Parking during prohibited period	80

Item No.	Clause No.	Nature of offence	Modified penalty
27.	5.1(1)(d)	Parking vehicle in excess of maximum time	*60*
28.	5.1(1)(e)	Parking *or stopping* contrary to sign	*60*
	~~5.1(1)(e)~~	~~Stopping contrary to a sign~~	~~80~~
29.	5.1(2)	Parking without permission in an area designated for 'Authorised Vehicles Only'	*80*
30.	5.1(3)	Stopping without permission in a reserved area	*80*
31.	5.2(1)(a)	Stopping *or parking* in a no stopping area	80
	~~5.2(1)(a)~~	~~Parking in a no stopping area~~	~~80~~
32.	5.2(1)(b)	Stopping alongside continuous yellow lines	80
33.	5.2(1)(c)	Stopping or parking contrary to keep clear marking	80
	~~5.2(1)(c)~~	~~Parking contrary to keep clear marking~~	~~80~~
34.	5.2(1)(d)	Parking *or stopping* vehicle in motor cycle only area	*80*
	~~5.2(1)(d)~~	~~Stopping vehicle in motor cycle only area~~	~~60~~
35.	5.2(1)(f)	Parking in a transit lane	*150*
36.	5.2(1)(h)	Stopping in a bicycle lane	*150*
37.	5.2(2)	Stopping *or parking* in a no stopping area	80
	~~5.2(2)~~	~~Parking in a no parking area~~	~~65~~
38.	5.2(3)(a)	Parking in thoroughfare for purpose of sale	*65*
39.	5.2(3)(b)	Parking unlicensed vehicle in thoroughfare	*65*
40.	5.2(3)(c)	Parking a trailer on a thoroughfare	*65*
41.	5.2(3)(d)	Parking in thoroughfare for purpose of repairs	*65*
42.	5.3(1)	Failure to park wholly within parking stall	*80*
43.	5.3(2)	Parking or attempting to park a vehicle in a parking stall occupied by another vehicle	*65*
44.	5.3(3)	Stopping *or parking* a bicycle in a parking stall	*65*
	~~5.3(3)~~	~~Parking a bicycle in a parking stall~~	~~65~~
45.	5.4	Double parking	*150*
46.	5.5(a)	Failure to park on the left of two-way carriageway	*65*
47.	5.5(a) or 5.5(b)	Parking against the flow of traffic	*65*
48.	5.5(b)	Failure to park on boundary of one-way carriageway	*80*
49.	5.5(c)	Parking when distance from farther boundary less than 3 metres	*80*

Item No.	Clause No.	Nature of offence	Modified penalty
50.	5.5(d)	Causing obstruction on carriageway	80
51.	5.6	Moving vehicle to avoid time limitation	60
52.	5.7(1)	Parking heavy or long vehicle on carriageway	80
53.	5.9(3)(a)	Stopping *or parking* a vehicle causing an obstruction on a road	*150*
	~~5.9(3)(a)~~	~~Parking a vehicle causing an obstruction on a road~~	~~*150*~~
54.	5.9(3)(b)	Stopping *or parking* a vehicle causing an obstruction in a parking facility	80
	~~5.9(3)(b)~~	~~Parking a vehicle causing an obstruction in a parking facility~~	~~80~~
55.	5.9(3)(c)	Stopping *or parking* a vehicle on an intersection	*150*
	~~5.9(3)(c)~~	~~Parking a vehicle on an intersection~~	~~*150*~~
56.	5.9(3)(d)	Stopping *or parking* a vehicle within 20 metres of an intersection with traffic control signals	*80*
	~~5.9(3)(d)~~	~~Parking a vehicle within 20 metres of an intersection with traffic control signals~~	~~*80*~~
57.	5.9(3)(e)	Stopping *or parking* a vehicle within 10 metres of an intersection	*80*
	~~5.9(3)(e)~~	~~Parking a vehicle within 10 metres of an intersection~~	~~*80*~~
58.	5.9(3)(f)	Stopping *or parking* a vehicle on a prohibited place	80
	~~5.9(3)(f)~~	~~Parking a vehicle on a prohibited place~~	~~80~~
59.	5.9(3)(g)	Stopping *or parking* a vehicle near works	*60*
	~~5.9(3)(g)~~	~~Parking a vehicle near works~~	~~*65*~~
60.	5.9(3)(h)	Stopping *or parking* a vehicle on a bridge, tunnel or underpass	*80*
	~~5.9(3)(h)~~	~~Parking a vehicle on a bridge, tunnel or underpass~~	~~*65*~~
61.	5.9(3)(i)	Stopping *or parking* a vehicle where double lines	*80*
	~~5.9(3)(i)~~	~~Parking a vehicle where double lines~~	~~*80*~~
62.	5.9(3)(j)	Stopping *or parking* a vehicle where double lines	*80*
	~~5.9(3)(j)~~	~~Parking a vehicle where double lines~~	~~*80*~~
63.	5.9(3)(k)	Stopping *or parking* a vehicle within the head of a cul-de-sac	*65*
	~~5.9(3)(k)~~	~~Parking a vehicle within the head of a cul-de-sac~~	~~*65*~~
64.	5.10(1)	Stopping *or parking* an unauthorised vehicle in a loading zone	*65*
	~~5.10(1)~~	~~Parking an unauthorised vehicle in a loading zone~~	~~*65*~~

Item No.	Clause No.	Nature of offence	Modified penalty
65.	5.10(2)	Stopping *or parking* a vehicle in a loading zone in excess of maximum period	*65*
	~~5.10(2)~~	~~Parking a vehicle in a loading zone for longer than the maximum period~~	~~*65*~~
66.	5.11(1)	Stopping a vehicle, other than a taxi, in a taxi zone	*65*
67.	5.11(2)	Leaving a taxi unattended in a taxi zone	*65*
68.	5.12(1)	Stopping *or parking* a vehicle, other than a charter vehicle, in a charter vehicle zone	*65*
	~~5.12(1)~~	~~Parking a vehicle, other than a charter vehicle, in a charter vehicle zone~~	~~*65*~~
69.	5.12(2)	Stopping *or parking* in a charter vehicle zone for longer than the maximum period	*65*
	~~5.12(2)~~	~~Parking in a charter vehicle zone for longer than the maximum period~~	~~*65*~~
70.	5.12(3)	Leaving a charter vehicle unattended in a charter vehicle zone	*65*
71.	5.13	Stopping *or parking* a vehicle in a shared zone	*65*
	~~5.13~~	~~Parking a vehicle in a shared zone~~	~~*65*~~
72.	5.14	Stopping *or parking* a vehicle in a pedestrian mall	*65*
	~~5.14~~	~~Parking a vehicle in a pedestrian mall~~	~~*65*~~
73.	5.15(1)	Stopping *or parking* a vehicle within 10 metres of the departure side of a bus bay or crossing	*65*
	~~5.15(1)~~	~~Parking a vehicle within 10 metres of the departure side of a bus bay or crossing~~	~~*65*~~
74.	5.15(2)	Stopping *or parking* a vehicle within 20 metres of the approach side of a bus bay, bus zone or crossing	*65*
	~~5.15(2)~~	~~Parking a vehicle within 20 metres of the approach side of a bus bay or crossing~~	~~*65*~~
75.	5.15(3)	Stopping *on parking* a vehicle, other than a permitted bus, in a bus zone	*65*
	~~5.15(3)~~	~~Parking a vehicle, other than a permitted bus, in a bus zone~~	~~*65*~~
76.	5.16(2)	Parking within 3 metres of public letter box	*65*
77.	5.17	Parking on a median strip/traffic island	80
78.	5.18	Stopping on verge	80
79.	5.19	Parking on a driveway	80
80.	5.20	Driving or parking on reserve	*150*

Item No.	Clause No.	Nature of offence	Modified penalty
81.	5.21(2)	Parking on land that is not a parking facility without consent	*150*
82.	5.21(3)	Parking on land not in accordance with consent	*65*
83.	6.12(a)	Using a counterfeited or altered parking permit	*150*
84.	7.1(2)	Removing mark of authorised person	*150*
85.	7.3	Obstructing or hindering an authorised person	*250*
86.	7.4(1)	Non-permitted insertion in ticket issuing machine	80
87.	7.6(a)	Marking, setting up or exhibiting a sign	*250*
88.	7.6(b)	Removing, defacing or misusing a sign	*250*
89.	7.6(c)	Defacing a sign	*250*
90.	7.11	Leaving vehicle so as to obstruct a public place	*150*
91.	7.12	Parking contrary to directions of authorised person	*250*
92.		All other offences not specified	*65*

SCHEDULE 2 – INFRINGEMENTS NOTICE FORMS

[Clause 8.3]

FORM 1

PARKING LOCAL LAW 2021

NOTICE TO OWNER OF VEHICLE INVOLVED IN OFFENCE

Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) ..... your vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
was involved in the commission of the following offence - .....
.....
.....
.....
.....
contrary to clause ..... of the Parking Local Law 2020.

You are required under section 9.13 of *the Local Government Act 1995* to identify the person who was the driver or person in charge of the vehicle at the time when the offence is alleged to have been committed.

If you do not prove otherwise, you will be deemed to have committed the offence unless:

(a) within 28 days after being served with this notice;
  (i) you inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the vehicle at the time the offence is alleged to have been committed; and
  (ii) you satisfy the Chief Executive Officer that the vehicle had been stolen, or was being unlawfully used, at the time the offence is alleged to have been committed;

or

(b) you were given an infringement notice for the alleged offence and the modified penalty specified in it is paid within 28 days after the notice was given or such further time as is allowed.

(5) .....
(6) .....

Insert:
(1) Name of 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of owner (not required if owner not named)
(3) Time of alleged offence
(4) Location of alleged offence
(5) Signature of authorised person
(6) Name and title of authorised person giving notice

FORM 2

PARKING LOCAL LAW 2021

INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
you committed the following offence:
.....
.....
.....
contrary to clause ..... of the Parking Local Law 2020.

The modified penalty for the offence is $ .....

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorised person at (5) ..... within a period of 28 days after the giving of this notice.

If you do not pay the modified penalty within 28 days after the date of this notice, you may be prosecuted or enforcement action may be taken under the *Fines, Penalties and Infringement Notices Enforcement Act 1994*. Under that Act, some or all of the following actions may be taken –

> your driver's licence may be suspended, your vehicle licence may be suspended or cancelled, you may be disqualified from holding or obtaining a driver's licence or vehicle licence, your vehicle may be immobilised or have its number plates removed, your details may be published on a website, your earnings or bank accounts may be garnished, and your property may be seized and sold.

If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6) .....
(7) .....

Insert:

(1) Name of alleged offender or 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of alleged offender
(3) Time of alleged offence
(4) Location of alleged offence
(5) Place where modified penalty may be paid
(6) Signature of authorised person
(7) Name and title of authorised person giving notice

FORM 3

PARKING LOCAL LAW 2021

INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
you committed the following offence:
.....
.....

contrary to clause ..... of the Parking Local Law 2020.

The modified penalty for the offence is $ .....

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorised person at (5) ..... within a period of 28 days after the giving of this notice.

Unless within 28 days after being served with this notice:

(a) you pay the modified penalty; or

(b) you:

(i) inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time the offence is alleged to have been committed; or

(ii) satisfy the Chief Executive Officer that the above vehicle had been stolen or was being unlawfully used at the time the offence is alleged to have been committed,

you will, in the absence of proof to the contrary, be deemed to have committed the above offence and court proceedings may be instituted against you.

If you do not pay the modified penalty within 28 days after the date of this notice, you may be prosecuted or enforcement action may be taken under the *Fines, Penalties and Infringement Notices Enforcement Act 1994*. Under that Act, some or all of the following actions may be taken –

your driver's licence may be suspended, your vehicle licence may be suspended or cancelled, you may be disqualified from holding or obtaining a driver's licence or vehicle licence, your vehicle may be immobilised or have its number plates removed, your details may be published on a website, your earnings or bank accounts may be garnished, and your property may be seized and sold.

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If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6) .....

(7) .....

Insert:

(1) Name of 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of owner (not required if owner not named)
(3) Time of alleged offence
(4) Location of alleged offence
(5) Place where modified penalty may be paid
(6) Signature of authorised person
(7) Name and title of authorised person giving notice

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FORM 4

PARKING LOCAL LAW 2020

WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
Infringement Notice No. ..... dated ..... / ..... / .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,

for the alleged offence of .....
.....
.....
.....
has been withdrawn.

The modified penalty of $ .....

has been paid and a refund is enclosed.

has not been paid and should not be paid.

delete as appropriate.
(3) .....
(4) .....
Insert:
(1) Name of alleged offender to whom infringement notice was given or the 'owner' (as defined in the *Parking Local Law 2020*).
(2) Address of alleged offender.
(3) Signature of authorised person
(4) Name and title of authorised person giving notice

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Attachment 3 - Proposed Parking Local Law 2021

City of Fremantle

PARKING LOCAL LAW 2021

Published in the Government Gazette on [**to be added**]
Disclaimer: This version is an administrative version and while every attempt to ensure it is correct, only the Gazetted version as amended should be relied on. In particular, text boxes and notes in this version do not form part of the local law.

Local Government Act 1995

City of Fremantle

Parking Local Law 2021

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Local Government Act 1995

City of Fremantle

Parking Local Law 2021

Under the powers conferred on it by the *Local Government Act 1995* and under all other enabling powers, the Council of the City of Fremantle resolved on [***add date***] to make this local law.

Part 1 - Preliminary

1.1 Title

This is the City *of Fremantle Parking Local Law 2021*.

1.2 Commencement

This local law will come into operation 14 days after the day on which it is published in the *Government Gazette*.

1.3 Repeal

The *City of Fremantle Parking Local Law 2006* published in the *Government Gazette* on 29 November 2006 is repealed.

1.4 Application

(1) Except as set out in this clause, this local law applies to the whole of the district.

(2) This local law does not apply to -

(a) the approach and departure prohibition areas of all traffic control signal installations as determined by the Commissioner of Main Roads;

(b) the prohibition areas that apply to all bridges and subways as determined by the Commissioner of Main Roads; and

(c) any road that comes under the control of the Commissioner of Main Roads unless the control of parking and parking facilities on that road is carried out subject to the control and direction of the Commissioner of Main Roads or has been delegated by the Commissioner to the local government.

(3) This local law does not apply to a parking facility or a parking station that is not occupied by the local government, unless the local government and the owner or occupier of that facility or station have agreed in writing that this local law is to apply to that facility or station.

(4) The agreement referred to in subclause (3) may be made on such terms and conditions as the parties may agree.

Note: Section 9.47 of the Act states –

> 'In proceedings under this Act instituted by or under the direction of a local government, until evidence is given to the contrary, proof is not required of –
>
> ...
>
> (e) the fact that a place is within a parking region; or
>
> (f) the establishment or provision of a parking facility.'

1.5 Terms used

In this local law -

Act means the *Local Government Act 1995*;

approved alternative method of payment means a method of payment approved under clause 2.5;

attended parking station means a parking station –

(a) attended by an employee, or by an agent or contractor, of the local government; and

(b) in respect of which fees for the parking of a vehicle are payable immediately prior to the removal of the vehicle from the station;

authorised person means a person appointed under section 9.10 of the Act, to perform any of the functions of an authorised person under this local law;

> Section 9.10 of the Act states -
>
> **'Appointment of authorised persons**
>
> (1) The local government may, in writing, appoint persons or classes of persons to be authorised for the purposes of performing particular functions.
>
> (2) The local government is to issue to each person so authorised a certificate stating that the person is so authorised, and the person is to produce the certificate whenever required to do so by a person who has been or is about to be affected by any exercise of authority by the authorised person.'

authorised vehicle means a vehicle authorised by the CEO or an authorised person, or by any written law, to park on a thoroughfare or parking facility;

bank note means an Australian note that is legal tender under section 36(1) of the *Reserve Bank Act 1959* (Cth);

bicycle has the meaning given in the Code;

bicycle means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor) -

(a) including a pedicab, penny-farthing and tricycle; but

(b) not including a wheelchair, wheeled recreational device, wheeled toy, scooter or a power-assisted pedal cycle (if the motor is operating).

[Regulation 3(1) of the Code]

bicycle lane has the meaning given in the Code;

bicycle lane means a marked lane, or the part of a marked lane —

(a) beginning at a "bicycle lane" sign applying to the lane; and

(b) ending at the nearest of the following:

(i) an "end bicycle lane" sign applying to the lane;

(ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines);

(iii) if the carriageway ends at a dead end — the end of the carriageway;

Bicycle lane sign



End bicycle lane sign



Note There are a number of other permitted versions of the "bicycle lane" sign, and another permitted version of the "end bicycle lane" sign.

[Regulation 3(1) of the Code]

bicycle path has the meaning given in the Code;

bicycle path means a length of path beginning at a 'bicycle path' sign or a 'bicycle path' road marking and ending at the nearest of the following:

(a) an 'end bicycle path' sign, or an 'end bicycle path' road marking;

(b) a 'separated footpath' sign or a 'separated footpath' road marking;

(c) a carriageway;

(d) the end of the path;



[Regulation 3(1) of the Code]

built-up area means the territory contiguous to and including any road –

(a) on which there is provision for lighting by means of streetlamps at intervals of not over 100 metres for a distance of at least 500 metres or, if the road is shorter than 500 metres for the whole road;

(b) which is built up with structures devoted to business, industry or dwelling houses at intervals of less than 100 metres for a distance of 500 metres or more; or

(c) beyond a sign indicating 'Built-up Area' erected at the roadside to face drivers approaching a development consisting of dwelling houses, or business or industrial structures;

bus has the meaning given in the Code;

> ***bus*** means a motor vehicle, built mainly to carry people, that seats over 12 adults (including the driver);
>
> [Regulation 3(1) of the Code]

bus embayment has the meaning given in the Code;

> ***bus embayment*** means an embayment at the side of a carriageway, designed so that a public bus can be driven into it, for the purpose of allowing passengers to alight or enter, without impeding the flow of traffic on that carriageway, but does not include a bus lane;
>
> [Regulation 3(1) of the Code]

bus stop has the meaning given in the Code;

> ***bus stop*** means 'a length of carriageway commencing 20m on the approach side

of, and ending 10m on the departure side of, a post indicating that public busses stop at that 'point';
[Regulation 3(1) of the Code]

bus zone has the meaning given in the Code;

bus zone means a length of carriageway to which a 'bus zone' sign applies;
[Regulation 3(1) of the Code]

caravan has the meaning given in the *Caravan Parks and Camping Grounds Act 1995*;

caravan means a vehicle that is fitted or designed for habitation, and, unless the contrary intention appears, includes an annexe;
[Section 5(1) of the *Caravan Parks and Camping Grounds Act 1995*]

carriageway means –

(a) a portion of thoroughfare that is improved, designed or ordinarily used for vehicular traffic and includes the shoulders, and areas, including embayments, at the side or centre of the carriageway, used for the stopping or parking of vehicles; and

(b) where a thoroughfare has 2 or more of those portions divided by a median strip, - each of those portions, separately;

CEO means chief executive officer of the local government;

centre, in relation to a carriageway, means a line or a series of lines, marks or other indications -

(a) for a two-way carriageway – placed so as to delineate vehicular traffic travelling in different directions; or

(b) in the absence of any such lines, marks or other indications – the middle of the main, travelled portion of the carriageway;

children's crossing has the meaning given in the Code;

children's crossing means a portion of carriageway between 2 parallel broken or unbroken lines, each approximately 150 millimetres wide and not more than 5 metres apart marked across, or partly across the carriageway and near which a fluorescent red-orange flag or sign bearing the words 'children crossing – stop', are displayed and, where the lines are so marked partly across a carriageway, includes a portion of the carriageway between the prolongations of those lines;

Children crossing — stop sign

(octagonal background in red)

(square background in lime/yellow)



[Regulation 3(1) of the Code]

clearway means a length of carriageway to which a 'clearway' sign applies;

Code means the *Road Traffic Code 2000*;

coin means a coin that is legal tender under the *Currency Act 1965* (Cth);

commercial vehicle –

(a) means a motor vehicle constructed for the conveyance of goods or merchandise, or for the conveyance of materials used in any trade, business, industry or work whatsoever, other than -

(i) a trailer or a vehicle to which a trailer is attached; or

(ii) a motor vehicle for the conveyance of passengers; and

(b) includes any motor vehicle that is designed primarily for the carriage of persons, but which has been fitted or adapted for the conveyance of the goods, merchandise or materials referred to, and is in fact used for that purpose;

Council means the council of the local government;

disability parking permit has the meaning given in the *Local Government (Parking for People with Disabilities) Regulations 2014*;

> ***disability parking permit*** means a current document issued by the National Disability Service (ACN 008 445 485), consisting of —
>
> (a) an Australia disability Parking Permit; and
>
> (b) an ACROD Parking Program Card;
>
> [Regulation 4 of the *Local Government (Parking for People with Disabilities) Regulations 2014*]

district means the district of the local government;

driver means any person driving or in control of a vehicle;

eating area means an area in which tables, chairs and other structures are provided for the purpose of the supply of food and beverages to a member of the public or the consumption of food and beverages by a member of the public;

edge line, for a carriageway, means a line marked along the carriageway at or near the far left or the far right of the carriageway;

Electric Vehicle *means a vehicle that uses one or more electric motors or traction motors for propulsion and which is charged via 'plug in' connection to an external power source and includes a car, truck, scooter, moped and motorbike but does not include a bicycle.*

electronic parking detection device means an electronic device placed in a position to detect and record the parking time of a vehicle on any road, parking facility or other public place and includes any instrument, display panel or transmitting apparatus associated with the device;

electronic parking ticket means a parking ticket issued in an electronic form;

emergency vehicle has the meaning given in the Code;

> ***emergency vehicle*** means a motor vehicle -
>
> (a) when conveying a police officer on official duty or when that vehicle is stationary at any place connected with the official duty;
>
> (b) of a fire brigade on official duty, in consequence of a fire or an alarm of fire or of an emergency or rescue operation where human life is reasonably considered to be in danger;
>
> (c) being an ambulance, answering an urgent call or conveying any injured or sick person to any place for the provision of urgent treatment;
>
> (d) being used to obtain or convey blood or other supplies, drugs or equipment for a person urgently requiring treatment and duly authorised to carry a siren or bell for use as a warning instrument; or
>
> (e) duly authorised as an emergency vehicle for the purposes of these regulations, by the Director General;
>
> [Regulation 3(1) of the Code]

employee means an employee of the local government;

fee, or ***parking fee,*** means the fee, payable under this local law, that is determined and imposed by the local government under the Act;

fee paying machine means –

(a) a parking meter,

(b) a ticket issuing machine;

(a) a pay station; or

(d) any other machine or device that can be used to pay for a parking fee;

fee paying zone means a zone referred to in clause 3.1;

footpath has the meaning given in the Code;

> ***footpath*** means an area that is open to the public that is designated for, or has as one of its main uses, use by pedestrians;

[Regulation 3(1) of the Code]

grouped dwelling means a dwelling that is one of a group of 4 or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above or below another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property;

grouped or multiple dwelling means either a grouped dwelling or a multiple dwelling;

GVM (which stands for 'gross vehicle mass') has the meaning given in the Code;

> ***GVM*** to means for a vehicle, the maximum loaded mass of the vehicle –
>
> (a) specified by the manufacturer on an identification plate on the vehicle; or
>
> (b) if there is no specification by the manufacturer on an identification plate on the vehicle or if the specification is not appropriate because the vehicle is modified – certified by the Director General;
>
> [Regulation 3(1) of the Code]

head of a cul-de-sac means the part of a road that is closed at one end and is shaped in such a way that it can be used for vehicles to turn, and includes bulb or hammer-head shaped closed roads;

kerb means any structure, mark, marking or device to delineate or indicate the edge of a carriageway;

loading zone means a parking stall to which a loading zone sign applies;

local government means the City of Fremantle;

mail zone has the meaning given in the Code;

> ***mail zone*** means the length of carriageway to which a 'mail zone' sign applies;
>
> Mail zone sign
>
> *(arrow and background to words in red)*
>
> 
>
>
> [Regulation 3(1) of the Code]

median strip has the meaning given in the Code;

> ***median strip*** means any physical provision, other than lines, dividing a road to separate vehicular traffic proceeding in opposing directions or to separate 2 one-way carriageways for vehicles proceeding in opposing directions;
>
> [Regulation 3(1) of the Code]

metered stall means a parking stall in a metered zone;

metered zone means a road or reserve in respect of which a parking meter regulates the parking of vehicles;

mobile device means a portable computing device such as a smart phone or a tablet computer;

motorcycle has the meaning given in the Code;

> ***motorcycle*** means a motor vehicle that has 2 wheels and includes -
>
> (a) a 2-wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel; and
>
> (b) a motor vehicle with 3 wheels that is ridden in the same way as a motor vehicle with 2 wheels,
>
> but does not include any trailer;
>
> [Regulation 3(1) of the Code]

motor vehicle –

(a) means a self-propelled vehicle that is not operated on rails; and

(b) includes a trailer, semi-trailer or caravan while attached to a motor vehicle, but does not include a power assisted pedal cycle;

multiple dwelling means a dwelling in a group of 4 or more dwellings on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but –

(a) does not include a grouped dwelling; and

(b) includes any dwellings above the ground floor in a mixed-use development;

nature strip has the meaning given in the Code;

> ***nature strip*** means an area between a carriageway and the front boundary of adjacent land, but does not include a path;
>
> [Regulation 3(1) of the Code]

no parking area has the meaning given in the Code;

> ***no parking area*** means -
>
> (a) a portion of carriageway to which a 'no parking' sign applies; or
>
> (b) an area to which a 'no parking' sign applies';
>
> No parking sign
> (for a length of carriageway)
> *(circle, slash and arrow in red)*



No parking sign
(for an area)
(circle and slash in red)



Note A no parking sign may have an arrow pointing in a different direction.

[Regulation 3(1) of the Code]

no parking sign means a sign with -

(a) the words 'no parking' in red letters on a white background; or

(b) the letter 'P' within a red annulus and a red diagonal line across it on a white background;

no stopping area has the meaning given in the Code;

no stopping area means

(a) a portion of carriageway to which a 'no stopping' sign applies; or

(b) an area to which a 'no stopping' sign applies;

No stopping sign
(for a length of carriageway)
(circle, slash and arrow in red)



No stopping sign
(for an area)

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(circle and slash in red)



Note A no stopping sign may have an arrow pointing in a different direction.

[Regulation 3(1) of the Code]

Clearway sign
(background to C in red)



End clearway sign
(background to C in red)



[Regulation 148 of the Code]

no stopping sign means a sign with –

(a) the words 'no stopping' or 'no standing' in red letters on a white background; or

(b) the letter 'S' within a red annulus and a red diagonal line across it on a white background;

occupier has the meaning given in the Act;

> *occupier* where used in relation to land means the person by whom or on whose behalf the land is actually occupied or, if there is no occupier, the person entitled to possession of the land, and includes a person in unauthorised occupation of Crown land and where under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right;
>
> [Section 1.4 of the Act]

owner -

(a) where used in relation to a vehicle licensed under the *Road Traffic (Vehicles) Act 2012*, means the person in whose name the vehicle has been registered under that Act;

(b) where used in relation to any other vehicle, means the person who owns, or is entitled to possession of, that vehicle; and

(c) where used in relation to land, has the meaning given to it by the Act;

owner, where used in relation to land —

(a) means a person who is in possession as —

(i) the holder of an estate of freehold in possession in the land, including an estate or interest under a contract or an arrangement with the Crown or a person, by virtue of which contract or arrangement the land is held or occupied with a right to acquire by purchase or otherwise the fee simple;

(ii) a Crown lessee or a lessee or tenant under a lease or tenancy agreement of the land which in the hands of the lessor is not rateable land under this Act, but which in the hands of the lessee or tenant is by reason of the lease or tenancy rateable land under this or another Act for the purposes of this Act;

(iii) a mortgagee of the land; or

(iv) a trustee, executor, administrator, attorney, or agent of a holder, lessee, tenant, or mortgagee, mentioned in this paragraph;

(b) where there is not a person in possession, means the person who is entitled to possession of the land in any of the capacities mentioned in paragraph (a), except that of mortgagee;

(c) where, under a licence or concession there is a right to take profit of Crown land specified in the licence or concession, means the person having that right;

(d) where a person is lawfully entitled to occupy land, which is vested in the Crown, and which has no other owner according to paragraph (a), (b), or (c), means the person so entitled;

(e) means a person who —

(i) under the *Mining Act 1978*, holds in respect of the land a mining tenement within the meaning given to that expression by that Act;

(ii) in accordance with the *Mining Act 1978* holds, occupies, uses, or enjoys in respect of the land a mining tenement within the meaning given to that expression by the Mining Act 1904; or

(iii) under the *Petroleum Act 1967* holds in respect of the land a petroleum production licence or a petroleum exploration permit within the meaning given to each of those expressions by that Act;

or

(f) where a person is in the unauthorised occupation of Crown land, means the person so in occupation;

[Section 1.4 of the Act]

park has the meaning given in the Code;

park means to permit a vehicle, whether attended or not, to remain stationary, except for the purpose of —

(a) avoiding conflict with other traffic;

(b) complying with the provisions of any law; or

(c) taking up or setting down persons or goods (*maximum of 2 minutes*);

[Regulation 3(1) of the Code]

parking app means the local government's mobile application designed to operate on a mobile device for the purpose of purchasing or obtaining an electronic parking ticket or a parking permit, and includes a similar process using a web browser;

parking app fee means the parking fee, specified in the parking app, that applies to a parking stall or other place where a vehicle is to be parked or is being parked;

parking area has the meaning given in the Code;

parking area means -

(a) a portion of carriageway to which a 'permissive parking' sign applies; or

(b) an area to which a 'permissive parking' sign applies;

Permissive parking sign (for a length of carriageway)



Permissive parking sign (for an area)



Permissive parking sign displaying a people with disabilities symbol (for a length of road)



Permissive parking sign displaying a people with disabilities symbol (for an area)



[Regulation 3(1) of the Code]

parking facilities includes —

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(a) land, thoroughfare, reserves, buildings, shelters, parking stations, metered zones, metered stalls, ticket machine zones, pay by phone zones, parking stalls and other facilities open to the public generally for the parking of vehicles with or without charge; and

(b) signs, notices and facilities used in connection with the parking of vehicles;

parking meter means a machine or device that, as a result of a payment by any permitted means, indicates (without the issue of a ticket) the period during which it is lawful for a vehicle to remained parked in a metered stall to which the machine or device relates;

parking permit, or ***permit,*** means –

(a) a parking permit issued under this local law; and

(b) a parking permit issued under a repealed parking local law of the local government where the permit is in force immediately prior to the commencement of this local law under clause 1.3;

parking region means the area to which this local law applies, as described in clause 1.3;

parking stall means a section or part of a road, reserve or parking station that is marked or defined by painted lines, metallic studs, coloured bricks or pavers or similar devices in a way that indicates where a vehicle may be parked;

parking station means any land, building or other structure provided for the purpose of accommodating vehicles with or without charge, but does not include a metered zone or metered stall;

parking ticket means a ticket, whether printed or electronic, that is –

(a) issued from a ticket issuing machine or a ticket issuing device;

(b) authorises the parking of a vehicle in a parking stall or a parking station or part of the parking station; and

(c) includes the date and time that the authorisation expires,

whether or not the payment of a fee is required;

pay by phone means payment for parking using the parking app;

pay by phone transaction means the transaction of paying for a parking fee, or purchasing or obtaining a parking permit, using the parking app;

pay by phone zone means a parking station, or any other road or reserve, in respect of which signage is installed indicating that, at specified times or generally, payment for parking is required by using the parking app;

pay station means a machine or device that, after receipt of the payment of the parking fee in respect of a vehicle, either –

(a) issues a ticket to activate an exit barrier of the parking station; or

(b) otherwise enables the exit barrier of the parking station to be activated,

so as to enable egress of the vehicle from the parking station;

path has the meaning given in the Code;

> ***path*** includes bicycle path, footpath, separated footpath and shared path;
> [Regulation 3(1) of the Code]

pedestrian crossing has the meaning given in the Code;

> ***pedestrian crossing*** means a portion of a carriageway-
>
> (a) defined:
>
> (i) by white stripes; or
>
> (ii) by white or yellow stripes (according to the colour of the carriageway) and the portions of the carriageway lying between those stripes,
>
> in such a manner that each stripe is approximately parallel to the centre of the carriageway; and
>
> (b) near each end of which may be erected, on each side of the carriageway, so as to be clearly visible to an approaching driver, a pedestrian crossing sign;
>
> Pedestrian crossing sign
> *(background in yellow)*
>
> 
>
> [Regulation 3(1) of the Code]

people with disabilities parking sign has the meaning given in the Code;

People with disabilities parking sign
(background to symbol in blue)



Note Anything on these signs may be differently arranged

permissive parking sign means a sign inscribed with –

(a) the word 'parking', but excludes a sign inscribed with the words 'no parking'; or

(b) the letter 'P' with any arrow, figure, letter or words in green;

permitted means permitted under this local law or by the local government, the CEO or an authorised person;

place of refuge for pedestrians means any area or place that is open to or used by the public and not ordinarily intended for the stopping, parking or movement of vehicles, and includes any physical provision or an area demarcated by the marking of lines or otherwise identified by a sign;

public bus has the meaning given to it in the Code;

> **'public bus'** means a bus operated by or on behalf of the State as a passenger vehicle, to carry passengers for hire or reward, whether in connection with a railway or not, but does not include a vehicle in relation to which an on-demand rank or hail vehicle authorisation is in place;
>
> [Regulation 3(1) of the Code]

public place means any place to which the public has access whether or not that place is on private property;

reserve means any land -

(a) which belongs to the local government;

(b) of which the local government is the management body under the *Land Administration Act 1997*; or

(c) which is an 'otherwise unvested facility' within section 3.53 of the Act;

residential parking permit means a permit of that description issued by the local government under Part 6;

residential street means a thoroughfare where the majority of properties abutting the thoroughfare are used for residential purposes;

right of way means a portion of land that is -

(a) shown and marked 'Right of Way' or 'R.O.W', or coloured or marked in any other way to signify that the portion of land is a right of way, on any plan or diagram deposited with the Registrar of Titles that is subject to section 167A of the *Transfer of Land Act 1893*;

(b) shown on a diagram or plan of survey relating to a subdivision that is created as a right of way and vested in the Crown under section 152 of the *Planning and Development Act 2005*; or

(c) shown and marked as a right of way on a map or plan deposited with the Registrar of Titles and transferred to the Crown under the *Transfer of Land Act 1893*,

but does not include -

(d) a private driveway; or

(e) a right of way created by easement between two parties;

road means a thoroughfare that is open to, or used by, the public;

Schedule means a Schedule to this local law;

shared zone has the meaning given in the Code;

shared zone means the network of roads in an area with –

(a) a 'shared zone' sign on each road into the area, indicating the same number; and

(b) an 'end shared zone' sign on each road out of the area.

Shared zone sign (circle in red)



End shared zone sign



Note: There are a number of other permitted versions of each of these signs;

Note: A 'shared zone' sign may also have a different number on the sign;

[Regulation 3(1) of the Code]

sign includes a traffic sign, inscription, road marking, mark, structure or device on which may be shown words, numbers, expressions or symbols, that is -

(a) approved by the local government or by the CEO; and

(b) placed on or near a thoroughfare or within a parking station or reserve for the purpose of prohibiting, regulating, guiding, directing or restricting the parking of vehicles;

special purpose vehicle has the meaning given in the Code;

> ***special purpose vehicle*** means -
>
> (a) a vehicle being driven by a member of the Police Force (other than a police officer) on official duty or that vehicle when it is stationary at any place connected with the official duty;
>
> (b) a public utility service truck;
>
> (c) a tow truck;
>
> (d) a motor break-down service vehicle;
>
> (e) a vehicle being used by a government or local authority in connection with its roadwork or speed zoning functions; or
>
> (f) a vehicle duly authorised as a special purpose vehicle for the purposes of these regulations, by the Director General,
>
> but does not include an emergency vehicle;
>
> [Regulation 3(1) of the Code]

stop has the meaning given in the Code;

> ***stop***, in relation to a vehicle, means to stop the vehicle and permit it to remain stationary, except for the purpose of avoiding conflict with other traffic or of complying with the provisions of any law;
> [Regulation 3(1) of the Code]

symbol includes any symbol specified by Australian Standard 1742.11-2016 and any symbol specified from time to time by Standards Australia for use in the regulation of parking, and any reference to the wording of any sign in this local law includes a reference to the corresponding symbol;

taxi has the meaning given in the Code;

> ***taxi*** means a vehicle used or intended to be used in providing an on-demand rank or hail passenger transport service (as defined in the *Transport (Road Passenger Services) Act 2018* section 4(1));
> [Regulation 3(1) of the Code]

taxi zone has the meaning given in the Code;

> ***taxi zone*** means 'a length of carriageway to which a 'taxi zone' applies;
>
> Taxi zone sign
>
> *(arrow and background to words in red)*



Note There are a number of other permitted versions of this sign.

Note A taxi zone sign may have an arrow pointing in a different direction and anything on the sign may be differently arranged.

[Regulation 3(1) of the Code]

thoroughfare has the meaning given in the Act;

> ***thoroughfare*** means a road or other thoroughfare and includes structures and other things appurtenant to the thoroughfare that are within its limits, and nothing is prevented from being a thoroughfare only because it is not open at each end;
> [Section 1.4 of the Act]

ticket includes a token;

ticket issuing device means a mobile device that, as a result of a payment, issues a parking ticket;

ticket issuing machine means a machine that, as a result of a payment, issues a parking ticket;

ticket issuing machine zone means a parking station, or any other road or reserve, in respect of which a ticket issuing machine is installed to regulate parking in parking stalls;

traffic island has the meaning given in the Code;

> ***traffic island*** means any physical provision, other than lines, marks or other indications on a carriageway, made at or near an intersection, to guide vehicular traffic;
> [Regulation 3(1) of the Code]

trailer has the meaning given in the Code;

> ***trailer*** means any vehicle without motive power of its own, designed for attachment to a motor vehicle for the purpose of being towed, but does not include the rear portion of an articulated vehicle, or a side-car;
> [Regulation 3(1) of the Code]

truck means a vehicle that has a load capacity exceeding 1,000 kilograms;

unattended, in relation to a vehicle, means that the driver has left the vehicle and is more than 3 metres from the closest point of the vehicle;

unexpired parking ticket means a ticket, whether paper or electronic, on which a date and expiry time is printed or displayed, and that time has not expired;

vehicle has the meaning given in the *Road Traffic (Administration) Act 2008*; and

> ***vehicle*** includes —
>
> (a) every conveyance, not being a train, vessel or aircraft, and every object capable of being propelled or drawn, on wheels or tracks, by any means; and
>
> (b) where the context permits, an animal being driven or ridden.
>
> [Section 4 of the *Road Traffic (Administration) Act 2008*]

verge has the same meaning as **nature strip**.

1.6 Application of particular terms

(1) In applying the definitions of ***no parking area***, ***no stopping area*** and ***parking area,*** an arrow inscribed on a traffic sign erected at an angle to the boundary of the carriageway is taken to be pointing in the direction in which it would point if the sign was turned at an angle of less than 90 degrees until parallel with the boundary.

(2) A reference to a word or expression on a sign includes a reference to a symbol depicting that word or expression.

(3) Where a term is used but not defined in this local law, and that term is defined in the *Road Traffic (Administration) Act 2008* or in the Code, then, unless the context otherwise requires, the term is to have the meaning given to it in that Act or the Code.

(4) A reference to a thoroughfare, road, reserve, parking station, parking facility or parking zone includes a reference to any part of the thoroughfare, road, reserve, parking station, parking facility or parking zone.

1.7 Pre-existing signs

(1) A sign that -

(a) was erected by the local government or the Commissioner of Main Roads before the commencement of this local law; and

(b) relates to the parking of vehicles within the parking region,

is taken to have been erected by the local government under this local law.

(2) An inscription, word, number, expression or symbol on a sign referred to in subclause (1) operates and has effect according to its tenor.

(3) Where an inscription, word, number, expression or symbol on a sign referred to in subclause (1) relates to the stopping of vehicles, it is taken for the purposes of this local law to operate and have effect as if it related also to the parking of vehicles.

1.8 Classes of vehicles

For the purposes of this local law classes of vehicles are -

(a) buses;

(b) commercial vehicles;

(c) motorcycles;

(d) bicycles;

(e) taxis;

(f) vehicles 2.1 metres or higher;

(g) tour coaches;

(h) electric vehicles; and

(i) all other vehicles.

1.9 Part of thoroughfare to which sign applies

Where under this local law the use, driving, stopping, parking or leaving of vehicles in a thoroughfare is controlled by a sign, the sign is to be read as applying to that part of the thoroughfare which -

(a) is beyond the sign;

(b) is between that sign and the next sign; and

(c) is on that side of the thoroughfare nearest to the sign.

Part 2 - General powers to regulate parking

2.1 Establishment of parking facilities

The Council may establish and vary parking facilities for the purposes of this local law.

2.2 Power to prohibit and regulate

The Council may prohibit or regulate, by signs or otherwise, the stopping and parking of any vehicle or any class of person or vehicle, or both, but is to do so consistently with this local law.

2.3 Determinations

(1) The Council may determine –

(a) permitted times and conditions of stopping and parking that may vary within the parking region;

(b) permitted classes of persons who may stop or park their vehicles;

(c) permitted classes of vehicles that may stop or parking; and

(d) the manner of stopping or parking.

(2) Where the Council makes a determination under subclause (1) –

(a) it may vary the determination; and

(b) the CEO is to ensure that one or more signs are erected to give effect to the determination.

2.4 Parking fees

Parking fees payable under this local law are to be determined and imposed by the Council under the Act.

2.5 Approved alternative methods of payment

(1) The Council may approve an alternative method of payment for parking under this local law.

(2) An approved alternative method of payment -

(a) is to be on the terms and conditions determined by the Council;

(b) may enable a payment to be made in advance or in arrears; and

(c) may be affected by issuing (electronically or otherwise) a permit, invoice, ticket or other record.

(3) The CEO or an authorised person may authorise a person to make an approved alternative method of payment.

(4) A person who has been authorised to make an approved alternative method of payment for parking is exempt from paying fees at the relevant parking facility provided that he or she complies with the terms and conditions of the approved alternative method of payment.

(5) An alternative method of payment may not be used by any person other than the person authorised under this clause.

Part 3 - Fee paying zones

3.1 Fee paying zones

The fee paying zones are –

(a) a metered zone;

(b) a ticket issuing machine zone;

(c) a pay by phone zone; and

(d) any other fee paying zone established by the local government under clause 2.1.

3.2 Payment of fees

(1) This clause does not apply to a fee paying zone that is in a parking station.

(2) A person who stops or parks a vehicle in a fee paying zone must –

(a) in the case of a metered stall - immediately pay, by any form of permitted payment at the fee paying machine, the appropriate fee as indicated by a sign on the parking meter referable to the metered stall;

(b) in the case for a ticket issuing machine zone – immediately pay, by any form of permitted payment at the fee paying machine, the appropriate fee as indicated by a sign on the ticket issuing machine referable to the zone; or

(c) in the case of a pay by phone zone –

(i) immediately commence the pay by phone transaction and obtain notification that the transaction has commenced;

(ii) ensure that the transaction remains active at all times while the vehicle is stopped or parked; and

(iii) immediately before the vehicle is driven from where it had been stopped or parked, complete the pay by phone transaction and obtain notification that the required fee has been paid.

(3) Subject to the provisions of this Part 3, the payment of the fee referred to in subclause (2) entitles a person to stop or park a vehicle in –

(a) a metered stall for the period shown on the sign referable to the stall; or

(b) the relevant ticket issuing machine zone or pay by phone zone for the period shown on the parking ticket,

but does not authorise the parking of the vehicle during any time when stopping or parking in that stall or zone is prohibited under this local law.

3.3 Suspension of requirement to pay fees

The local government may from time to time determine that clause 3.1 is not to apply during the period specified in the determination.

3.4 Expired parking meter

Unless permitted by an authorised person, a person must not leave a vehicle, or permit a vehicle to remain stopped or parked, in a metered stall –

(a) during the hours when a fee is payable to stop or park a vehicle in the stall when the parking meter referable to that stall exhibits the sign 'Expired', a negative time or a series of red flashing lights; or

(b) for longer than the maximum period stated on the sign referable to that stall during which continuous stopping or parking is permitted.

3.5 Hooded parking meters

Unless permitted by an authorised person, a person must not leave a vehicle, or permit a vehicle to remain, stopped or parked in a metered stall if the parking meter referable to the metered stall is hooded with a covering bearing words or symbols that indicate that a temporary parking prohibition, restriction or reservation applies to the metered stall.

3.6 Display of parking tickets

(1) A person must not stop or park a vehicle in a fee paying zone during the period in which stopping or parking is permitted only on the purchase of a printed parking ticket unless –

(a) an unexpired parking ticket issued by a ticket issuing machine in that fee paying zone is displayed inside the vehicle; and

(b) the ticket is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in that fee paying zone.

(2) Unless subclause (3) applies, where in a fee paying zone more than one printed parking ticket is displayed bearing the same date and time or issue, the period for each ticket is to be aggregated and the tickets are to be taken not to have been expired until the expiry of –

(a) the aggregate of those periods; or

(b) the maximum period of time a vehicle is permitted to park in the fee paying zone,

whichever occurs first.

(3) If a trailer is attached to a vehicle or if a vehicle is too long or too wide to fit completely within a single metered stall or parking stall, the person parking the vehicle must –

(a) park the vehicle (or, as the case may be, the vehicle and the trailer) within the minimum number of metered stalls or parking stalls needed to park the vehicle (or, as the case may be, the vehicle and the trailer);

(b) purchase and obtain a parking ticket for each occupied metered stall or parking stall as permitted under this local law; and

(c) display each printed ticket inside the vehicle in accordance with subclause (1)(a).

3.7 Use of counterfeit or altered parking tickets

A person must not –

(a) park a vehicle in a fee parking zone that requires a printed parking ticket, if there is displayed on that vehicle, so as to be visible outside the vehicle, a parking ticket that has been counterfeited, altered, obliterated or interfered with; or

(b) produce to an authorised person who accepts payment for parking, a parking ticket that has been counterfeited, altered, obliterated or interfered with.

3.8 Time restrictions

(1) A person must not stop or park a vehicle in a fee paying zone –

(a) except during the period stated on the sign referable to the fee paying zone during which stopping or parking is permitted; or

(b) for longer than the maximum period permitted for continuous parking of a vehicle in the fee parking zone, as stated on a sign referable to the fee paying zone unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code.

(2) Where parking of vehicles in a thoroughfare or reserve within a fee paying zone is permitted for a limited time, a person must not move a vehicle along, or return to, the thoroughfare or reserve so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare or reserve for at least 2 hours.

3.9 Vehicles to be within metered stall

(1) Subject to clause 3.6(3), a person must not park a vehicle in a metered stall in a thoroughfare otherwise than -

(a) wholly within the metered stall; and

(b) where the metered stall is set out parallel to the kerb - parallel to and as close to the kerb as practicable.

(2) A person must not park a vehicle partly within and partly outside a metered zone.

3.10 One vehicle per metered stall

A person must not park or attempt to park a vehicle in a metered stall in which another vehicle is parking or has parked.

3.11 Free parking period

Where, in a fee paying zone (during the period when a fee is required for parking) a period of free parking is permitted, a person must not move a vehicle within, or return to, the fee paying zone unless the vehicle has been removed from the fee paying zone for at least 4 hours.

Part 4 - Parking stations

4.1 Restrictions on entering

A person must not enter a parking station without first obtaining an entrance ticket or parking ticket or being permitted to do so by an authorised person (if one is on duty) unless -

(a) permitted by a sign applicable to that parking station; or

(b) the person entering the parking station is –

(i) employed at the parking station and is in the course of his or her functions;

(ii) a police officer and is in the course of his or her functions; or

(iii) the driver of, or a passenger in, a vehicle stopped or parked in that station.

4.2 Payment of fees

A person who stops or parks a vehicle in –

(a) an attended parking station - must ensure that, when required by the attendant, the appropriate fee as indicated by a sign is paid;

(b) a parking station with a ticket issuing machine - must ensure that the appropriate fee as indicated by a sign on the ticket issuing machine is inserted into the machine, or the fee is otherwise paid by any other form of permitted payment;

(c) a parking station with a pay station - must ensure that the appropriate fee as indicated by a sign is inserted into the pay station, or is otherwise paid by any other form of permitted payment, and that the ticket is validated immediately prior to departure; or

(d) a parking station (or that part of a parking station) that is a pay by phone zone –

(i) must immediately commence the pay by phone transition and obtain notification that the transaction has commenced; and

(ii) immediately before commencing to drive the vehicle from the parking station, must complete the pay by phone transaction and obtain notification that the required fee has been paid.

4.3 Suspension of requirement to pay fees

The local government may from time to time determine that clause 4.2 is not to apply during the periods specified in the determination.

4.4 Display of parking tickets

A person who stops or parks a vehicle in a parking station with a ticket issuing machine must, after paying the appropriate fee for the purchase of a parking ticket under clause 4.2(b) –

(a) in the case of a printed parking ticket, ensure that -

(i) an unexpired parking ticket issued by the ticket issuing machine in that parking station is displayed inside the vehicle; and

(ii) the ticket is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in that parking station; and

(b) in the case of an electronic parking ticket, ensure that, using the parking app, an electronic parking ticket has been issued for that vehicle in that parking station.

4.5 Use of counterfeit or altered parking tickets

A person must not –

(a) park a vehicle in a parking station that requires a printed parking ticket if there is displayed on that vehicle, so as to be visible from outside the vehicle, a parking ticket that has been counterfeited, obliterated or interfered with; or

(b) produce to an authorised person who accepts payment for parking, a parking ticket that has been counterfeited, altered, obliterated or interfered with.

4.6 No entrance or parking ticket

Where an entrance ticket or parking ticket is required to be produced, but is not produced, by the driver of a vehicle that is being removed from a parking station, the appropriate fee is to be calculated as if the vehicle had entered the parking station when it opened for operation on the day the vehicle was parked in the parking station.

4.7 Removal of vehicles

(1) A person must not remove a vehicle which has been stopped or parked in a parking station until –

(a) the appropriate fee for the period for which the vehicle has been stopped or parked has been paid; or

(b) the person has been given a notice from an authorised person specifying the fee to be paid.

(2) Where a person has been given a notice under subclause (1)(b), the person must pay the specified fee within 3 working days from the time that the notice was given.

4.8 Time restrictions

(1) A person must not stop or park a vehicle in a parking station –

(a) except during the period stated on the sign referable to the parking station during which stopping or parking is permitted; or

(b) for longer than the maximum period permitted for continuous parking of a vehicle in the parking station, as stated on a sign referable to the parking station unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code.

(2) Where parking of vehicles in a parking station is permitted for a limited time, a person must not move a vehicle within, or return to, the parking station so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the parking station for at least 2 hours.

4.9 Entering and exiting

A person must not, in a vehicle, enter or exit a parking station other than through an authorised entry or exit designated as such by a sign.

4.10 Locking of a parking station

At the expiration of the hours of operation of a parking station, whether or not any vehicle remains parked in the parking station, an authorised person may lock the parking station or otherwise prevent the movement of any vehicle into, within or from the parking station.

4.11 Stopping and parking restrictions

A person must not stop or park a vehicle in a parking station –

(a) so as to obstruct an entrance or exit, or any area intended for the movement of vehicles or pedestrians through the parking station; or

(b) so that any portion of the vehicle is on or over a footpath or place of refuge for pedestrians.

4.12 Behaviour in a parking station

A person must not –

(a) remain in a parking station after having been required to leave by a police officer or an authorised person;

(b) loiter in a parking station;

(c) drive a vehicle in a parking station -

(i) in a direction other than the direction indicated by a sign; or

(ii) at a speed that is in excess of the speed limit as indicated by a sign;

(d) ride on, drive or be carried on a bicycle, tricycle, skateboard, roller-skate, rollerblade or other wheeled thing, other than a licensed vehicle or wheelchair, within a parking station; or

(e) unless permitted by the CEO or an authorised person, sell, offer to sell or provide (whether or not for any consideration) any goods or services in a parking station.

4.13 Special event parking

(1) In this clause, ***special event*** means a function or activity characterised by all or any of the following –

(a) formal organisation and preparation;

(b) its occurrence is generally advertised or notified in writing to particular persons;

(c) organisation by or on behalf of a club or a body corporate;

(d) payment of a fee to attend; and

(e) systematic recurrence in relation to the day, time and place.

(2) The local government may, by the use of a sign –

(a) set aside for the period specified on the signs a parking station for the parking of vehicles by those attending a special event; or

(b) establish additional parking facilities on a reserve or local government property, for any period specified on the sign, for the parking of vehicles by those attending a special event.

(3) A person must not stop or park a vehicle –

(a) in a parking station set aside under subclause (2) during the period for which it is set aside; or

(b) on a reserve or local government property established as a parking facility under subclause (2) during the period for which it is established,

unless a permit obtained from the local government with respect to the special event is –

(c) in the case of a printed permit, displayed inside the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in the parking station; or

(d) in the case of an electronic permit, the person (using the parking app) has obtained notification that the required fee has been paid or that the permit has been issued.

Part 5 - Stopping and parking generally

Division 1 – Parking facilities and other thoroughfares

5.1 Contrary to signs

(1) A person must not stop or park a vehicle in a parking facility –

(a) if, by a sign, it is set apart for the stopping or parking of vehicles of a different class;

(b) if, by a sign, it is set apart for the stopping or parking of vehicles by persons of a different class;

(c) during any period when the stopping or parking of vehicles is prohibited by a sign;

(d) for more than the maximum time specified by a sign unless –

(i) clause 6.11 applies; or

(ii) the vehicle displays a disability parking permit, and the person with the disability is either the driver or the passenger, in which case the vehicle may be parked (except in a parking area for people with disabilities) in accordance with regulation 174(2) of the Code;

(e) otherwise than in accordance with a sign applying to the place where the vehicle is stopped or parked; or

(f) that is designated by a sign as a loading dock – unless, in respect of the vehicle, a person is actively engaged in loading or unloading goods or materials used in any trade, business, industry or other work.

Regulation 174(1) and (2) of the Code states –

'(1) This regulation applies to a driver if —

(a) the driver's vehicle displays a disability parking permit; and

(b) a person with a disability is either the driver of or a passenger in the vehicle.

(2) The driver may park continuously on a length of carriageway, or in an area, to which a "permissive parking" sign applies (except in a parking area for people with disabilities) —

(a) if the time limit indicated on or with the sign is under 30 minutes — for 30 minutes;

(b) if the time limit indicated on or with the sign is between 30 and 60 minutes — for 2 hours;

(c) if the time limit indicated on or with the sign is over 60 minutes — for twice the period indicated on the sign.'

(2) Unless permitted by an authorised person, a person must not stop or park a vehicle, otherwise than in an authorised vehicle, in an area designated by a sign stating, 'Authorised Vehicles Excepted'.

(3) A person must not stop or park a vehicle in an area designated by a sign as a reserved area unless –

(a) in accordance with a permit; and

(b) in the case of a permit that is issued as a printed permit – the permit is displayed inside the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while the vehicle is stopped or parked in the area; and

(c) in the case of a permit that is issued as an electronic permit – the person (using the parking app) has obtained notification that the required fee has been paid or that the permit has been issued.

5.2 Other prohibitions

(1) A person must not stop or park a vehicle –

(a) in a no stopping area;

(b) at the side of a carriageway marked with a continuous yellow edged line;

(c) in an area of a carriageway signed or marked with a keep clear marking;

(d) in a stall marked 'M/C' unless it is a motorcycle;

(e) in a bus lane or bus way;

(f) in a transit lane;

(g) in a truck lane; or

(h) in a bicycle lane or on a bicycle path.

(2) A person must not park a vehicle in a no parking area, unless the driver –

(a) is dropping off, or picking up, passengers or goods;

(b) does not leave the vehicle unattended; and

(c) within 2 minutes of stopping, completes the dropping off, or picking up, of the passengers or goods and drives on.

(3) A person must not park a vehicle on any portion of a road or within a parking station –

(a) for the purpose of exposing the vehicle for sale;

(b) if the vehicle is not licensed under the *Road Traffic (Vehicles) Act* 2012 or a corresponding law of another State or Territory or of the Commonwealth;

(c) if the vehicle is a trailer unattached to a motor vehicle; or

(d) for the purpose of effecting repairs to it, other than the minimum repairs necessary to enable the vehicle to be moved to a place other than the road or parking station.

5.3 Parking stalls

(1) A person must not stop or park a vehicle other than wholly within a parking stall – unless the vehicle is too wide or too long to fit completely within a single stall, in which case it must be parked within the minimum number of stalls needed to park it.

(2) A person must not stop or park, or attempt to stop or park, a vehicle in a parking stall in which another vehicle is stopped or parked.

(3) A person must not stop or park a bicycle in a parking stall.

5.4 Double parking

(1) Subject to subclause (2), a person must not stop or park a vehicle on a road so that any portion of the vehicle is between any other stationary vehicle and the centre of the carriageway of that road.

(2) Subclause (1) does not apply to –

(a) a person who parks a motorcycle in a bay marked "M/C"; or

(b) a person who stops or parks a vehicle in a parking stall or metered stall abreast of or alongside another vehicle.

5.5 Stopping or parking on a carriageway

A person stopping or parking a vehicle on a carriageway must stop or park it –

(a) in the case of a two-way carriageway - so that it is as near as practicable to, and parallel with, the left boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopped or parked;

(b) in the case of a one-way carriageway - so that it is as near as practicable to, and parallel with either boundary of the carriageway and headed in the direction of the movement of traffic on the side of the road on which the vehicle is stopped or parked;

(c) so that at least 3 metres of the width of the carriageway lies between the vehicle and the opposite boundary of the carriageway, or between the vehicle and a vehicle stopped or parked on the opposite side of the carriageway; and

(d) so that it does not obstruct any vehicle on the carriageway.

5.6 Movement of vehicles to avoid time limitation

Where parking of vehicles in a thoroughfare or reserve is permitted for a limited time, a person must not moves a vehicle along, or return to, that thoroughfare so that the total time of parking the vehicle exceeds the maximum time permitted, unless the vehicle has first been removed from the thoroughfare for at least 2 hours.

5.7 Heavy and long vehicles

(1) A person must not park a vehicle or any combination of vehicles that, together with any projection on, or load carried by, the vehicle or combination of vehicles, is more than 7.5 metres in length or exceeds a GVM of 4.5 tonnes –

(a) on a carriageway in a built-up area, for any period exceeding one hour, unless engaged in the picking up or setting down of goods;

(b) on a carriageway outside a built-up area, except –

(i) on the shoulder of the carriageway; or

(ii) in a truck bay or other area set aside for the parking of commercial vehicles; or

(iii) in a parking station or on a reserve, except in a truck bay or other area set aside for the parking of commercial vehicles.

(2) Nothing in this clause detracts from any limitation or condition imposed by any other provision of this local law or sign relating to the parking or stopping of vehicles.

5.8 Construction site

(1) In this clause, unless the context otherwise requires –

builder has the meaning given in the *Building Regulations 2012*;

construction site means any land subject to development;

construction site vehicle means a vehicle connected to an approved work zone;

daily fee means the daily fee determined by the local government;

development means the demolition, erection, construction, alteration of or addition to any building or structure on land or the carrying out on land of any excavation or other works;

eligible person means an owner or occupier of a construction site or a builder carrying out work on a construction site;

establishment fee means the fee determined by the local government; and

work zone means a road or part of a road, whether or not marked as a metered stall, parking stall or fee paying zone, that is set aside by the local government by the use of a sign, for a period specified on the sign, for the stopping or parking of construction site vehicles.

(2) An eligible person seeking to establish a work zone adjacent to a construction site may apply in writing to the CEO who may approve or refuse the application.

(3) Where the CEO approves an application, the CEO is to give the applicant a written notice specifying –

(a) the number and location of work zones the applicant may use;

(b) the times during which the stopping or parking of construction site vehicles is permitted in the work zone;

(c) the period for which the approval is valid;

(d) any conditions to which the approval of the local government is subject; and

(e) the amount of the establishment fee.

(4) The CEO is to set aside a work zone in accordance with the notice referred to in subclause (3) within 14 days from the date of payment of the establishment fee.

(5) An eligible person must, in addition to the establishment fee, pay to the local government a daily fee for each day that a work zone is set aside.

(6) The daily fee is payable monthly in advance.

(7) Where the CEO has approved an application to establish a work zone adjacent to a construction site, the CEO may cancel its approval by written notice to the applicant if –

(a) the applicant, or any person authorised by the applicant to use the work zone, stops or parks a vehicle other than in accordance with –

(i) a condition specified in the notice issued to the applicant under subclause (3); or

(ii) a sign applicable to the work zone;

(b) the applicant fails to pay the daily fee as required under subclauses (5) and (6); or

(c) the local government or an authorised person requires access to or near the place where the work zone is situated, for the purpose of carrying out works in or near that place.

(8) A person must not stop or park a vehicle in a work zone unless the vehicle is –

(a) a construction site vehicle; or

(b) permitted to stop in the work zone in accordance with this local law.

5.9 Obstruction generally

(1) This clause does not apply to a vehicle stopped or parked in a parking stall or metered stall.

(2) Paragraphs (b) and (d) of subclause (3) do not apply to a vehicle stopped or parked in a bus embayment.

(3) A person must not stop or park a vehicle so that any portion of the vehicle is –

(a) on a road and causes an obstruction on the road - unless it is a public bus stopping in a bus zone;

(b) obstructing an entrance, exit, carriageway, passage or thoroughfare in a parking facility;

(c) on an intersection, subject to paragraphs (d) and (e);

(d) on a carriageway within 20 metres from the nearest point of an intersecting carriageway at an intersection with traffic-control signals - unless the vehicle stops or parks at a place on a length of carriageway, or in an area, to which a parking control sign applies and the vehicle is otherwise permitted to stop or park at that place under this local law;

(e) on a carriageway within 10 metres of the prolongation of the nearest edge of any intersecting carriageway (without traffic-control signals) intersecting that carriageway on the side on which the vehicle is stopped or parked, unless–

(i) the vehicle stops or parks at a place on a carriageway, or in an area, to which a parking control sign applies, or the vehicle is otherwise permitted to stop or park at that place under this local law; or

(ii) the intersection is a T-intersection along the continuous side of the continuing road at the intersection;

(f) on or over a footpath, pedestrian crossing, children's crossing or a place for pedestrians;

(g) alongside or opposite an excavation, work, hoarding, scaffolding or obstruction on the carriageway - if the vehicle would obstruct traffic;

(h) on a bridge or other elevated structure or within a tunnel or underpass - unless permitted to do so by a sign;

(i) between the boundaries of a carriageway and any double longitudinal line consisting of 2 continuous lines;

(j) between a double longitudinal line consisting of a continuous line and a broken or dotted line and the boundary of a carriageway nearer to the continuous line - unless there is a distance of at least 3 metres clear between the vehicle and the double longitudinal line; or

(k) within the head of a cul-de-sac.

Division 2 – Stopping or parking in particular areas

5.10 Loading zone

(1) A person must not stop or park a vehicle in a loading zone unless –

(a) the vehicle is a commercial vehicle, or an authorised vehicle and a person is continuously engaged in loading or unloading goods to or from that vehicle; or

(b) in respect of any other vehicle – only while taking up or setting down passengers.

(2) A person must not stop or park a commercial or authorised vehicle in a loading zone for longer than the time indicated on the loading zone sign or, if no time is indicated on the sign, for longer than 30 minutes, unless authorised by an authorised person.

5.11 Taxi zone

(1) A person must not stop a vehicle in a taxi zone unless the person is driving a taxi.

(2) A person driving a taxi must not leave the taxi unattended while it is in a taxi zone.

5.12 Charter vehicle zone

(1) A person must not stop or park a vehicle, other than a charter vehicle, in a charter vehicle zone.

(2) A charter vehicle must not stop or park in a charter vehicle zone except to pick up or set down passengers, for no more than –

(a) 15 minutes - if the charter vehicle has 12 or more seats including the driver; or

(b) 5 minutes - if the charter vehicle has less than 12 seats including the driver.

(3) If subclause (2)(b) applies, a person driving the charter vehicle must not leave the charter vehicle unattended while it is in a charter vehicle zone.

5.13 Shared zone

A person must not stop or park a vehicle in a shared zone unless the vehicle –

(a) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies, and the vehicle is permitted to stop at that place under this local law;

(b) stops in a parking stall and the vehicle is permitted to stop in the parking stall under this local law;

(c) is dropping off, or picking up, passengers or goods; or

(d) is engaged in the door-to-door delivery or collection of goods, or in the collection of waste.

5.14 Pedestrian mall

A person must not stop or park a vehicle in a pedestrian mall unless the vehicle –

(a) is, and is being used as, an emergency vehicle;

(b) is, and is being used as, a special purpose vehicle;

(c) is stopped or parked in accordance with a written authorisation by the CEO or an authorised person; or

(d) is a service vehicle which –

(i) is in a service zone;

(ii) is in the pedestrian mall during a period when service vehicles are permitted;

(iii) is continuously being loaded or unloaded; and

(iv) is stopped or parked for a continuous period of less than 30 minutes or otherwise in accordance with a sign that applies to the service zone.

5.15 Bus stop and pedestrian, children and train crossings

(1) A person must not stop or park a vehicle so that any portion of the vehicle is within 10 metres of the departure side of –

(a) a bus embayment or a bus zone unless the vehicle is a public bus stopped to take up or set down passengers; or

(b) a pedestrian crossing or children's crossing.

(2) A person must not stop or park a vehicle on a thoroughfare so that any portion of the vehicle is within 20 metres of –

(a) the approach side of a bus embayment or a bus zone, unless the vehicle is a public bus stop to take up or set down passengers;

(b) the approach side of a pedestrian crossing or children's crossing; or

(c) the approach side or departure side of a railway crossing.

(3) A person must not stop or park a vehicle in a bus zone unless the person is driving a public bus, or a bus of a type that is permitted by a bus zone sign applying to the bus zone to stop at the bus zone.

(4) This clause does not apply if –

(a) the vehicle is stopped or parked in a marked stall;

(b) the driver of the vehicle is prevented from proceeding by circumstances beyond his or her control; or

(c) it is necessary for the driver of the vehicle to stop to avoid an accident.

5.16 Fire hydrant or public letter box

(1) A person must not stop or park a vehicle on a road, otherwise than in a metered stall or parking stall, so that any portion of the vehicle is within 1 metre of a fire hydrant or fire plug, or of any sign or mark indicating the existence of a fire hydrant or fire plug unless -

(a) the person is driving a public bus that stops in a bus embayment or bus zone and is not left unattended; or

(b) the person is driving a taxi that stops in a taxi zone and the taxi is not left unattended.

(2) A person must not stop or park a vehicle within 3 metres of a public letter box unless the person –

(a) is dropping off, or picking up, passengers or mail; or

(b) stops at a place on a length of carriageway, or in an area, to which a parking control sign applies, and the driver is permitted to stop at that place under the Code.

5.17 Median strips and traffic islands

A person must not stop or park a vehicle, trailer or caravan (other than a bicycle or an animal) so that any portion of the vehicle, trailer or caravan is on a traffic island or median strip unless the person stops or parks in an area to which a parking control sign applies and the person is permitted to stop or park at that place under this local law.

5.18 Verges

(1) In this clause, long or heavy vehicle means a vehicle that –

(a) is more than 6.5m long;

(b) is more than 2.2m wide;

(c) is more than 2.4m high; or

(d) exceeds a GVM of 3.5 tonnes.

(2) A person must not –

(a) stop or park a bus on any part of any verge;

(b) stop or park a long or heavy vehicle on any part of any verge – unless subclause (3) or subclause (4) applies; or

(c) stop or park a vehicle (except for a bus, a long or heavy vehicle, or a bicycle) –

(i) on a verge that is adjacent to a grouped or multiple dwelling; or

(ii) on a verge that is not adjacent to a grouped or multiple dwelling unless the person –

(A) is the owner or occupier of the premises adjacent to the verge; or

(B) is authorised by the occupier of those premises to stop or park the vehicle so that any portion of it is on the verge.

(3) A person may stop or park a long or heavy vehicle on any part of any verge while the vehicle is being loaded or unloaded, with reasonable expedition, with goods or materials collected from or delivered to the premises adjacent to the portion of the verge on which the vehicle is parked, provided that no obstruction is caused to the passage of any vehicle or person using a carriageway, driveway or footpath.

(4) A person may stop or park a long or heavy vehicle on a verge provided that –

(a) the vehicle does not exceed a GVM of 4.5 tonnes;

(b) the verge is not adjacent to a grouped or multiple dwelling;

(c) the person stopping or parking the vehicle –

(i) is the owner or occupier of the premises adjacent to the verge; or

(ii) is authorised by the occupier of those premises to stop or park the vehicle on the verge;

(d) no part of the vehicle is less than 1.5m from the nearest kerb; and

(e) no obstruction is caused to the passage of any vehicle or person using a carriageway, driveway or footpath.

5.18 Driveways

A person must not stop or park a vehicle on or across a driveway or other way of access for a vehicle travelling to or from land adjacent to a thoroughfare - unless the person is immediately dropping off or picking up passengers.

5.19 Reserves

A person must not drive, stop or park a vehicle on or over any portion of a reserve, other than an area specifically set aside for that purpose, unless the person –

(a) is an employee of the local government in the course of their functions;

(b) is an authorised person; or

(c) has obtained the permission of the CEO or an authorised person.

5.20 Parking on private land

(1) In this clause a reference to ***land*** does not include land that –

(a) belongs to the local government;

(b) of which the local government is the management body under the *Land Administration Act 1997*; and

(c) is an 'otherwise unvested facility' within section 3.53 of the Act;

(d) is the subject of an agreement referred to in clause 1.4(3); or

(e) is determined by the local government to be a parking station under the care, control and management of the local government.

(2) A person must not stop or park a vehicle on land without the consent of the owner or occupier of the land on which the vehicle is stopped or parked.

(3) Where the owner or occupier of the land, by a sign referable to that land or otherwise, consents to the stopping or parking of vehicles on the land, a person must not stop or park on the land otherwise than in accordance with that consent.

Part 6 - Parking permits

Division 1 – General provisions

6.1 Application of this Part

This Part applies to –

(a) residential parking permits;

(b) temporary residential parking permits;

(c) multi-purpose parking permits; and

(d) other classes of parking permits, if any, determined under clause 6.2.

6.2 Classes of parking permits

The local government may determine –

(a) classes of parking permits, in additional to residential parking permits, temporary residential parking permits and multi-purpose parking permits; and

(b) the eligibility criteria for each class of parking permit.

6.3 Application for a permit

(1) An application for a parking permit (other than a temporary residential parking permit) must –

(a) be in the form determined by the local government;

(b) provide the information required by the form;

(c) contain any other information required, for that class of permit under this local law;

(d) be signed by the applicant or, in the case of an electronic application, include an electronic acceptance of the application conditions; and

(e) be forwarded to the local government together with any fee determined and imposed under the Act.

(2) The CEO or an authorised person may require an applicant to provide additional information reasonably related to their application.

(3) The CEO may refuse to consider an application that is not in accordance with subclause (1) or where the applicant has not provided the additional information required under subclause (2).

6.4 Decision on application for a permit

(1) The CEO or an authorised person may –

(a) approve an application for a permit unconditionally or subject to any conditions; or

(b) refuse to approve an application for a permit.

(2) If an application for a permit is approved, the CEO or an authorised person is to issue to the applicant, in the form determined by the CEO, a permit that may be printed or electronic.

(3) If an application for a permit is refused, the CEO or an authorised person is to give notice of that refusal to the applicant.

6.5 Compliance with and variation of conditions

(1) Where a permit has been issued subject to conditions, the permit holder must comply with each of the conditions.

(2) The CEO or an authorised person may vary the conditions of a permit, and the permit holder must comply with those conditions as varied.

6.6 Validity of a permit

(1) A parking permit ceases to be valid on –

(a) the expiry of any time or period specified in the permit;

(b) the holder of the permit ceasing to be eligible;

(c) the cancellation of the permit under clause 6.9; or

(d) the replacement of the permit by a new permit issued under clause 6.10.

(2) Where a permit ceases to be valid, the permit holder must immediately –

(a) cease to use the permit;

(b) in the case where the permit holder has ceased to be eligible – notify the local government in writing when and why the permit holder ceased to be eligible;

(c) in the case of a permit affixed to a vehicle – remove it from the vehicle and return it to the local government; and

(d) in the case of a written permit – return it to the local government.

6.7 Renewal of a permit

(1) A permit holder may apply to the local government in writing prior to the expiry of a permit for the renewal of the permit.

(2) The provisions of this Part and any other provision of this local law relevant to the permit that is to be renewed apply, with appropriate modifications, to an application for the renewal of the permit.

6.8 Permit not transferable

A parking permit is not transferable.

6.9 Cancellation of a permit

(1) A permit may be cancelled by the CEO if the permit holder has not complied with –

(a) a condition of the permit; or

(b) a provision of any written law which may relate to the activity regulated by the permit.

(2) If a permit is cancelled, the permit holder –

(a) must, in the case of a written permit, return the permit to the local government as soon as practicable; and

(b) is taken to have forfeited any fees paid in respect of the permit.

6.10 Replacement of a permit

The CEO or an authorised person may issue a replacement permit where an application is made and is accompanied by supporting documentation and the appropriate fee, if any, determined and imposed by the local government under the Act.

6.11 Exemption for permit holders

(1) The holder of a valid parking permit is exempt from a prohibition against the stopping or parking of vehicles on any part of a road for more than a specified period.

(2) The exemption under subclause (1) applies only –

(a) to the part of the road specified in the permit;

(b) where the permit specifies a particular vehicle - to the vehicle specified in the permit;

(c) in accordance with the terms and conditions of the permit; and

(d) if the permit, if printed, is displayed in the vehicle and is clearly visible to, and able to be read by, an authorised person from outside the vehicle at all times while that vehicle remains stopped or parked in the area to which the permit relates.

(3) The exemption under subclause (1) does not apply during any period during which the stopping or parking of vehicles is prohibited on the road, or the part of the road, specified in the permit.

6.12 Use of counterfeit or altered parking permit

A person must not –

(a) use or display in a vehicle, a parking permit that has in any way been counterfeited, altered, obliterated or interfered with; or

(b) produce to an authorised person a parking permit that has been counterfeited, altered, obliterated or interfered with.

6.13 Objection and appeal rights

A person adversely affected by a decision relating to a permit made under this Part, including a decision to refuse to approve an application for a permit or to cancel a permit, may be entitled to object or appeal against the decision under Part 9, Division 1 of the Act.

Division 2 – Residential and multi-purpose parking permits

6.14 Terms used

In this Division –

applicant means an applicant for a residential parking permit or a multi-purpose parking permit under this Division;

Eligibility Table means the table specified in clause 6.16;

residential complex means a group of 9 or more residential units with a common driveway or accessway;

residential unit means premises, other than a single house, lawfully used for self contained living quarters; and

single house means premises constructed on its own and lawfully used for self contained living quarters.

6.15 Eligibility

(1) Subject to clause 6.19, to be eligible for a residential parking permit or a multi-purpose parking permit, an applicant must be –

(a) the owner or occupier of a single house or residential unit –

(i) that is not in a residential complex;

(ii) that has not had renovations carried out after January 1993 which have affected the parking availability on the property;

(iii) in respect of which there is no adequate off-road parking on the site;

(iv) that, in respect of a single house, is adjacent to a part of a road (not being a road described in subclause (2)) on which the stopping or parking of vehicles is prohibited for more than a specified period; and

(v) that, in respect of a residential unit, is part of a building that is adjacent to a part of a road (not being a road described in subclause (2)) on which the stopping or parking of vehicles is prohibited for more than a specified period; and

(b) either the holder of a vehicle that is licensed in their name at the address shown on the application, or the permitted user of a work vehicle that is certified by an employer or principal as being the vehicle assigned to them and, in either case, where the vehicle –

(i) is not a caravan, motor home or trailer; and

(ii) is not a commercial vehicle that exceeds 7.5m in length or 4.5 tonnes gross vehicle mass.

(2) A multi-purpose parking permit cannot be issued to a person whose place of residence is on a parcel of land that has a common boundary with a road that has adjacent to that boundary, or part of it, a fee paying zone

6.16 Restrictions on numbers of permits

(1) In respect of a single house or residential unit, the maximum numbers of residential parking permits and/or multi-purpose parking permits that can be issued are set out in the Eligibility Table.

(2) The CEO or an authorised person may restrict the number of residential parking permits or multi-purpose parking permits that can be issued in respect of a particular road or a particular area.

6.17 Eligibility Table

The Eligibility Table is –

Number of parking bays on site	Number of vehicles registered to the residential address	Maximum number of permits that can be issued
Nil	Nil	1 multi-purpose parking permit
	1	1 residential parking permit 1 multi-purpose parking permit
	2 or more	2 residential parking permits 1 multi-purpose parking permit
1	Nil	nil
	1	1 multi-purpose parking permit
	2 or more	1 residential parking permit 1 multi-purpose parking permit
2	Nil	nil
	1	nil

	2 or more	1 multi-purpose parking permit

6.18 Temporary parking permits

(1) After receipt of an application for a residential parking permit (under clause 6.3) and before its determination, the CEO or an authorised person may issue to the applicant in the form of one or more temporary residential parking permits, the number of residential parking permits that would be issued to the applicant, in accordance with the Eligibility Table, if their application were to be successful.

(2) A temporary residential parking permit issued under this clause is to be for the period, not exceeding 6 months, that the CEO considers is appropriate to enable the application to be determined.

6.19 Power to override eligibility requirements

If an applicant -

(a) has made an application for a residential parking permit or a multi-purpose parking permit under this Part;

(b) is not eligible for a residential parking permit or a multi-purpose parking permit under any one or more of the provisions of clause 6.15(1); and

(c) submits in writing to the CEO reasons why the applicant would be issued with a permit,

the CEO, if he or she considers that the reasons warrant the issue of a permit, may issue to the applicant a residential parking permit or multi-purpose parking permit in accordance with the Eligibility Table.

Part 7 - Miscellaneous

7.1 Powers of an authorised person

(1) An authorised person may, for a purpose connected with their functions –

(a) mark the tyres of a vehicle parked in a parking facility with chalk or other non-indelible substance;

(b) take a valve stem reading of a vehicle;

(c) record a vehicle registration number;

(d) photograph a vehicle or anything in or on it; or

(e) affix to a vehicle any notice.

(2) A person must not remove a mark made by an authorised person so that the purpose of affixing the mark is defeated or likely to be defeated.

(3) No offence under this local law is committed by an authorised person while carrying out their functions.

7.2 Impersonating an authorised person

A person who is not an authorised person must not impersonate or purport to exercise the functions of an authorised person.

7.3 Obstructing an authorised person

A person must not obstruct or hinder an authorised person in the execution of their functions.

7.4 Use of fee paying machines

(1) A person must not insert into a fee paying machine anything other than the designations of coin or bank note or other form of permitted payment indicated by a sign on the fee paying machine.

(2) A person must not operate a fee paying machine except in accordance with the operating instructions on the fee paying machine.

7.5 Removal of notices on vehicle

A person, other than the driver of the vehicle or a person acting under the direction of the driver of the vehicle, must not remove from the vehicle any notice put on the vehicle by an authorised person.

7.6 Unauthorised signs and defacing of signs

A person must not, without the authority of the CEO or an authorised person -

(a) mark, set up or exhibit a sign purporting to be or resembling a sign marked, erected, set up or displayed by the local government under this local law;

(b) remove, deface or misuse a sign, or property that is marked, erected, set up or displayed by the local government under this local law; or

(c) affix a board, sign, placard, notice or other thing to, or paint or write on, any part of a sign that is marked, erected, set up or displayed by the local government under this local law.

7.7 Signs must be complied with

An inscription or symbol on a sign operates and has effect according to its tenor and a person contravening the direction on a sign commits an offence.

7.8 General provisions about signs

(1) A sign that is marked, erected, set up or displayed on or near a thoroughfare is, in the absence of evidence to the contrary, presumed to be a sign that is marked, erected, set up or displayed under this local law.

(2) The first 3 letters of any day of the week when used on a sign indicate that day of the week.

7.9 Damage to local government property

A person must not damage or interfere with, or obstruct the operation of, a fee paying machine or any local government property used in, or in connection with, a parking facility.

7.10 Special purpose, emergency and vehicles driven by authorised persons

Despite anything to the contrary in this local law -

(a) the driver of a special purpose vehicle may, only in the course of their functions and when it is expedient and safe to do so, stop or park the vehicle in any place and at any time;

(b) the driver of an emergency vehicle may, in the course of their functions and when it is expedient and safe to do so or where he or she reasonably believes that it is expedient and safe to do so, stop or park the vehicle at any place and at any time; and

(c) an authorised person engaged in the course of their functions and when it is expedient and safe to do so or where he or she reasonably believes that it is expedient and safe to do so, may stop or park a vehicle at any place and at any time.

7.11 Vehicles not to obstruct a public place

Unless permitted under this local law, or unless authorised under any other written law, a person must not leave a vehicle, or any part of a vehicle, in a public place if it –

(a) obstructs the use of any part of the public place; or

(b) appears to an authorised person to have been abandoned, having regard to factors such as –

(i) whether there are any number plates on the vehicle;

(ii) the extent of any damage to the vehicle;

(iii) whether the vehicle has been in the same position for more than 24 hours; and

(iv) whether the vehicle appears to be inoperable.

Regulation 29 of the *Local Government (Functions and General) Regulations 1996* states –

29. Contraventions that may lead to impounding of goods (Act s. 3.37)

(1) A contravention of a regulation or local law made under the Act can lead to the impounding of goods involved in the contravention if —

(a) it occurs in a public place; and

(b) either —

(i) the presence of the goods —

(I) presents a hazard to public safety; or

(II) obstructs the lawful use of any place;

or

(ii) where the regulation or local law prohibits or regulates the placement of the goods, the goods are located in a place contrary to that regulation or local law.

(1a) A contravention of a regulation or local law made under the Act can lead to the impounding of goods that are animals (if they are involved in the contravention) whether or not the contravention takes place in a private or a public place.

(2) In sub regulation (1) or (1a) —

public place includes a place that is on private property that the public are allowed to use.

7.12 Direction to move vehicle

A person must not stop or park a vehicle, or allow a vehicle to remain stopped or parked, after being directed by an authorised person or a police officer to move the vehicle.

7.13 Urgent, essential or official functions

(1) Where –

(a) in a parking facility, a sign prohibits the stopping or parking of a vehicle, or permits the stopping or parking of a vehicle for a limited time; and

(b) a person needs to carry out a function that is considered by an authorised person to be urgent, essential or official in nature and that would be facilitated by stopping or parking a vehicle in the parking facility, the person may be permitted, by an authorised person, to stop or park the vehicle in the parking facility for a period that may exceed any applicable limited time.

(2) Where permission is given under subclause (1), an authorised person may, by a sign, prohibit for the duration of the permission the use by any other vehicle of the portion of the parking facility to which the permission relates.

(3) Permission given under subclause (1) may –

(a) allow the stopping or parking of the vehicle continuously for a specified period or periods, between specified times or from time to time during a specified period; and

(b) be revoked or suspended at any time by an authorised person.

(4) A person must not stop or park a vehicle in respect of which permission has been given under subclause (1) other than in accordance with the terms of the permission.

Part 8 - Enforcement

8.1 Legal proceedings

Evidentiary provisions relating to offences involving vehicles are contained in Division 2 of Part 9 of the Act.

> Note: *For example, section 9.47 of the Local Government Act 1995 states –*
>
> *'In proceedings under this Act instituted by or under the direction of a local government, until evidence is given to the contrary, proof is not required of -*
>
> *(e) the fact that a place is within a parking region; or*
>
> *(f) the establishment or provision of a parking facility.'*

8.2 Offences and penalties

(1) A person who breaches a provision of this local law commits an offence.

(2) An offence against any provision of this local law is a prescribed offence for the purposes of section 9.16(1) of the Act.

(3) A person who commits an offence under this local law is to be liable, on conviction, to a penalty not less than $250 and not exceeding $5,000, and if the offence is of a continuing nature, to an additional penalty not exceeding $500 for each day or part of a day during which the offence has continued.

(4) The amount appearing in the final column of Schedule 1 directly opposite a clause specified in that Schedule is the modified penalty for an offence against that clause.

8.3 Form of notices

For the purposes of this local law -

(a) the form of the notice referred to in section 9.13 of the Act is that of Form 1 in Schedule 2;

(b) the form of the infringement notice referred to in section 9.17 of the Act is that of Form 2 in Schedule 2;

(c) the form of the infringement notice referred to in section 9.17 of the Act which incorporates the notice referred to in section 9.13 of the Act, is that of Form 3 in Schedule 2; and

(d) the form of the notice referred to in section 9.20 of the Act is that of Form 4 in Schedule 2.

SCHEDULE 1 - PRESCRIBED OFFENCES

Item No.	Clause No.	Nature of offence	Modified penalty
1.	3.2(2)	Failure to pay fee in the fee paying zone	*60*
2.	3.4(a)	Parking when meter has expired	*60*
3.	3.4(b)	Parking in excess of period maximum shown on metered stall	*60*
4.	3.5	Parking contrary to a meter hood	*60*
5.	3.6(1)	Failure to display ticket in fee paying zone	*60*
6.	3.7/4.5	Displaying a ticket that is altered or is otherwise non-compliant	80
7.	3.8(1)	Parking in excess of maximum period in fee paying zone	*60*
8.	3.8(2), 4.8(2) or 5.6	Moving vehicle to avoid time limitation	*60*
9.	3.9(1)(a)	Failure to park wholly within metered bay	*80*
10.	3.9(2)	Failure to park wholly within metered zone	*80*
11.	3.10	Parking or attempting to park a vehicle in a metered stall occupied by another vehicle	*60*
12.	3.11	Failure to comply with free parking period restriction	*60*
13.	4.1	Entering a parking station without permission	80
14.	4.2	Failure to pay parking station fee	*60*
15.	4.4	Failure to display ticket in parking station	*60*
16.	4.7	Leaving without paying parking station fee	*80*
17.	4.8	Parking in excess of maximum period in a parking station	*60*
18.	4.11(a)	Causing obstruction in parking station	80
19.	4.12(a)	Remaining in a parking station after being required to leave	80
20.	4.12(b)	Loitering in a parking station	80
21.	4.12(c)	Driving in a parking station contrary to a sign	80
22.	4.12(d)	Using a wheeled thing, other than a licenced vehicle or wheelchair, in a parking station	80
23.	4.12(e)	Engaging in unauthorised activities in a parking station	80
24.	5.1(1)(a)	Parking wrong class of vehicle	*65*
25.	5.1(1)(b)	Parking by persons of a different class	*65*
26.	5.1(1)(c)	Parking during prohibited period	80

Item No.	Clause No.	Nature of offence	Modified penalty
27.	5.1(1)(d)	Parking vehicle in excess of maximum time	*60*
28.	5.1(1)(e)	Parking *or stopping* contrary to sign	*60*
29.	5.1(2)	Parking without permission in an area designated for 'Authorised Vehicles Only'	*80*
30.	5.1(3)	Stopping without permission in a reserved area	*80*
31.	5.2(1)(a)	Stopping *or parking* in a no stopping area	80
32.	5.2(1)(b)	Stopping alongside continuous yellow lines	80
33.	5.2(1)(c)	Stopping or parking contrary to keep clear marking	80
34.	5.2(1)(d)	Parking *or stopping* vehicle in motorcycle only area	*80*
35.	5.2(1)(f)	Parking in a transit lane	*150*
36.	5.2(1)(h)	Stopping in a bicycle lane	*150*
37.	5.2(2)	Stopping *or parking* in a no stopping area	80
38.	5.2(3)(a)	Parking in thoroughfare for purpose of sale	*65*
39.	5.2(3)(b)	Parking unlicensed vehicle in thoroughfare	*65*
40.	5.2(3)(c)	Parking a trailer on a thoroughfare	*65*
41.	5.2(3)(d)	Parking in thoroughfare for purpose of repairs	*65*
42.	5.3(1)	Failure to park wholly within parking stall	*80*
43.	5.3(2)	Parking or attempting to park a vehicle in a parking stall occupied by another vehicle	*65*
44.	5.3(3)	Stopping *or parking* a bicycle in a parking stall	*65*
45.	5.4	Double parking	*150*
46.	5.5(a)	Failure to park on the left of two-way carriageway	*65*
47.	5.5(a) or 5.5(b)	Parking against the flow of traffic	*65*
48.	5.5(b)	Failure to park on boundary of one-way carriageway	*80*
49.	5.5(c)	Parking when distance from farther boundary less than 3 metres	*80*
50.	5.5(d)	Causing obstruction on carriageway	80
51.	5.6	Moving vehicle to avoid time limitation	60
52.	5.7(1)	Parking heavy or long vehicle on carriageway	80
53.	5.9(3)(a)	Stopping *or parking* a vehicle causing an obstruction on a road	*150*
54.	5.9(3)(b)	Stopping *or parking* a vehicle causing an obstruction in a parking facility	80

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Item No.	Clause No.	Nature of offence	Modified penalty
55.	5.9(3)(c)	Stopping *or parking* a vehicle on an intersection	*150*
56.	5.9(3)(d)	Stopping *or parking* a vehicle within 20 metres of an intersection with traffic control signals	*80*
57.	5.9(3)(e)	Stopping *or parking* a vehicle within 10 metres of an intersection	*80*
58.	5.9(3)(f)	Stopping *or parking* a vehicle on a prohibited place	80
59.	5.9(3)(g)	Stopping *or parking* a vehicle near works	*60*
60.	5.9(3)(h)	Stopping *or parking* a vehicle on a bridge, tunnel or underpass	*80*
61.	5.9(3)(i)	Stopping *or parking* a vehicle where double lines	*80*
62.	5.9(3)(j)	Stopping *or parking* a vehicle where double lines	*80*
63.	5.9(3)(k)	Stopping *or parking* a vehicle within the head of a cul-de-sac	*65*
64.	5.10(1)	Stopping *or parking* an unauthorised vehicle in a loading zone	*65*
65.	5.10(2)	Stopping *or parking* a vehicle in a loading zone in excess of maximum period	*65*
66.	5.11(1)	Stopping a vehicle, other than a taxi, in a taxi zone	*65*
67.	5.11(2)	Leaving a taxi unattended in a taxi zone	*65*
68.	5.12(1)	Stopping *or parking* a vehicle, other than a charter vehicle, in a charter vehicle zone	*65*
69.	5.12(2)	Stopping *or parking* in a charter vehicle zone for longer than the maximum period	*65*
70.	5.12(3)	Leaving a charter vehicle unattended in a charter vehicle zone	*65*
71.	5.13	Stopping *or parking* a vehicle in a shared zone	*65*
72.	5.14	Stopping *or parking* a vehicle in a pedestrian mall	*65*
73.	5.15(1)	Stopping *or parking* a vehicle within 10 metres of the departure side of a bus bay or crossing	*65*
74.	5.15(2)	Stopping *or parking* a vehicle within 20 metres of the approach side of a bus bay, bus zone or crossing	*65*
75.	5.15(3)	Stopping *on parking* a vehicle, other than a permitted bus, in a bus zone	*65*
76.	5.16(2)	Parking within 3 metres of public letter box	*65*
77.	5.17	Parking on a median strip/traffic island	80
78.	5.18	Stopping on verge	80
79.	5.19	Parking on a driveway	80

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Item No.	Clause No.	Nature of offence	Modified penalty
80.	5.20	Driving or parking on reserve	*150*
81.	5.21(2)	Parking on land that is not a parking facility without consent	*150*
82.	5.21(3)	Parking on land not in accordance with consent	*65*
83.	6.12(a)	Using a counterfeited or altered parking permit	*150*
84.	7.1(2)	Removing mark of authorised person	*150*
85.	7.3	Obstructing or hindering an authorised person	*250*
86.	7.4(1)	Non-permitted insertion in ticket issuing machine	80
87.	7.6(a)	Marking, setting up or exhibiting a sign	*250*
88.	7.6(b)	Removing, defacing or misusing a sign	*250*
89.	7.6(c)	Defacing a sign	*250*
90.	7.11	Leaving vehicle so as to obstruct a public place	*150*
91.	7.12	Parking contrary to directions of authorised person	*250*
92.		All other offences not specified	*65*

SCHEDULE 2 – INFRINGEMENTS NOTICE FORMS

[Clause 8.3]

FORM 1

PARKING LOCAL LAW 2021

NOTICE TO OWNER OF VEHICLE INVOLVED IN OFFENCE

Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) ..... your vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
was involved in the commission of the following offence - .....
.....
.....
.....
.....
contrary to clause ..... of the Parking Local Law 2020.

You are required under section 9.13 of *the Local Government Act 1995* to identify the person who was the driver or person in charge of the vehicle at the time when the offence is alleged to have been committed.

If you do not prove otherwise, you will be deemed to have committed the offence unless:

(a) within 28 days after being served with this notice;
- (i) you inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the vehicle at the time the offence is alleged to have been committed; and
- (ii) you satisfy the Chief Executive Officer that the vehicle had been stolen, or was being unlawfully used, at the time the offence is alleged to have been committed;

or

(b) you were given an infringement notice for the alleged offence and the modified penalty specified in it is paid within 28 days after the notice was given or such further time as is allowed.

(5) .....
(6) .....

Insert:

(1) Name of 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of owner (not required if owner not named)
(3) Time of alleged offence
(4) Location of alleged offence
(5) Signature of authorised person
(6) Name and title of authorised person giving notice

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FORM 2

PARKING LOCAL LAW 2021

INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
you committed the following offence:
.....
.....
.....
contrary to clause ..... of the Parking Local Law 2020.

The modified penalty for the offence is $ .....

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorised person at (5) ..... within a period of 28 days after the giving of this notice.

If you do not pay the modified penalty within 28 days after the date of this notice, you may be prosecuted, or enforcement action may be taken under the *Fines, Penalties and Infringement Notices Enforcement Act 1994*. Under that Act, some or all of the following actions may be taken –

> your driver's licence may be suspended, your vehicle licence may be suspended or cancelled, you may be disqualified from holding or obtaining a driver's licence or vehicle licence, your vehicle may be immobilised or have its number plates removed, your details may be published on a website, your earnings or bank accounts may be garnished, and your property may be seized and sold.

If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6) .....
(7) .....

Insert:

(1) Name of alleged offender or 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of alleged offender
(3) Time of alleged offence
(4) Location of alleged offence
(5) Place where modified penalty may be paid
(6) Signature of authorised person
(7) Name and title of authorised person giving notice

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FORM 3

PARKING LOCAL LAW 2021

INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
It is alleged that on ..... / ..... / ..... at (3) .....
at (4) .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,
you committed the following offence:
.....
.....

contrary to clause ..... of the Parking Local Law 2020.

The modified penalty for the offence is $ .....

If you do not wish to have a complaint of the alleged offence heard and determined by a court, the amount of the modified penalty may be paid to an authorised person at (5) ..... within a period of 28 days after the giving of this notice.

Unless within 28 days after being served with this notice:

(a) you pay the modified penalty; or

(b) you:

(i) inform the Chief Executive Officer or another authorised officer of the local government as to the identity and address of the person who was the driver or person in charge of the above vehicle at the time the offence is alleged to have been committed; or

(ii) satisfy the Chief Executive Officer that the above vehicle had been stolen or was being unlawfully used at the time the offence is alleged to have been committed,

you will, in the absence of proof to the contrary, be deemed to have committed the above offence and court proceedings may be instituted against you.

If you do not pay the modified penalty within 28 days after the date of this notice, you may be prosecuted, or enforcement action may be taken under the *Fines, Penalties and Infringement Notices Enforcement Act 1994*. Under that Act, some or all of the following actions may be taken –

your driver's licence may be suspended, your vehicle licence may be suspended or cancelled, you may be disqualified from holding or obtaining a driver's licence or vehicle licence, your vehicle may be immobilised or have its number plates removed, your details may be published on a website, your earnings or bank accounts may be garnished, and your property may be seized and sold.

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If the above address is not your current address, or if you change your address, it is important that you advise us immediately. Failure to do so may result in your driver's licence or any vehicle licence you hold being suspended without your knowledge.

(6) .....

(7) .....

Insert:

(1) Name of 'owner' (as defined in the *Parking Local Law 2020*)
(2) Address of owner (not required if owner not named)
(3) Time of alleged offence
(4) Location of alleged offence
(5) Place where modified penalty may be paid
(6) Signature of authorised person
(7) Name and title of authorised person giving notice

FORM 4

PARKING LOCAL LAW 2020

WITHDRAWAL OF INFRINGEMENT NOTICE

Serial No .....
Date ..... / ..... / .....

To: (1) .....
of: (2) .....
Infringement Notice No. ..... dated ..... / ..... / .....
in respect of vehicle:
make: ..... ;
model: ..... ;
registration: ..... ,

for the alleged offence of .....
.....
.....
.....
has been withdrawn.

The modified penalty of $ .....

has been paid and a refund is enclosed.

has not been paid and should not be paid.

delete as appropriate.
(3) .....
(4) .....
Insert:
(1) Name of alleged offender to whom infringement notice was given or the 'owner' (as defined in the *Parking Local Law 2020*).
(2) Address of alleged offender.
(3) Signature of authorised person
(4) Name and title of authorised person giving notice

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Attachment 4 - Proposed amendment to Clause 5.18 Verges

Proposed replacement clause 5.18

5.18 Verges

(1) In this clause, ***long or heavy vehicle*** means a vehicle that –

(a) is more than 6.5m long;

(b) is more than 2.2m wide;

(c) is more than 2.4m high; or

(d) exceeds a GVM of 3.5 tonnes.

(2) A person must not –

(a) stop or park a bus on any part of any verge;

(b) stop or park a long or heavy vehicle on any part of any verge – ***unless subclause (3) or subclause (4) applies*** ~~except when it is being loaded or unloaded, with reasonable expedition, with goods or materials collected from or delivered to the premises adjacent to the portion of verge on which the long or heavy vehicle is parked, provided that no obstruction is caused to the passage of any vehicle or person using a carriageway or footpath~~; or

(c) stop or park a vehicle (except for a bus, a long or heavy vehicle, or a bicycle) –

(i) on a verge that is adjacent to a grouped or multiple dwelling; or

(ii) on a verge that is not adjacent to a grouped or multiple dwelling unless the person –

(A) is the owner or occupier of the premises adjacent to the verge; or

(B) is authorised by the occupier of those premises to stop or park the vehicle so that any portion of it is on the verge.

(3) A person may stop or park a long or heavy vehicle on any part of any verge while the vehicle is being loaded or unloaded, with reasonable expedition, with goods or materials collected from or delivered to the premises adjacent to the portion of the verge on which the vehicle is parked, provided that no obstruction is caused to the passage of any vehicle or person using a carriageway, driveway or footpath.

(4) A person may stop or park a long or heavy vehicle on a verge provided that –

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(a) the vehicle does not exceed a GVM of 4.5 tonnes;

(b) the verge is not adjacent to a grouped or multiple dwelling;

(c) the person stopping or parking the vehicle –

(i) is the owner or occupier of the premises adjacent to the verge; or

(ii) is authorised by the occupier of those premises to stop or park the vehicle on the verge;

(d) no part of the vehicle is less than 1.5m from the nearest kerb; and

~~(B)~~(e) no obstruction is caused to the passage of any vehicle or person using a carriageway, driveway or footpath.

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FPOL2107-4 PUBLIC BUILDINGS ASSESSMENT POLICY
Attachment 1 - Proposed Public Buildings Assessment Policy

ATTACHMENT 1 - PROPOSED PUBLIC BUILDINGS ASSESSMENT POLICY

Public Buildings Assessment Policy

Policy scope

This policy covers the process to determine the application of the *Health (Miscellaneous Provisions) Act 1911* (Health Act) and the *Health (Public Buildings) Regulations 1992* (Regulations), where there is uncertainty surrounding how the Act and Regulations apply to various activities.

Policy statement

This policy intends to clarify the status of certain activities under the Act and Regulations. The definition of 'public building' in the Health Act is broad and certainty is required to determine the extent of the Health Act's scope in relation to activities occurring within the City's authority.

Definitions and abbreviations

Chief Executive Officer –	The Chief Executive Officer of the City of Fremantle
Act –	The *Local Government Act 1995*
Health Act -	*Health (Miscellaneous Provisions) Act 1911*
Regulations -	*Health (Public Buildings) Regulations 1992*
Public Building –	*Has the same meaning as contained in the Regulations*
Private Event –	*An event:* 1. *that is held on private property;* 2. *that is run by a private individual/s, not a corporation or incorporated organisation;* 3. *for which money is not charged.*
Temporary Public Building –	*A public building that is operated for a period of time not exceeding 14 cumulative days in any one year*

1. Application of the Regulations

1.1. The Health Act provides the following definition of 'public building':

> "**public building** means —
> (a) a building or place or part of a building or place where persons may assemble for
> (i) civic, theatrical, social, political or religious purposes; and
> (ii) educational purposes; and
> (iii) entertainment, recreational or sporting purposes; and
> (iv) business purposes; and
> (b) any building, structure, tent, gallery, enclosure, platform or other place or any part of a building, structure, tent, gallery, enclosure, platform or other place in or on which numbers of persons are usually or occasionally assembled, but does not include a hospital."

"The general intent of Part VI of the [Health] Act is to assist in the protection of the health, safety and amenity of persons in and about buildings and places where, generally, large numbers of the public gather for the purposes set out in the definition." (Department of Health 2002).

1.2. Public vs Private Events

Private Events are not considered to be captured by Part VI of the Health Act.

2. Application Requirements
   2.1. Proponents proposing to create new public buildings must follow the process set out in Part VI of the Health Act;
   2.2. An application for a temporary public building will not be required if the Environmental Health Section is satisfied, on the available evidence, that it would be assessed as low risk but guidance notes on operation will be provided.

3. Assessment of Public Buildings
   3.1. Permanent Public Buildings – All new public buildings that are not temporary public buildings require approval by an Environmental Health Officer, in accordance with the Health Act;
   3.2. Temporary Public Buildings
      3.2.1. All temporary public buildings will have their risk assessed in accordance with the Public Health Event Risk Classification Tool contained in the Guidelines for concerts, events and organised gatherings (Department of Health 2009);
      3.2.2. If the City's Environmental Health Section assesses the risk of a temporary public building to be low risk guidance notes will be provided to the operator, but no formal approval is required;
      3.2.3. All other public buildings require formal approval and must be granted a Certificate of Approval prior to operation.

4. Compliance & Enforcement
   4.1. As per the Environmental Health Compliance Procedure

References:

- Department of Health, 2002 "Guidelines on the Application of the Health (Public Buildings) Regulations 1992" available online at https://ww2.health.wa.gov.au/~/media/Files/Corporate/general%20documents/Environmental%20health/Public%20Buildings%20Guidelines%20Final.ashx

- Department of Health, 2009 "Guidelines for concerts, events and organised gatherings" available online at https://ww2.health.wa.gov.au/-/media/Files/Corporate/general-documents/Environmental-health/Concerts-and-Mass-Gathering-Guidelines.pdf

Responsibility and review information	
Responsible officer:	Manager Field Services
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#

FPOL2107-5 SPARE PARTS PUPPET THEATRE FUNDING REQUEST

Attachments 1 - Spare Parts Puppet Theatre Proposal – May 2021

Proposal
City of Fremantle – May 2021

A CELEBRATION OF CULTURE COMMUNITY & CONNECTION

The Culture Community and Connection Program is a series of placemaking activities that will culminate in a free community festival in pioneer park on November 6, 2021 featuring *String Symphony*, a 4-metre giant puppet. *String Symphony* has not been presented in Fremantle and would address one of the priorities for the City of Fremantle's COVID-19 recovery plan, by activation of the park to encourage people to visit Fremantle.

WHO WE ARE

Spare Parts Puppet Theatre (SPPT) is Australia's flagship puppetry company dedicated to the development and creation of the art form. Through puppetry we engage with timeless and universal issues, exploring and celebrating what it is to be human, unifying audiences across generations, communities and cultures. Our annual artistic program includes performances at our home theatre in Fremantle, touring to schools, theatres and festivals across Australia and internationally. We also provide puppetry workshops for children, adults and professional artists.



Image credit 1 String Symphony. Luke Baker photography.

In 2019, SPPT's reached **over 270,000** people across all our activities, including our Fremantle in-theatre seasons, workshops, professional masterclasses, touring and festival bookings. Our audience includes young people and their families, professional artists, school and community groups. SPPT attracts nearly 90% of ticket holders from metro Perth, with the two most common areas including the Perth western corridor and Fremantle and surrounds. Significantly, 64% of our in-theatre school holiday attendance is comprised of people from the wider metro Perth area, demonstrating our ability to attract visitors to Fremantle that ultimately contribute to the broader Fremantle economy.

Ticket purchase origin for 2019 in-theatre general public seasons only:

Ticket purchase origin	Number of ticket holders
Metro Perth	8194
Regional WA	396
NSW	269
VIC	346
QLD	40
International	31

2019 data shown as the was closed due to Covid restrictions in 2020



HOW WE HELP THE CITY OF FREMANTLE

We want to bring people together to advocate and support each other as we work through the impacts of the Covid-19 pandemic. At SPPT we believe that culture, community and connection are essential to our wellbeing and that puppetry and performance can build connection and meaning through shared experiences and in doing so will contribute to:

1. Increased wellbeing through participation in arts and cultural activities; and

2. Increased numbers of people visiting Fremantle for interaction and connection with puppetry arts, in COVID safe ways.



Image credit 2 String Symphony. Luke Baker photography.

We have developed a Culture Community and Connection Program that uses placemaking activities that will be provide Covid-safe, inclusive and meaningful ways to participate and engage with arts and culture. The program will utilise SPPT theatre's newly renovated foyer and the surrounding Pioneer Park, opposite the Fremantle Train Station, for the enjoyment of our local Fremantle community and the wider metropolitan community.

2021 PROGRAM OF ACTIVITIES

Objective 1: Increased wellbeing through participation in arts and cultural activities

COMMUNITY PUPPET DESIGN ENGAGEMENT PROJECT

Individuals, schools, and other organisations throughout Western Australia will be invited to design a puppet that represents or captures the essence of their community. One design will be chosen to be professionally constructed and showcased at the November community celebration festival. It is envisaged that this project will be a cornerstone of the activities for the year and will create a sense of pride and inclusion for the participating communities.

As a second phase to the Community Puppet Engagement Program, the newly created puppets will embark on a journey to their home council. The puppets will be exhibited in libraries, school and offices etc before returning to SPPT in Fremantle. Documentation of the journeys will be uploaded to our website for the public to view and follow.

Objective 2: Increased the number of people visiting Fremantle for interaction and connection with puppetry arts, in COVID safe ways.

FREE COMMUNITY FESTIVAL

SPPT Theatre will host a free Community Festival at Pioneer Park in Fremantle on Saturday November 6, 2021. The festival will be a celebration of culture, community and connection. A highlight will include the reveal of the newly constructed puppet as part of the Community Puppet Engagement Project and the festival will culminate with a series of short formal proceedings with local and state government speakers and twilight performances of *String Symphony*, a large-scale, interactive performance installation that uses puppetry to explore connection, community, and collaboration.



BEYOND THE STAGE (65+ event during September)

In support of City of Fremantle's space activation priorities and its high percentage of 65 years+ residences, SPPT will offer special tours to this segment of our community during the month of September. These new interactions will be during off-season time and available as a priority for Fremantle residents that may otherwise be concerned about their health and safety and not able to visit public spaces during peak times. The tours will include a 'backstage' access to SPPT, a sneak peak of works in development or rehearsal and a relaxed cup of tea while learning about puppetry with the foyer with the new interactive puppet installations. Visiting groups will be small and respectful of the challenges that many seniors Australians find themselves post Covid.

"Fremantle has been particularly vulnerable to this pandemic compared to other parts if the state because our community has a higher proportion of single-person households and a greater proportion of our population aged over 65", former Fremantle Mayor Brad Pettitt.



BENEFITS TO CITY OF FREMANTLE

Principle Partner acknowledgement – The City of Fremantle will be acknowledged as a Principle Partner with equal standing to any state or federal government funding as part of Spare Parts Puppet Theatre's 40th anniversary celebrations.

Community Puppet Design Project Judge – A representative from the City of Fremantle will be invited to participate on the selection panel for the puppet design to be created by one of our professional artists and revealed at the community festival event.

Speaking Opportunity at Community Celebration Event – A representative of City of Fremantle will be invited to speak as part of the official proceedings at the community celebration on Saturday 6 November 2021.

Display opportunities - The City of Fremantle will be offered the opportunity to have a display, pull up banner or promotional materials available at 'Beyond the Stage' and the Community Celebration Event. All marketing materials to be supplied by the City at their cost.

Tickets for Fremantle – As a part of the Partnership, Spare Parts Puppet Theatre will make 5 family passes (4 tickets per family pass) for each in-theatre holiday season in 2021 (a total of 40 tickets) available to give-a-way to City of Fremantle residents as they see fit. These may be given away via social media offers, the library or as part of prize offering for early rate payers.

Contribution to Professional Marketing Collateral – Spare Parts Puppet Theatre will support the Destination Marketing Strategy through the contribution of professional photography and videography from our works and activities across the Partnership period.

HOW CAN YOU HELP?

$30,000 + in-kind marketing support

We have already secured support from Lotterywest towards a majority of this project and are seeking the City of Fremantle's support for a one-off provision of $30,000 cash contribution plus additional in-kind marketing support.

Spare Parts Puppet Theatre has been a resilient and independent cultural institution in Fremantle for 40 years. 2021 will mark an important milestone for the company and a one-off contribution by the City of Fremantle to support the proposed activity will send an important message to our key partners and stakeholders that our organisation is greatly valued in the Fremantle community as well as enabling us to leverage future funding that will sustain Spare Parts Puppet Theatre into the future.

We would like to thank City of Fremantle,
for considering supporting Spare Parts Puppet Theatre's
2021 Cultural Community and Connection Program.

Contact: Natalie Bell, Executive Producer, ep@sppt.asn.au, 08 9335 5044, 0417 99 33 10

FPOL2107-6 UNDERTAKING TO JOINT STANDING COMMITTEE ON DELEGATED LEGISLATION – LOCAL GOVERNMENT PROPERTY AMENDMENT LOCAL LAW 2021

Attachments 2 - Disposal of inconsequential, surplus and lost property items Policy

Council Policy

City of Fremantle

Disposal of inconsequential, surplus and lost property items

Policy scope

This policy **applies** to items of low value, for example; old office furniture, advertising banners/materials, computers, office and or kitchen equipment/materials, stationary, and items of lost property that fall below the limit set by the *Local Government (Functions and General) Regulations 1996*.

This policy does not apply to any items considered to be minor assets, major assets, real property (land and buildings), motor vehicles, plant equipment or items that form part of the City's Art, History or Civic collections.

Policy statement

The purpose of this policy is to provide a systematic and accountable method for the disposal of inconsequential, surplus and lost property items that are not required by the City.

1. Reasons for disposal

a. A decision to dispose of an inconsequential, surplus or lost property item may be based on one or more of the following:

   i. Obsolete, outdated and no longer of use.

   ii. Non-compliant with work health and safety standards.

   iii. No use expected in the foreseeable future.

   iv. No usage in the previous 12 months (stored items).

   v. Uneconomical to repair.

   vi. Surplus to requirements.

   vii. Lost property left on local government property.

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City of Fremantle

2. Preparing items for disposal

a. An inspection must be carried out to ensure items do not contain:
   i. Additional items not intended for disposal
   ii. Confidential documents (records, files, papers)
   iii. Documents on Council letterhead or which may be used for fraudulent purposes
   iv. Software (which could lead to a breach of licence or contain confidential data)
   v. Hazardous materials.

b. As much as is practical, any "City of Fremantle" identifying mark or logo must be removed or obscured.

c. Spare parts held for a particular item should be disposed of with the item they relate to.

3. Disposal

a. Prior to disposal, a reasonable effort must be made to ensure that no City team has an operational use for the items.

b. The City will endeavour to dispose of the items in a way that maximises returns whilst ensuring open and effective competition (public call for highest bidder process).

c. A call for highest bidder process must be performed for any items or group of items with an estimated value above $1,000.

d. Where a call for highest bidder process is unsuccessful, or the cost of disposal exceeds expected returns, the items are categorised as of no value and may be disposed of:
   i. to community groups, education facilities and schools in accordance with this policy; or
   ii. through the Fremantle Recycling Centre Reuse Shop
   iii. local opportunity shops; or
   iv. waste collection services.

4. Gifting items to community groups, education facilities and schools

The City recognises the need to support, develop and foster a harmonious community and further recognises the role of community groups, education facilities and schools in achieving this objective.

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City of Fremantle

To assist these groups, where the value of an item or group of items is valued at less than $500 and where no risk liability is attached to the item the City may 'gift' these items to community or Sporting groups, education facilities and schools:

a. Donations will be assessed on the basis of:
   i. Demonstrated need.
   ii. Proposed use.
   iii. Equity (fair distribution on a rotational basis will be preferred).

b. All donations are to be made without warranty of any kind.

c. The City may charge an amount to cover transportation costs if delivery is requested.

5. Disposal to employees or elected members

a. Items must not be gifted to employees or elected members.

b. Items may be disposed of to employees or elected members through the public call for highest bidder process in the same way as disposal to any interested party.

c. Employees (or their close associates) involved in a public call for highest bidder process may not bid in that process.

Definitions and abbreviations

lost property item means items left on local government property and not collected for more than 1 month in accordance with the City of Fremantle Local Government Property Local Law

Responsibility and review information	
Responsible officer:	Chief Executive Officer
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#

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SPT2107-3 PLANNING REFORM PHASE 2

ATTACHMENT 1 - Phase 2 Planning Reform – Comments on Proposed Initiatives

Planning Reform Phase 2 –Comments on Proposed Initiatives

One Planning System

- Pre-lodgement model for Development Applications: This is well recognised good practice which the City of Fremantle has always offered. A 'best practice' guide could be of benefit of local governments which don't currently offer this service but it is not clear how the Government proposes to implement this and whether it would apply to all or just 'major' DAs. It would also have resourcing implications for local governments (especially small ones) if the scope is wide and introduce tensions between prioritising timely assessment of already lodged DAs versus pre-application discussions. Proposal supported.
- Central referral process across government agencies: Could be a positive initiative, particularly if it facilitates more responsiveness/ greater accountability from some key agencies. However it is difficult to comment without having some idea of how it might operate and whether, again, it is expected to cover all applications (an enormous undertaking) or purely focus on 'major' ones (as has been trialled with SDAU applications). If the proposal simply introduced a further office / layer through which all applications stream, it is possible that this would simply introduce a further step in an already complex proposal, particularly if it were not adequately resourced to enable follow up and pro-active resolution of issues. If the introduction of this system restricted direct discussion between agencies, it could also exacerbate existing challenges. Proposal tentatively supported.
- State government led structure plans for areas in fragmented ownership: This proposal could assist in establishing plans for important areas where high levels of fragmentation or other challenges have resulted in an inability for landowners to undertake this themselves (eg East Wanneroo, Knutsford East). It would, however, be resource-intensive (and potentially unpopular in some areas). To be successful, it would also require resolution of some of the issues underlying key challenges to these areas such as infrastructure upgrade requirements and environmental off-sets. Proposal supported.
- Reduce duplication and conflict in decision-making: as a principle, this is strongly supported. However it is not clear exactly what initiatives are planned. Removal of dual approvals under MRS and local scheme would be worth looking at, and also some review of requirement for referral to WAPC for determination of DAs on MRWA controlled roads where MRWA object. Indeed incorporation of access in development applications (for both state and locally controlled roads) is considered desirable. Proposal supported.
- Review/reform of Development Contribution Plan (DCP) processes: having recently updated State Planning Policy 3.6, it is understood that the Government is now considering reviewing existing DCPs and the details of implementation. This is not, however, entirely clear. Proposal: no objection.

More red tape reduction

- Proposals largely consistent with above.

Better consistency

- Some proposals consistent with above.
- Plain English summaries for the community of scheme amendments: this would be beneficial but is not considered particularly high priority. Extension of summaries to other common issues / points of contention (such as the role of public comment in statutory application decisions) is recommended. Proposal supported.
- Clarify use and function of local planning policies: this proposal appears to extend to further regulation of planning policy. Several good policy guides already exist, however, so the key challenge appears to be with compliance and maintenance of policies (resourcing dependent) rather than with clarity. Establishment of an automatic 10 year sunset clause is recommended to assist in this regard. Further restriction on the level

of detail and local variation to standardised requirements would be of concern. Proposal tentatively supported, subject to clarification of intent.

- Online portal for application tracking: It is unclear exactly what is intended here, including whether the portal is to apply to state determined applications (eg structure plans, subdivisions etc) or local government, or both. Certainly online application processing provides opportunities for much greater efficiency and transparency, and so should be available in a contemporary system. Improvements to the Department of Planning, Lands and Heritage online systems would be welcomed, as would support for local governments which don't have the capacity to develop their own systems. If the intention is for a single consistent system to be delivered across all local governments (including those which have already established systems), the cost benefit (and appropriateness of the Government's role in regulating this) would be questionable. Proposal tentatively supported, subject to clarification of intent.
- Access to clearer explanatory material/greater transparency of DAP decision making: Provision of clear explanatory material for processes of public interest is always desirable and so is supported as a principle. However the greater concern raised with DAPS to date at a local government level is not so much relating to comprehension or transparency, but rather consistency and the regard paid to established local planning frameworks. As noted in overarching submission, review and update of outdated planning frameworks rather than provision for these to be given little weight in the decision process would be preferable from a public comprehension, governance and transparency perspective. Consideration could also be given to some limited Ministerial call-in/review provision for significant decisions inconsistent with the RAR report. Proposal tentatively supported
- Review clear and consistent guidance for structure plans, planning schemes and scheme amendments: this option could assist in resolving some current challenges with existing templates and frameworks. However again its success in achieving better outcomes (as well as greater consistency) very much depends on how it is done: If pursuit of consistency becomes the overriding consideration such that no variation is allowed, this stifles innovation. Proposal tentatively supported, subject to clarification of intent.

Review of Development Assessment Panels

- Proposals largely consistent with above and / or already in train.
- Clarification of the intended role of the Special Matters DAP: to *consider complex proposals which could include proposals located in areas with significant tourism, unique aesthetic qualities or other unique features* is noted: establishment of clear criteria (including those aspects which make a proposal genuinely 'special') is required before meaningful comment can be provided. Proposal tentatively supported, subject to clarification of detail.

Priorities

- As is noted in the cover submission, review and maintenance of the planning framework which guides decisions should be prioritised along side the application determination framework to ensure a robust and publicly comprehensible system.
- Other priorities include:
    - Pro-active and effective mechanism to resolve conflicting agency positions on referred applications *and* strategic planning proposals
    - Greater capacity for government lead structure planning
    - Reduction of duplicative processes (eg separate approval of access to development)
    - Provision of robust research on frequently contested matters such as parking demand and mode shift to support consistent and evidence-based decision making.

SPT2107-4 SCHEME AMENDMENT NO. 83 – DELETION OF MANDATORY UPPER FLOOR SETBACK REQUIREMENT FOR BUILDINGS IN THE CITY CENTRE – OUTCOMES OF CONSULTATION

ATTACHMENT 1 - Schedule of Submissions – Scheme Amendment No. 83

Schedule of Submissions – City of Fremantle Scheme Amendment No. 83
Submission Period: 14 April 2021 – 26 May 2021

NOTE – identifying information has been removed/redacted from submissions for the purposes of confidentiality.

1	Private citizen – Owner/Occupier of nearby property
I am against the proposed Amendment of the Scheme as each project should be considered on its merits. Some of the buildings in the West End have not been maintained and owners should be given incentives to maintain them and bring them back to a reasonable standard. *By deleting the single clause there is no incentive to for the owner to redevelop heritage buildings taking into account the cost of maintaining versus redevelopment within the heritage character of Fremantle's West End.*	
The intent of the West End local planning policy was for development to be assessed on a case by case basis, taking into consideration the heritage significance of a site and its surrounding context. This scheme amendment relates to the treatment of building setbacks within the West End and City Centre. Development incentives do not form part of this amendment, nor does it reduce development potential: it simply modifies one of the built form criterion. State Government (Heritage Council) grants are currently available to property owners of State-listed buildings, with a number of properties within the West End recently receiving grants for various projects. Further information can be viewed here - https://www.dplh.wa.gov.au/heritage-grants-program	

2	Private citizen – Owner/Occupier of nearby property
Having family history since settlement in Fremantle and greater WA… I would support the proposal based of the following: *A. when a building of the West End is increased in size the architectural exterior design must be maintained in replica of the same as existing (heritage) as though always was.* *B. the buildings be allowed to be increase to 5 storeys allowing better space for Fremantle to perform in the future.* *C. the interior may be modernised where benefit to future purpose can be gained (e.g. heritage exterior + modern interior) as commonly found in Europe.*	
Comments noted. There are no plans to change the existing building height limitations for the West End and City Centre under the Local Planning Scheme.	

3	Private citizen – Owner/Occupier of nearby property
I am NOT in favour of amending scheme 4 (no 83). I feel 11 meters is enough and fits in with the existing heritage facades. The set back for the extra floor doesn't look good, but its better than extra height overall. The height should have been capped at 11 meters in the first place.	
Comments noted. It is reiterated that building height provisions of the planning scheme are not proposed to change as part of this amendment. The officer's report looks at options forward in response to the setback of upper floors.	

4	Private citizen – Owner/Occupier of nearby property
The amendment described above seems on the face of it to be a good idea. The ultimate aim of the policy should always be to maintain the best, most coherent building design for the West End long term.	

I agree that some of the setbacks are ugly and distracting. Setback may allow poor design to be used, mitigated by the setback. My main concern is that of others, i.e. that a new case by case policy be applied consistently, to improve the street frontage rather than relax standards. *Additional levels may look better with different design, rather than faux heritage, if aligned better with the original building and surrounds. However, there needs to be good guidelines and high design standards to achieve this.*
Comments noted. The officer's report looks at options forward in response to the setback of upper floors. The West End local planning policy LPP 3.21 deals with many of the design-related matters raised in this submission.

5	Private citizen – Owner/Occupier of nearby property
I agree with removing the setback requirement from the scheme. *As the photos show in the council's feed back proposal, many old building have zero set backs it seems to me reducing setbacks from 100+ year old precedents is a backward idea.* *I also request that the council remove setbacks beyond the west end into High traffic routes and commercial streets areas which are very busy and noisy, such as South Street, South Terrace, Canning Hwy etc. This will have a positive effect in that building bulk and form will act as a noise buffer for the rear residential properties. This will also allow for more flexible outdoor design options pushing outside plot ratio's to the rear of these high traffic streets.*	
Comments noted. The officer's report looks at options forward in response to the setback of upper floors.	

6	Private citizen – Owner/Occupier of nearby property
When initially looking to purchase a property in this area over 10 years ago, I was saddened by many additions and upper levels as they were small and in no way bringing justice to the building they were on. Small stairwells leading up to rooms above these buildings were in no way efficient and liveable answers to developing these floors and apartments. The current planning policy with its setback requirements supports "underwhelming development", and this in no way reflects the character of the West End or the execution to reinforce and revitalise the Fremantle Urban Centre. Conservation of these building is always at the forefront and paramount to any new development schemes but I believe to do justice to these buildings, and bring the area into a new era of architecture and design would be to remove the mandatory set back 'out of view' requirement. *I believe that to remove the clause will improve the quality of design and execution and reinforce and revitalise the Character of Fremantle and create a successful urban centre that is unique to other metropolitan areas.* *I would like you to note that I would like the clause from Schedule 7, Sub-area 1. 3. 1. of Local Planning Scheme No. 4 relating to setback requirements to be removed from the Planning scheme*	
Comments noted. The officer's report looks at options forward in response to the setback of upper floors.	

7	Private citizen – Owner/Occupier of nearby property
I agree with the proposed new set back requirements	
Comments noted.	

8	Private citizen – Owner/Occupier of nearby property
This change will result in a significant increase in risk to public thoroughfares or accessible areas. Dropped objects are always a risk for upper stories. The CofF is already well aware of the significantly escalated risk from increased dropped heights for objects. *This change will result in increased exposure for pedestrians . This could ultimately lead to public pedestrians fatalities in the future. Any change by the Cof F needs to be comprehensively justified in the documented change process with the knowledge of this escalated risk to the public. In addition the Cof F is urged to seek professional advice on their potential non insured exposure under the willful negligence care out provisions if such a set of circumstances was to occur following such a change. How any liability responsibility may be allocated will only be determined by inquest where a tragic incidence has occurred linked with such a change.* *Further the built environment will become oppressive with narrow character streets being turned into canyons.* *This change would appear to create increased risk of fatalities for the public , poorer outcomes for residents in terms of the built environment , and significantly increased direct risks of flow through liability for the C of F and their ratepayers.* *Who is this change assisting? Developers.*
This scheme amendment does not seek to address safety matters which may arise from taller development, however the West End LPP does seek to encourage the reestablishment of awnings, balconies etc. over footpaths to provide shelter and protection for pedestrians. Options forward for the treatment of building setbacks are discussed in the officer report.

9	Private citizen – Owner/Occupier of nearby property
Set backs should be retained for all buildings. having no set back mean ensuring that sunlight arrives to the footpaths. When you have high building with no higher level setbacks street become less welcoming , no sun , cold wind tunnels. *Set backs on residential is also required for even single level buildings to ensure our streets are child / pedestrian / bike friendly and have good visibility for cars .*
Comments noted. The officer's report looks at options forward in response to the setback of upper floors.

10	Private citizen – Owner/Occupier of nearby property
Why not just make the exclusion for heritage listed properties. It is my concern that if it's a general nil setback then this is for new or renovated buildings and if there are new buildings going in and around west end then I would want the set back to remain. Personally, I don't want a new or modern property that has depth just tall and close. *So if it's just for heritage then put that in the clause otherwise my answer would be no.*
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings.

11	Private citizen – Owner/Occupier of nearby property
'I don't support the proposal because of the following multiple lines of thought: *-The heritage buildings in the west end should be afforded the respect and preservation they deserve which I think would be decreased if the setback requirements were removed.*

-The heritage area of Fremantle is one of the greatest assets and strengths of Fremantle and changes to heritage policies comprise a threat to this heritage value as it would enable development in various forms that are not consistent with the appearance of the actual heritage buildings. *-Removal of setback requirements could result in a mosaic of actual heritage buildings and new developments in various forms that result in a confused mixture of building forms that would degrade the appeal of the west end.* *-The removal of setback requirements would diminish and reduce the visual and heritage appeal of the existing heritage buildings in the west end. For example the renovation of the top floor of the Navy Club using pressed tin would look very average if there was no setback. The example provided in the second image at the top of this screen is misleading as it shows the 'nil' setback for a stretch of actual heritage buildings which is highly unlikely to be implemented by developers in the current era.* *-If the changes to setback requirements aim to attract new investment to Fremantle to increase the City' revenue stream then this would be a travesty although I don't know the driving force behind the proposal.* *If new developments were built in the traditional heritage form consistent with the existing heritage buildings then I would support the proposal, however, I doubt this would be the case.*
Comments noted. Building height provisions for the West End are maintained, ensuring continuity in respect to building massing/scale. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings. Many of the other comments mentioned above are addressed in the report.

12	Private citizen – Owner/Occupier of nearby property
I would prefer for the mandatory setback to be kept to maintain the predominantly heritage ascetic of the West End.	
Comments noted.	

13	Private citizen – Owner/Occupier of nearby property (Requested that previous submission made on potential amendment be used again)
Seems to me just an attempt by the council to allow developers to maximise their return and the council trying to maximise its rate base. I'd like to see the council put its hand in its pocket and support owners of heritage properties by eliminating council costs such as foot paths closures etc etc when conservation work is being done. The council and govt put a huge impost on owners and do nothing to help. Grossly unfair.	
Comments noted.	

14	Private citizen – Owner/Occupier of nearby property
Mandatory setbacks should remain in that heritage area. I have no confidence in the relevant officials to make appropriate decisions if given discretion.	
Comments noted.	

15	Private citizen – Owner/Occupier of nearby property
This is a sensible proposal. *It will encourage proponents to design new development to be contextual with the predominant existing built form in the west end.* *Setting back a fourth storey merely to hide it from view rather than seeking a good design outcome for a proposal is a negative approach.*	

To reiterate the point a setback at a fourth storey is not an incorrect response. However, the change in policy wording will enable development that does not benefit from being setback to seek development approval.
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings.

16	Private citizen – Owner/Occupier of nearby property
I don't agree with the proposed change. In Hong Kong, where I used to live, all the old buildings were set back from the facade on after the 4th floor. This was largely done to protect access to light and to prevent wind tunnels. *Fremantle is a Windy City full of beautiful light. People at ground level shouldn't be overshadowed by buildings.* *A benefit to those on higher floors is provided with the setback since they gain potential access to an outdoors.* *This proposal has the potential down the track to allow for even higher buildings: Something which Fremantle people are dead set against.*	
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings. It is reiterated that the proposed amendment does not seek to make any changes to existing building height limitations within the City Centre or West End.	

17	Private citizen – Owner/Occupier of nearby property
I am not aware of any traditional buildings which are 4 storeys high - therefore the precedent is weak. The proposed change would effectively increase the visible height of buildings from the street level which would seem to be against the objectives of the West End Heritage Area. *The existing 4th floor set back seems to be an effective compromise and should be continued if the Fremantle City is serious about retaining heritage values. Otherwise admit that heritage will change and reduce all the other restrictions that are being managed by owners of buildings in the area.*	
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings.	

18	Private citizen – Owner/Occupier of nearby property
Definitely They must be setback we don't want Fremantle to be dark - higher building close to the road will overshadow the streets. They will also take away from the original beauty of the Heritage Building	
Comments noted.	

19	Private citizen – Owner/Occupier of nearby property
The image labelled "Traditional Built Form" shows only decorative elements above the third floor. A better constraint may be to say that the only elements visible above the third floor would be decorative elements of less than 2 metres height. I would not like the decision maker to be unconstrained, because it would encourage corruption, and distrust of council.	
Comments noted.	

20	Private citizen – Owner/Occupier of nearby property
Please use the powers vested in you to retain the current building setback regulations. I am against the proposed amendment, for the following reasons: *#1.* *Current Setback regulations for additional storeys allow sunlight to penetrate to the streets and landscaping; and especially to the street trees below.* *#2.* *They also mitigate against the wind tunnels and their adverse effects on the amenity of the area below.* *#3.* *Unlike central Perth, I believe that the pleasant ambience of walking in Fremantle is afforded by the sunlight, the lack of shadowy wind tunnels and buildings in proportion to human well-being.* *#4.* *Doing away with current setback requirements for additional storeys allows for arbitrary and compromised 'thin end of the wedge' exploitation by 'developers', to the detriment of our beautiful heritage-rich Fremantle.*	
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings. It is reiterated that the proposed amendment does not seek to make any changes to existing building height limitations within the City Centre or West End.	

21	Planning Consultant on behalf of Owner/Occupier of nearby property
On behalf of the landowner, we strongly **support** the proposed Scheme Amendment for the following reasons: 1. The proposal to remove the requirement of having a fourth level setback assists to facilitate development that is more consistent with the historic city centre of Fremantle. The 'wedding cake' approach to massing creates a built form inconsistent with the traditional streetscape. The removal of the setback requirement better aligns with the aims of LPS4, more specifically aim (g) which states; *(g) ensure all development complements and contributes to the community's desired identity and character for Fremantle.* 2. The proposed Scheme Amendment will allow for more efficient construction and greater development flexibility within the city centre zone, which will improve affordability and built form outcomes. This better aligns with the aims of LPS4, more specifically: *(c) provide greater housing choice to cater for a diverse and sustainable population; and (j) encourage the development of business and employment generating activities in appropriate locations.* 3. Having the fourth level aligned with the building frontage rather than set back to avoid being visible street directly promotes a safer environment through increasing the opportunity for passive surveillance. This better achieves aim (e) of LPS4, which seeks to *"promote a safe and healthy environment"*. **FUTURE CONSIDERATIONS** The reform of planning controls over time within Fremantle's city centre is needed to ensure quality services, goods and employment opportunities are provided as Perth's population continues to grow.	

Whilst the proposed Scheme Amendment is a step in the right direction, the City should consider additional amendments to LPS4 to provide further flexibility in the planning framework for Fremantle's city centre. This is particularly important given Fremantle's designation as a 'Strategic Metropolitan Centre' under *State Planning Policy 4.2 – Activity Centres for Perth and Peel.* Further amendments to LPS4 the City may wish to consider the relaxation of height controls in Schedule 7, Sub Area 1.3.1 to allow for increased building heights in appropriate locations, subject to high quality design being achieved. Such an amendment would ensure for a consistent built form across the city centre, whilst also creating additional opportunities for landowners to develop their sites in more creative and beneficial ways, driving innovation and the provision of further employment / living opportunities for Perth's growing population **CONCLUSION** In summary, we strongly support the proposed scheme amendment, and we recommend the City explore further potential amendments to LPS4 to ensure for Fremantle's continued prosperity as a Strategic Metropolitan Centre. We thank you for your consideration of this submission and look forward to your confirmation of receipt. We also respectfully request to be informed about the progress of this Scheme Amendment and be provided with an opportunity to present at any Committee / Council meetings at which the matter is considered.
Comments noted. The officer's report looks at options forward in response to the setback of upper floors including those for new and older/heritage-listed buildings. It is reiterated that the proposed amendment does not seek to make any changes to existing building height limitations within the City Centre or West End.

22	Private citizen – Owner/Occupier of nearby property
I find it interesting and very refreshing the intension of the Council to consider changing the Scheme Amendment No. 83 requiring an upper floor setback in new construction in the West End. *It seems to have been contradictory considering so many of the beautiful historic buildings never had to comply with this rule which undoubtedly helped to produce the result.* *Quality of Architecture is imperative including the allowance for height. Schemes of great architectural and urban quality are often positively enhanced by height and this rule can only hinder the progress of good work in the West End.* *The deletion of the upper floor setback coupled with responsible Architecture can only encourage investment and promote development.*	
Comments noted.	

23	Private citizen – Owner/Occupier of nearby property
I think that the setback requirements should absolutely stay in place. That way the redevelopment does not stand out so much. It leaves the historic part of the building in pride of place The deletion of the upper floor setback coupled with responsible Architecture can only encourage investment and promote development.	
Comments noted. This aspect is discussed in the officer report, where various options forward are discussed.	

24	Fremantle Society
The Covid lockdown stopped us meeting and our only comment at this stage is that we do not want to see extra new storeys on top of existing buildings in the West End that can be seen from any angle in the street or adjacent streets.	
Comments noted. This aspect is discussed in the officer report, where various options forward are discussed.	

ATTACHMENT 2 - Scheme Amendment No. 83 to Local Planning Scheme No. 4 Document

City of Fremantle

City of Fremantle

Local Planning Scheme No. 4

Amendment No. 83

Summary of Amendment Details

Standard amendment to remove the mandatory upper floor setback requirement for buildings exceeding 11 metres and 3 storeys in height within Sub Area 1.3.1 of Schedule 7 (West End).

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

Local Planning Scheme No. 4
Amendment No. 83

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act* 2005, amend the above Local Planning Scheme by:

1. **Deleting the following clause (a) from Schedule 7, 'Sub Area 1.3.1 - West End' of the Local Planning Scheme No. 4 text and re-numbering subsequent clauses (b) and (c) accordingly:**

   (a) The upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations* 2015 for the following reasons:

- **it would have minimal impact on land in the scheme area that is not the subject of the amendment;**
- **it does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;**
- **it is not a 'complex' or 'basic' amendment.**

Dated this 25th day of November 2020

_____
Chief Executive Officer

1.0 INTRODUCTION AND SUMMARY

In 2018, the City commenced review of its planning framework for the State-listed West End Heritage Area (the West End) in central Fremantle. Principally, this has involved the development of a revised local planning policy for the precinct to introduce a contemporary set of performance-based design standards which combine planning and heritage considerations. The policy, known as Local Planning Policy 3.21 (LPP 3.21), replaces an outdated document which was originally prepared in the late 1980s.

In considering the policy review, Council also proposed a change to the development standards for the West End under Schedule 7, Sub Area 1.3.1 of Local Planning Scheme No. 4 to remove the requirement for a mandatory upper floor street setback for buildings in the West End which exceed three storeys or 11 metres in height.

The City undertook consultation on the local planning policy concurrently with preliminary consultation on the idea of removing the above-mentioned upper floor setback requirement from Schedule 7.

Community feedback on LPP 3.21 was mostly positive, however preliminary consultation on the proposed setback change received a mixed response. After the conclusion of the consultation period, Council resolved to formally adopt LPP 3.21 and initiate a 'standard' amendment to the planning scheme, notwithstanding some of the concerns raised.

The proposal is considered a 'standard' amendment under the definitions provided in the *Planning and Development (Local Planning Schemes) Regulations 2015*. In accordance with Regulation 47, the City does not require consent from the Western Australian Planning Commission to advertise the amendment.

Subsequent to an EPA referral response being received, formal consultation will be undertaken in accordance with the Regulations as well as the City's Local Planning Policy 1.3.

2.0 BACKGROUND

Local Planning Policy 3.21

On 20 June 2018, Council resolved to prepare a new local planning policy for the West End Heritage Area in central Fremantle (SPT2006-2). This decision was made in part due to the State Heritage Listing of the precinct in 2017 but also the age of the policy, its incorporation of outdated references and controls, and experience in administering it.

In March 2020, Council considered a draft version of the policy titled Local Planning Policy 3.21 – West End Heritage Area (LPP 3.21) and resolved to endorse the document for the purpose of community consultation. This consultation was subsequently undertaken in August and September 2020 for a period of 31 days.

The key provisions of the document are broken down into seven sections based on well-recognised urban design themes. The policy is also structured around contemporary heritage conservation practices as stipulated by the Burra Charter. It replaces an outdated existing policy

for the area that has been in place since 1990, known as 'D.G.F14 – West End Conservation Area'.

Planning Scheme Provisions

As part of the planning policy review, a change to a particular development standard for the West End under Schedule 7 of Local Planning Scheme No. 4 (LPS4) was also proposed. Specifically, the mandatory upper floor street setback requirement for buildings exceeding 3 storeys or 11 metres in height (i.e. a fourth storey setback) was proposed to be removed. This provision has seen mixed success in the past, and is considered out of keeping with the development pattern of traditional buildings in the precinct which are traditionally characterised by a 'nil' setback to the street on all levels.

The City undertook 'preliminary consultation' on the idea of amending the planning scheme to remove this provision concurrently with engagement on the draft local planning policy.

At its meeting of 25 November 2020, the City of Fremantle Council resolved to adopt Local Planning Policy 3.21, and initiate a formal scheme amendment to delete the above-mentioned setback clause from the planning scheme text. This planning scheme amendment, formally referred to as Amendment No. 83 to Local Planning Scheme No. 4, is the subject of the following report. All other planning scheme provisions for the West End under Schedule 7 will remain unchanged.

3.0 LOCAL PLANNING CONTEXT

The areas to which the West End development provisions (i.e. scheme and policy) apply is illustrated in Figures 1, 2 and 3 below. It is noted that 'Sub-Area 1.3.1 – West End' of LPS4, to which this scheme amendment will apply, encompasses a slightly larger area than the State-listed West End Heritage Area which applies to LPP 3.21.

The West End Heritage Area (Figures 1 and 2) is located within central Fremantle, south of Victoria Quay and east of Arthur Head reserve. It is bounded by lots fronting Phillimore Street to the north, the rail line parallel to Little High Street to the west, Marine Terrace and Collie Street to the south and Market Street to the east. Sub-area 1.3.1 of the scheme extends this boundary slightly further to incorporate properties to the south-east of Collie Street, as well as to the east of Market Street and South Terrace.

Both the heritage area and planning sub-area are zoned City Centre under Local Planning Scheme No. 4, and Central City Zone under the Metropolitan Region Scheme, reflecting the primacy of this area from a metropolitan planning perspective. The precinct is located within Local Planning Area 1 – City Centre of LPS4, as detailed in Schedule 7 of the scheme text. Development provisions are provided under 'Sub Area 1.3.1' of the City Centre local planning area. The West End Heritage Area is supplemented by its own local planning policy. Residential development in the City Centre zone is assessed against the R-AC3 density code in accordance with Cl. 4.2.4. of LPS4.

The scheme amendment subject to this report seeks to delete a single clause from Sub Area 1.3.1 relating to upper floor street setbacks. The amendment does not propose to modify any zoning, density or other development requirements within the sub-area.



Figure 1 – Aerial photo; location of West End heritage area

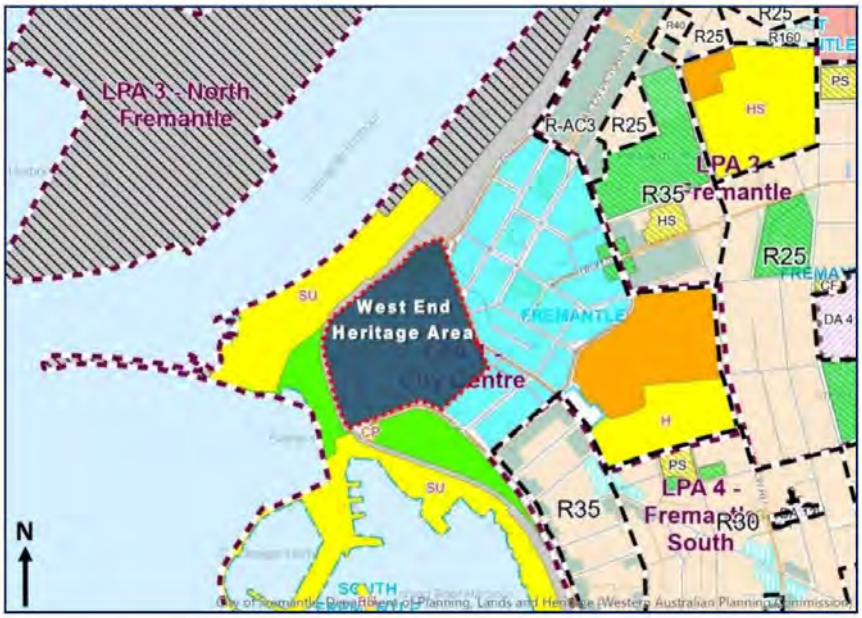

Figure 2 – West End Heritage Area superimposed on Local Planning Scheme No. 4 map



Figure 3 – Extent of 'Sub-area 1.3.1' under Schedule 7 of LPS4 with the West End Heritage Area superimposed in red

4.0 PROPOSAL

Current Provisions

Scheme standards for the West End heritage area are contained within Schedule 7, Sub-Area 1.3.1 of Local Planning Scheme No. 4. These primarily consist of building height provisions, which are capped at 11 metres or three storeys by default, with an additional storey and 3 metres of building height (to a total 14m) only permitted subject to a development satisfying certain additional criteria which apply to all areas of the City where discretionary building heights are available. These additional criteria, outlined in Clause 1.2 within Schedule 7 of the scheme, are as follows:

LPS4 CRITERIA TO ACHIEVE EXTRA BUILDING HEIGHT (Schedule 7, Cl. 1.2)

(a) that the proposal is consistent with predominant height patterns of adjoining properties and the locality generally;

(b) the proposal would not be detrimental to the amenity of adjoining properties or the locality;

(c) the proposal would be consistent, if applicable, with conservation objectives for the site and locality generally; and

(d) any other relevant matter outlined in Council's local planning policies. Council may impose a lesser height in the event that the proposal does not satisfy any of the above requirements.

Within various sub-areas of the scheme (including the West End), additional criteria also supplement the general ones listed above. In the West End, a provision exists relating to the street setback of this additional building height, which is the subject of this scheme amendment.

Proposed Amendment

The scheme amendment proposes to delete a single clause, indicated in red in Figure 3 below, within the LPS4 text for 'Sub Area 1.3.1', which currently stipulates a mandatory setback requirement for buildings over 11 metres in the West End. Specifically, storeys exceeding this height are currently required to be set back out of line of the street, in accordance with the LPS4 definition for 'visible from the street' (refer Figure below).

Despite the general height requirements outline in 1.1 above, building height shall be limited to a maximum height of three storeys (maximum external wall height of 11* metres as measured from ground level with a maximum roof plain pitch of 33 degrees).

Council may consent to an additional storey subject to—

(a) the upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site,

(b) maximum external wall height of 14* metres, and

(c) compliance with clause 1.2. above.

*Inclusive of roof parapet and spacing between floors.

Figure 4 – Clause 1.3.1 (a) proposed to be deleted as part of the amendment

Visible from the Street:	will be based on an assumed line of sight measured at a perpendicular angle to the boundary of the development site and the street or public open space, at an assumed point of 1 metre less than the street width and 1.6 metres above ground level. An area of public open space will be considered to have an assumed street width of 20 metres for the purpose of this definition.

Figure 5 – 'Visible from street' definition which currently applies mandatorily to fourth storeys in the West End

The deletion of this clause (a) would mean that where a fourth storey or development above 11 metres is acceptable under Clause 1.2 above (unchanged), there would be an option for this not

to be set back out of line of the street. Development would, however, still need to be deemed acceptable on conservation grounds, consistent with the West End local planning policy, capped at 14 metres and restricted to circumstances where the additional height is consistent with that of the adjoining buildings and the locality. The change would consequently not result in any increased number of 4th storey / 14 metre developments, but would provide some additional flexibility in terms of their architectural treatment.

Rationale for Amendment

The current setback requirement has seen mixed success for new development in the West End. Deletion of the clause was supported by the City's Design Advisory Committee as well as the City's Heritage Coordinator. The draft LPP 3.21 and potential scheme amendment was also referred to the Heritage Council during the consultation phase, which provided its commendation and endorsement of the project. As stated, deletion of the clause would not preclude the City from allowing or enforcing a setback for a fourth storey, where this approach provides an appropriate heritage outcome.

The existing setback requirement has raised concerns on a number of applications where additional storeys are not 'visible' under the definition of the scheme (as noted in Figure 4), but are in fact visible from alternative points and disrupt the traditional roofscape (refer Figure 5). Concern has also been raised that this form of development, even where visually unobtrusive, is not in keeping with the traditional built form of the area.

The removal of this mandatory setback requirement would also better align with the performance-based format of LPP 3.21 more broadly, which places a greater emphasis on development responding to the established development context of neighbouring sites rather than applying a generic precinct-wide standard for any particular design element.



Figure 5 - Image demonstrating current upper floor setback scheme provision (left) and traditional building envelope (right)

It is important to note that any additional storey above 11 metres will still be required to satisfy the criteria listed under Clause 1.2. Most significantly, this includes a requirement to satisfy any

relevant criteria under the West End Local Planning Policy. The policy contains a section relating to 'Massing and Height' which provides guidance on how building height should be treated, where additional height is supported on heritage grounds.

Initiation of a formal scheme amendment to modify Sub-Area 1.3.1 of the planning scheme text to remove the mandatory upper storey street setback is consequently recommended. Upon adoption of LPP 3.21 in November 2020, officers included modifications to 'Massing and Height' provisions which included greater clarification that a setback may still provide the preferred design solution in some circumstances.

Preliminary Consultation – August/September 2020

The City undertook preliminary consultation on the idea of amending the planning scheme to delete the mandatory upper floor setback requirement concurrently with engagement on LPP 3.21. This consultation was undertaken in August and September 2020 and included 841 letters sent to owners and occupiers within the West End's State Heritage Area boundary, as well as a 'drop in' information session held at a local venue. A total of 24 submissions were received on the policy and amendment.

Outcomes of this consultation were as follows:

- Feedback on the scheme amendment was mixed, with some submitters interpreting the change to setbacks as also meaning an increase to building heights within the area.
- There was a strong consensus that building height limits within the West End should not increase.
- Some respondents supported the proposed change, reasoning that each application should be considered individually on its merits, and that building design should remain sympathetic to the area.
- Others were concerned that reducing the setback might expose poor design and undermine the quality and character of the area.

Many responses to the scheme amendment incorrectly assumed that the planning scheme change would result in an increase to the existing West End building height limits within the scheme text. Others expressed scepticism that acceptable design outcomes could be negotiated / achieved. The concerns with protection and careful management of the West End are appreciated, with the revised policy approach seeking to provide more comprehensive and rigorous direction on how designs must integrate into and respect the area's very significant heritage fabric.

Clarification of the scope and intent of the amendment and potential outcomes will be a priority in formal consultation on the amendment.

Formal Consultation – April/May 2021

5.0 CONCLUSION

Subject to the Environmental Protection Authority providing advice that an environmental assessment is not required for the amendment, the City will commence formal public consultation on the proposal in accordance with standard procedures. The outcomes of this consultation will then be presented to a future meeting of Council for final recommendation to the WAPC and subsequent Ministerial determination.

Planning and Development Act 2005

RESOLUTION TO AMEND LOCAL PLANNING SCHEME

Local Planning Scheme No. 4
Amendment No. 83

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act* 2005, amend the above Local Planning Scheme by:

1. **Deleting the following clause (a) from Schedule 7, 'Sub Area 1.3.1 - West End' of the Local Planning Scheme No. 4 text and re-numbering subsequent clauses (b) and (c) accordingly:**

   (a) The upper level being sufficiently setback from the street so as to not be visible from the street(s) adjoining the subject site.

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the City of Fremantle Council at the ordinary meeting of Council held on the 25th day of November 2020.

.....

MAYOR

.....

CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support by resolution of the City of Fremantle Council the ordinary meeting of Council held on the ## day of ##, 20## and the Common Seal of the City of Fremantle was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

MAYOR

.....

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

.....

DELEGATED UNDER S.16 OF THE P&D ACT 2005

DATE.....

APPROVAL GRANTED

.....

MINISTER FOR PLANNING

DATE.....

C2107-1 ACCEPTANCE OF MINUTES AND CONSIDERATION OF MOTIONS FROM THE ANNUAL GENERAL MEETING OF ELECTORS HELD ON MONDAY 21 JUNE 2021

ATTACHMENT: Minutes of the Annual General Meeting Held on 21 June 2021

Minutes

Annual General Meeting of Electors

Monday, 21 June 2021, 6.00pm

City of Fremantle

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Annual General Meeting of Electors

Minutes of the Annual General Meeting of Electors
held in the North Fremantle Community Hall
on Monday, 21 June 2021 at 6.00 pm.

1. Official opening, welcome and acknowledgement

The Deputy Mayor, Andrew Sullivan declared the meeting open at 6.00 pm and welcomed members of the public to the meeting.

2. Attendance

Mr Andrew Sullivan	Deputy Mayor
Mr Glen Dougall	Acting Chief Executive Officer
Mr Paul Garbett	Director Strategic Planning and Projects
Ms Michelle Brennand	Director Community Development
Mr Graham Tattersall	Project Director
Mr David Janssens	Acting Director Infrastructure and Project Delivery
Mr Paul Dunlop	Manager Communications and Events
Ms Charlie Clarke	Manager Governance
Ms Kayla Goodchild	Meeting Support Officer

Electors

- Andrew Luobikis
- Helen Cox
- William Ody
- Elisabeth Megroz
- Gwyneth Evans
- Craig Ross
- Bryn Jones
- John Dowson
- Doug Thompson
- Gerard Macgill
- Chris Williams
- Marija Vujcic
- Adin Lang
- Sean Hefferon
- Mark Woodcock
- Georgie Adeane
- Mia Kriznic
- Sarah Cole
- Frank Mofflin
- Adele Carles
- Ben Lawver
- David Hawks
- Robin Freind
- Shirley Burbidge
- Roy Lewison
- Petr Pacak
- Jenny Archibald
- Richard Bartlett
- Richard Mehan
- Brian Smith
- Su Groome
- Maryrose Baker
- Martin Lee
- Ken Adam
- Neil Smithson
- Ann Hodson
- Sam Wainwright
- Suzanne John
- William Burbidge

3. Presentation of the Annual Report

Moved: Bryn Jones **Seconded: Jenny Archibald**

That the City of Fremantle Annual Report 2019-2020, including financial statements and auditor's report, as attached to this agenda be received.

Lost

4. Public question time

Questions from Sean Hefferon

2 Jones Street

1. What due diligence was done in respect to the tenancy that the City of Fremantle took over management at time of purchase of 2 Jones St, O'Connor?
2. Did this due diligence undertake any ASIC or related checks to verify whether or not there were any commercial or company links between the vendor and the tenant?
3. A Landgate valuation in 2017 showed a GRV of $410,689 for the site yet apart from the original tenant who had been paying rent of $639,984 – upon their departure in 2014, the rental income obtained is akin to a "peppercorn" rent – particularly given the$7.8M purchase cost? Why is the rent so low other similar properties can be expected to obtain or are receiving in income much higher?
4. Planning for a new depot site started in 2005 with the eventual purchase of the above site in 2014. SPD Committee minutes (12/9/2016) show a schedule in which City was to move to depot to the Jones St site in mid-2018. Costs were incurred in relation to options (etc) – why did the move not occur? My interpretation of the SPD committee minutes shows it was pretty clear the intent was to move; money was being spent and a schedule was put forward.
5. Is a reason for the non-relocation to Jones St due to the expense of site remediation given the level of contaminants?
6. Cr.Pemberton states the following:

   Clarifying Fremantle's financial position | Rachel Pemberton
   www.rachelpemberton.com.au/freo-finances ▪
   7/10/2019 · We were able to purchase Jones Street property, the last large parcel of land in O'Connor, as a potential future depot site, so that when the time came to redevelop the Montreal St site as part of the Knutsford precinct, we had somewhere to shift the essential depot facilities for our city. This has not yet been required, so we are holding the land, which has been paid off in full and ...

   Isn't this statement by Cr.Pemberton contradicted by the minutes of the aforementioned SPD minutes?
7. If Cr.Pemberton's comment is not contradicted how can an organisation go through a several year process, purchase a multi-million dollar site – only to eventually realise that the purchase was premature?
8. Given that 2 Jones St was intended to be the depot site from mid-2018 onwards, and then possibly a film studio site can you please confirm what the specific plan is in regard to the site going forward?
9. What is the Year-on-Year income generated by 2 Jones St from the date of purchase benchmarked against the City's internal benchmarks (if any) as well as accepted industry benchmarks for such a property? NB: In respect to the latter, by benchmarks I refer to what other similar properties can be expected to obtain or are receiving in income. What could the site get benchmarked against the industry?

10. What are the Year-on-Year costs generated by 2 Jones St from the date of purchase?

	15CLACT	16CLACT	17IPACT	18IPACT	19IPACT	20IPACT	21IPACT
REVENUE							
Hire Rent Inc	-$[illegible]						
Lease Fee Inc			-$[illegible]	-$[illegible]	-$[illegible]	-$[illegible]	-$[illegible]
Other Inc - Miscellaneous	-$[illegible]						
Reimbursement Inc - Tenants Recoverables				-$[illegible]			
	-$[illegible]	$0	-$[illegible]	-$[illegible]	-$[illegible]	-$[illegible]	-$[illegible]
EXPENDITURE							
Contract Exp - General	$59	$116,890		$0	$162	$1,673	$1,457
Contract Exp - Preventative Maintenance							$965
Contract Exp - Security Services		$7,132			$5,072	$1,994	$792
Electricity Exp - Supply Charge		$620			$337		
Electricity Expense		$0,495			$1,679		
Government Tax Exp	$46,567						
Insurance Exp - Property ISR Premium		$6,178			$3,800	$5,919	$4,845
Materials Exp - General		$133		$14		$89	
Overhead Allocation Dr - Labour		$463					
Overhead Allocation Dr - Oncost from Materials Contra	$0	$0					
Recoiv Curr Recov Expend Tenant MIA	$1,307	$0					
Sewerage Exp	$0	$1,239					
Water Exp - Supply Charge		$3,614					
Water Expense	$1,024	$2,935			$8,893	$4,503	$3,597
	$48,563	$143,699	$0	$14	$21,983	$14,038	$11,657
DEPRECIATION							
Depreciation Exp - Freehold Buildings	$32,589	$38,893					
	$32,589	$38,893	$0	$0	$0	$0	$0
CAPITAL							
Build Fhold Capital Expenditure	$1,560,000	$0					
Land Fhold Capital Expenditure	$6,240,000	$0					
	$7,800,000	$0	$0	$0	$0	$0	$0

Interim response to Sean Hefferon questions 1 - 10

1. Council received an independent valuation and advertised a business plan prior to purchase. The size of the site suited the proposed future requirements.
2. No.
3. No lease has been let for the entire site.
4. The timeline to relocate depot operations referred to was part of a report to the Council's Strategy and Project Development Committee on a proposed business plan process to facilitate redevelopment of the depot site at 81 Knutsford Street. It was an indicative timeline assuming the successful execution of an agreement with a developer to transfer the Knutsford Street site for redevelopment on terms that achieve a satisfactory financial return to the City.

   Subsequent reports advised the Council that agreement to transfer of the land on terms acceptable to the City had not been achieved. In light of this, in August 2018 Council resolved to agree to retention of 81 Knutsford Street as an operational depot and recycling facility for City of Fremantle services in the short to medium term future, and also resolved that 2 Jones Street, O'Connor is surplus to the City's future operational requirements.
5. The reason for the non-relocation of the City's depot to 2 Jones Street was the resolution of Council in August 2018 referred to in the response to question 4 above.

   No, the move to Jones Street is also due to the need to move depot once Knutsford site is sold.

6. No.
7. The requirement to move will be based on the sale of the current depot site.
8. Further to the council resolution in August 2018 and until such time as the decision is made to relocate the depot, 2 Jones street will continue to be made available for short term hardstand leases, licenses and storage for City materials and infrastructure.
9. The site currently generates $11,994 pa in rental income from 4 hardstand licenses.
10. Average annual expenditure on the site since date of purchase is $34,622 pa.

	15CLACT	16CLACT	17IPACT	18IPACT	19IPACT	20IPACT	21IPACT
REVENUE							
Hire Rent Inc	-$105,384						
Lease Fee Inc			-$250	-$5,455	-$14,235	-$18,054	-$17,523
Other Inc - Miscellaneous	-$14,564						
Reimbursement Inc - Tenants Recoverables				-$14			
	-$119,948	$0	-$250	-$5,469	-$14,235	-$18,054	-$17,523
EXPENDITURE							
Contract Exp - General	$59	$116,890		$0	$162	$1,673	$1,457
Contract Exp - Preventative Maintenance							$965
Contract Exp - Security Services		$7,132			$5,072	$1,994	$792
Electricity Exp - Supply Charge		$620			$357		
Electricity Expense		$6,495			$1,679		
Government Tax Exp	$46,587						
Insurance Exp - Property ISR Premium		$6,178			$5,800	$5,919	$4,845
Materials Exp - General		$133		$14		$89	
Overhead Allocation Dr - Labour		$463					
Overhead Allocation Dr - Oncost from Materials Contra	$6	$0					
Receiv Curr Recov Expend Tenant MIA	$1,307	$0					
Sewerage Exp	$0	$1,239					
Water Exp - Supply Charge		$3,614					
Water Expense	$1,024	$2,935			$8,893	$4,363	$3,597
	$48,983	$145,699	$0	$14	$21,963	$14,038	$11,657
DEPRECIATION							
Depreciation Exp - Freehold Buildings	$32,589	$38,893					
	$32,589	$38,893	$0	$0	$0	$0	$0
CAPITAL							
Build Fhold Capital Expenditure	$1,560,000	$0					
Land Fhold Capital Expenditure	$6,240,000	$0					
	$7,800,000	$0	$0	$0	$0	$0	$0

Fremantle Festival

11. Can you advise the number of attendees at the Fremantle Festival when it was run in summer for the years 2014 to 2018?
12. Cr.Sullivan advises in the Fremantle Herald (18/6/2021) that the first winter version of the Fremantle Festival in 2019 had 11,000 attendees – is this correct? If not correct can you advise the corrent number of attendees?
13. What was the estimated annual income brought into the City of Fremantle by the:

    a) Fremantle Festival in the summer for each of the years 2014 to 2018?

    b) the Winter version in 2019?
14. What was the cost to the City of Fremantle in running the Fremantle Festival in summer for the years 2014 to 2018?

15. What was the cost to the City of Fremantle to run the winter festival in 2019?

16. What is the budget for this years winter Fremantle Festival?

Interim response to Sean Hefferon questions 11 - 16

11. Unfortunately, these number are not available for 2014 – 17. There were approximately 20,000 in 2018 (NB this included Fremantle Biennale, Blessing of the Fleet and Wardarnji).

12. Correct. This is a conservative estimate. It is difficult to accurately record attendance for free outdoor public events. The move to winter was to help consolidate Fremantle as a year-round cultural destination. The Festival brings audience to Fremantle in the depths of winter, a time when visitation is historically low.

13. The Festival is not commercial. It does have some income streams from grants and tickets. There are measures other than income. In 2019 there was diversity throughout the program in terms of artists and audience. The program was interspersed with some established interstate and international artists, but the heart of the program was site-specific, responded to Fremantle's identity and provided an opportunity for community participation. The festival was ambitious, and its external partnerships were critical to its success. In 2019 the City partnered with external community groups, businesses and artists to be able to successfully deliver the Festival. These included: Hilton Harvest Community Garden, Stackwood, PS Art Space, Navy Club, The Buffalo Club, St John's Church, The National Hotel, White Gum Valley Community Orchard, WA Maritime Museum, Freo.Social, and Fremantle College. The festival had a high social and cultural impact for the Fremantle community, artists and residents in celebrating Fremantle culture and creating new works, the demographic ranged from 0 to 100. Economically it impacted positively in terms of visitation, employment, income and profile.

Festival Quick Stats:

10 days and nights – active program

82 multi art form/experiences

25 venues – Fremantle, Hilton, WGV, North Fremantle, O'Connor & Beaconsfield

15 community workshops

340 artists participated in the program

540 community members participated in workshops & contributors

10 organisation partnerships

30 technical and crew involved in delivery

11 116 audience – visitation to Fremantle

125 pieces of Media Coverage - total potential reach of 67.35 million

14.

	Income	Cost
15/16 (Nov 2015 Festival)	Grants $54,150 Tickets $2,364	$314,424
16/17 (Nov 2016 Festival)	Grants $45,550 Tickets $54,194	$334,367
17/18 (Nov 2017 Festival)	Grants $47,550 Tickets $53,569	$352,011
18/19 (Nov 2018 Festival – Karla-K Koorling, Wardarnji, Blessing of the Fleet)	Grants $91,000	$325,642
Fremantle Festival did not take place in summer. It was held spring prior to 2019.		

15.

	Income	Cost
19/20 (July 2019 Festival)	Tickets $92,548	$382,521
Fremantle Festival did not take place in summer. It was held spring prior to 2019.		

16.

	Income	Cost
20/21	N/A COVID	N/A COVID
21/22	Projected tickets: $25,575	21/22

Questions from Craig Ross

With the collapse of Pindan and next steps apparently in place for the civic centre project delivery:

1. What are the construction defect liability responsibilities the City has now taken on, and over what period, and what are the currently known defects in the building ?
2. Once appointed will the defects liability be passed back to a new building contractor?
3. Are all subcontractors novated from Pindan to the City, and if not how many are not and what is their estimated value of works and will their subcontract work go out to tender or result in increased costs?
4. What is the current estimated costs as at 31 May 2021 to complete the civic centre project – within say +/- $1m, what is the percent complete for the construction costs by value, and what are the main remaining areas left unfinished, and what is the estimated completion date? What happens when you over spend the $3.64m? Has the project gone over budget? Is it anticipated to go over budget?
5. Are the 4 Pindan ex-employees which is a new additional expense and now on the City payroll expensed or are their costs capitalised to the project as construction costs? Are these incremental additional costs?

6. Is Ernst & Young approval required on any planned arrangements, and what are the additional new legal and other consultant fees incurred by the City due to the Pindan collapse?
7. What are the additional fees for extension of the project length such as Sirona's management fee and other ongoing project management costs?
8. What are the additional insurance premiums paid for the City taking on the project directly and what additional coverage?

Interim response to Craig Ross questions 1 - 8

1. The project is not finished, it has not yet reached practical competion – it is not anticipated there will be any defects at Practcial Completion.

   The City will pick up responsibilities in respect to the building - noting contractors that are novated across and / or are contracted by the City to complete the works will provide the usual warranties and guarantees in respect to their works through novation.

   Defects arising in the subsequent 12 month Defects Liaibility Period (DLP) would be expected to be covered by the usual subcontractor warranties. A process for diagnosing and coordinating the rectification of any defect works that may arise will need to be determined.
2. No, see above. However, the City may discuss a 12 month DLP coordination / facilitation role with a successful Managing Contractor.
3. All the main / higher-value contractors signed the novation deed. The City is in discussions with a small number of contractors who did not sign a novation deed - however, these works are of a lower value and there is no expectation of significant cost increases or tender requirements.
4. The remaining construction project budget for the City as of 19 May was $3.64m.

   As of 19 May the building was approximately 90% complete by price against the contract sum.

   It is anticipated that any cost increases to be accommodated in finishing the works will be covered by the insurance bonds; however, these costs have yet to be properly determined.

   Remaining works include:

   - External façade / building envelop works.
   - Roofing works and PV array installation.
   - General interior fit out works, inc carpet installation, painting, cabinetry works and cleaning.
   - Exterior works, i.e. paving installation works, soft landscaping works, cleaning, defect inspections.
   - Final testing, witnessing, and commissioning works.

   An estimated completion date has yet to be determined.

5. Costs associated with the City taking on and finishing the project will be held against the project and the relevant insurance bonds – this includes the cost of employing the ex-Pindan employees.
6. The City has formally taken possion of the building / site; Ernst and Young have 'disowned' the project. Please see response 5a above, this would include any associated consulant / legal fees incurred.
7. These are yet to be determined. (see 5 above re payment of additional fees)
8. These are yet to be determined. (see 5 above re payment of additional fees)

Property in course of construction disclosure

9. The project expenditure capitalised in the course of construction on the new civic centre has not been disclosed in the financial statements as at 30 June 2020. Why is there not proper disclosure of the expenditure in the financial statements as required by Australian Accounting Standards ? Refer to attachment extract AASB 116 para 74(b) ?
10. Based on the buildings revaluation listing the construction in progress amount as at 30 June 2020 is $38,380,135. How much of this amount as at 30 June 2020 relates to the new civic building project ?
11. Based on the construction in progress listing as at 30 June 2020 ($38,380,135) plus the amount shown in the May 2021 monthly accounts ($18,275,154) gives a current construction in progress amount of $56,655,289. How much of this amount relates to the civic building project and what is the budget as it currently appears the project budget has already been exceeded and the project is far from complete?
12. Will the amount of construction in progress on the new civic ce ntre be properly disclosed in the upcoming financial statements as at 30 June 2021?
13. In addition to the direct civic centre project amounts capitalised, how much has been incurred in indirect project costs relating to the project and expensed through profit & loss up to 30 June 2020, and up to the current date?
14. The revaluation of property in the FY19/20 financial statements was booked in the City's accounting records 9 months ago in October 2020 (can be seen by comparing the asset revaluation reserve in the Nov & Oct 2020 attachments). The process for oversight by councillors seems backwards.

    Why was there no explanation provided in monthly agendas in October 2020 when the adjustment was booked, or when the financial statements were signed in March 2021 by the CEO, or even when presented to the Audit Committee or even the Ordinary Council Meeting in April 2021, and why was a special confidential clarification meeting held on 16 June 2021 being 3 months after the financial statements were signed and why was that meeting not open to the public?

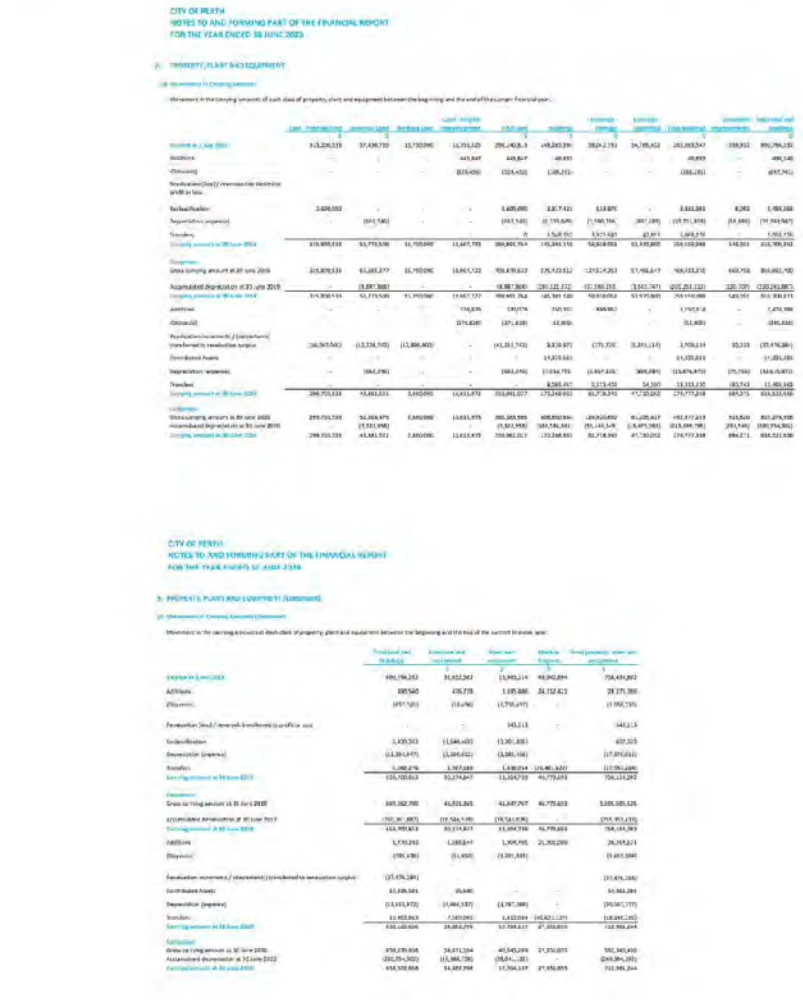
Interim response to Craig Ross questions 9 - 14

9. Assets are capitalised at the end of each financial year and added to each asset category. The CoF has received a completed audit by the Office of the Auditor General.
10. See response to question 12 below.
11. See response to question 12 below.
12. The capitalised portions identified in this and the above question include all capital works projects for the City, not one single project. The spend to date on the construction contract for the new Civic Building as at 30 April, 2021 was $39,064,965.
13. This Question will be taken on Notice and a full response will be provided in the Agenda of the Ordinary Council Meeting held in July.
14. The closure of the financial statements was the timing to provide information to council re financial statements.

    There was no special clarification meeting held to discuss the valuations, the valuations were discussed at the first available Audit and Risk meeting once the financial statements were signed off by the City's Auditor. The Audit and Risk meetings are not open meetings, all information is then considered at the council meeting, which is an open meeting.

Griffin Valuations

15. Griffin Valuation (refer attached page 12 para 2) of their report states heritage listed properties which cannot be reliably measured should not be recognised in the financial statements and a full description including reasons why a reliable value cannot be determined should be shown in notes to the accounts. As all heritage property has been recognised, does this mean all heritage land and heritage buildings have been reliably measured as at 30 June 2020 and why were there such large variations from the previous valuation in 2017, and was the last valuation reliable?
16. Can the City confirm to what value it insures buildings and are the values in line with the recent Griffin Valuation amounts?
17. Other local councils (such as City of Perth attached) disclose separately in their financial statements the amounts attributed to Heritage Land & Heritage Buildings and Construction Work in Progress so as to be much more meaningful to the readers of the financial statements. Meanwhile the City of Fremantle discloses none of these categories separately. Why are these amounts not shown separately and transparently in the FY19/20 financial statements to both highlight and showcase the heritage and other assets of Fremantle?



Interim response to Craig Ross questions 15 - 17

15. Both financial years were signed by the relevant Auditor. The valuations for both years were provided by an authorised independent auditor.
16. The City is Insured at $230m against Griffen's value of $157m.

    The insurance value estimates were required prior to sign off by the OAG (March 2021) of the new values. A review of the insured values will now be undertaken
17. The seperation of Heritgae buildings has not been asked for in the past.

Quarry Street – Holdsworth Street

18. Quarry Street property has been earmarked for disposal and classified as land held for sale in the FY19/20 financial statements at $4,243,000 (refer attachment) and was valued in the prior period at $9,321,000. Given it is to be sold and the valuation important, why and how did the property lose $5,078,000 in value during FY19/20 or since last valuation?

7 Quarry Street	Fremantle	Former YMCA	(595,000)	2,650,000
Quarry St	Fremantle	Fremantle Childrens Services	(4,483,000)	1,593,000
		Sub Total Land held for resale	**(5,078,000)**	**4,243,000**

19. How did the 12 Holdsworth Street property sold during FY19/20 for $1,084,886 be valued previously at $3,107,875, and why is there such a large discrepancy between the fair value recorded?

Interim response to Craig Ross questions 18 & 19

18. See response to question 19 below.
19. The previous valuation methodology was carried out in line with best use. The most recent valuation was carried out in line with fair value according to its community purpose.

The following questions that were not provided with an interim answer at the meeting were taken on notice. A written response will be provided to the speakers and recorded in the Ordinary Meeting of Council agenda of 28 July 2021.

Questions from Mark Woodcock

1. Can the following documents be made available to the electors?
   - The Auditor general reports on the city's finances and operations
   - The city's business plans for the last decade, ie the Jones Street
   - The finalised report of the Tent City from the CEO
   - The city's set of master plans
2. Can the council please provide the electors the following in relation to the purchase of Jones Street Property?
   - A copy of the Business Plan and due diligence done prior to its purchase
   - The report on the asbestos issues
   - How much was spent on the planning of the site and depot works and what its current status is
   - The report on ground contamination
   - The confidential documents in relation to the site

2 Jones Street

3. What are the current plans for the sites future?
4. Why did council pay above the reported valuers price?
5. What investigations has been done on the remediations of the site and removal of sites contaminations?
6. Does the city have costs for the aforementioned process?
7. What is the cities income from site annually?

Questions from Elizabeth Megroz

1. On page 6, from the Toilet Block (House #9) to the end of the list, all of the items are now currently valued at precisely the same as the revaluation increments. Why?
2. On page 2 the Fremantle Oval Office value appears to have increased from $2,530,958 to $6,732,000: a staggering increase of 266%. It raises the question of how a modern building (not the land, just the building) can increase in value at all and least of all, by 266% in 3 years? How was the increase in value ascertained and calculated?
3. On page 3, the Round House shows and increased value from $1,159,632 to $4,465,200 (an increase of 385%) when we are constantly being told that this building is in dire need of major repair work. How was the increase value calculated?

4. Why is the very last item on page 6 called 'Buildings WIP' included at the end of the financial year in this list, when it is by sheer definition, work in progress and not a building? Why is this item not disclosed and recorded separately in the accounts?

Questions from Andrew Luobikis

Questions 1-3 - ARMC2106-3 – Overdue Debtors report

1. Why are we waiving these debts rather than put these businesses on a payment plan?
2. Why has an Ex-councillor's business had its debts waived two years in a row? Why can't he be on a payment plan?
3. Can we have the individual justifications for each business on this list with proof as to why?
4. Why are we as ratepayers with ever increasing rates, required to pick up the tab for the Round house a State Heritage building?

Questions from Petr Pacak

Civic Admin Building

1. Is a Managing Contractor a fancy term for a Registered Builder?
2. The construction team will essentially perform the same role that they have provided on the project to date and contractors who have already been working will continue with that under a new builder?
3. How are you sourcing a new builder are you tendering?
4. Who will take legal responsibility for the building? A similar situation with the City of Cockburn Medical Centre, where the builder went bust during the process, cost them Millions to change the builder and pretty much had to redo the entire contract. It seems from reading the website that this is a walk in the park.
5. What is the percent of the internal fit out is completed?
6. Can I visit the building on behalf of rate payers basically assess what council is telling us?

Questions from Georgie Adeane

1. I run the South Beach Market, I spoke the Cr Sullivan some months ago and asked him why my business is going out to tender? His reply was that they site is an iconic site and that other people should have the option of using it as well. So my question is Fremantle Markets is an iconic building which has been let to the same tenant for going on 50 years and why shouldn't that be shared as well? Why have they been given a 50 Year lease when they normal lease is 5 years?
2. How long have they been there?
3. Prior to that, they had a 30year lease prior to that?

4. I am a market holder and I am operating a business in Fremantle and the council has actually been quiet generous to me in the past but I just wonder why something I have created and worked very hard at can just be put on the table as a tender? Legally a commercial lease is 5 years, so legally the Fremantle Markets should have been put out for tender after at least 20 years.
5. Some of their rent was waived, isn't this in breach of their lease?

Question from Shirley Burbidge

Who is responsible for the upkeep of Wray Avenue road surface? Also, Hampton road between Scott St and Jenkins Street? Potholes appeared last year not filled very well. Holes appearing again after first bad storm.

Questions from Bill Burbidge

1. Why is this meeting so late compared to last year? Why don't we have a consistent time in the year as to when these meetings are held?
2. There is a rumour going around that council is no longer going to have a contractor that goes around and does bulk collections?

Questions from John Dowson

1. Why does Fremantle Council appear to be doing so little to keep the port in Fremantle when the state government has unilaterally made a decision to move it out of Fremantle? Where is the evidence of effort by Council to keep WA's "beating heart in Fremantle?
2. The Annual Report presented tonight states that one of the, quote, "Notable achievements" of the One Planet involvement is the roll out of the FOGO waste program, after a 2% rate levy was introduced to pay for the red bins.

   Given that this is not a once off charge for a new bin, but an annual 2% tax on every ratepayer every single year for a single bin, and that inner city residents and businesses do not and have never received one of those bins, when will Fremantle Council rescind the tax for those who don't benefit, and refund their money?

Questions from Suzanne John

1. What is the City going to do about stopping the anti-social behaviour around the Round House.
2. Are you suggesting with all the noise and carry on that we just call a ranger?

Questions from Richard Bartlett

1. What is the state of progress on remediation of the wall on rail side of Arthur Head?

2. When will the cliff on the coastal side of Arthur Head be restored and why the delay, which has now extended to at least 4 years?
3. What steps, such as CCTV and more lights are planned to address security issues and anti-social and criminal behaviour all around Arthur Head?

Questions from Chris Williams

1. How many informal meetings took place between the former Mayor Dr Pettitt and representatives of Sirona Capital Management Proprietary Limited (Sirona) before Council signed a memorandum of understanding with Sirona in October 2011?
2. Were all those meetings recorded in the Mayor's official diary? If not, why not?
3. If yes, were notes of date, venue, who attended and any informal agreements, understandings or proposed motions to Council with respect to a memorandum of understanding with Sirona recorded by the Mayor?
4. Give that it appears the partnership between the City of Fremantle and Sirona appears to have resulted in at least a $40 million reduction in ratepayer assets of the city, and an estimated $100 million capital gain to Sirona, has Council requested the Auditor General to conduct a performance audit of the partnership entered into by the City of Fremantle pursuant to the Kings Square Business Plan of November 2012? If not, will Council now request such a performance audit?

Question from Ken Adam

What is the actual position, who or what entity is going to take legal responsibility for the standard of construction of the completion of the Civic admin building?

Questions from Adele Carles

1. Several years ago Sirona Capital as we know was given more than $40million worth of the City's properties with no public tender process and yet we hear tonight that Georgie Adeane who set up the Markets at South Beach, you have decided that she has to go out to tender and she has built all the relationships with the food holders and stall holders, it is her business, it's a small scale business compared to $40 million of income producing assets. So why are you throwing the book at her and why wasn't Queensgate and all that other properties, why were they given to Sirona without a tender process?
2. Why were Georgie Adeanes highly regarded South Beach markets put out to public tender?

Question from Martin Lee

We have been told that Covid 19 is to blame for current state of affairs, it is not, the problem is you have sold more the $50million worth of investment properties, you have lost more income from those investment properties you have from lost rates in Covid, in addition to that you have saddled us the another $20million of debt that we did not need which was not in the business plan, because that business plan was supposed to be funded by cash flows that were with the business case itself, so you have actually added to the rate payers an addition $20million. How much money have you lost through lost income and additional debt on an annual basis compared with Covid 19?

5. Acceptance of motions

1. Motion proposed by Craig Ross

Moved: Craig Ross **Seconded: John Dowson**

The customary order of items in the Ordinary Meeting of Council monthly agenda be changed so that Finance Reports (Monthly Financial Report) become the reports presented first (not last as currently is the practice) in the agenda to facilitate more discussions as a priority and show a better focus and scrutiny by councillors on financial matters than shown to date.

Carried by simple majority vote

2. Motion proposed by Sean Hefferon

Moved: Sean Hefferon **Seconded: John Dowson**

That an independent and external investigation of the purchase of 2 Jones street, O'Connor be implemented.

This investigation, to be open for public submission, should report on:

1. **Any and all actions taken by the City of Fremantle, and elected members in relation to the purchase of 2 Jones Street and whether these actions were in accordance with relevant standards;**
2. **Any conflicts of interest, should they exist, relating to City of Fremantle staff, and elected members in relation to 2 Jones Street purchase;**
3. **The due diligence taken by the City prior to the purchase and in particular verification of the tenancy in place at the time of purchase;**
4. **The total cost of 2 Jones street being all purchase, and call carrying costs from date of purchase to the present;**
5. **The total income generated by 2 Jones street year on year benchmarked against the City of Fremantle's internal benchmarks (if any) as well as accepted industry benchmarks for such a property;**
6. **All valuations pre and post purchase;**
7. **Future options for the site.**

Carried by simple majority vote

3. Motion proposed by Mark Woodcock

Moved: Mark Woodcock **Seconded: Andrew Luobikis**

A vote of no confidence in Council

Carried by simple majority vote

4. Motion proposed by Elizabeth Megroz

Moved: Elizabeth Megroz **Seconded: Craig Ross**

That the meeting does not accept the accounts as presented, for they cannot be said to give a true and fair view of the City's financial situation, given the controversy surrounding the valuations of the land, buildings and other assets.

Carried by simple majority vote

5. Motion proposed by Helen Cox

Moved: Helen Cox **Seconded: Mark Woodcock**

Fremantle ratepayers, business owners and residents, respectfully instruct the Acting City of Fremantle CEO to undertake a previously proposed independent investigation as outlined by Cr Vujcic's motion (24/2/2021) on behalf of all ratepayers, business owners and residents; and

1. **That a full report be presented to Council as soon as possible in review of the Council's own policies and practices of 'good governance' and high standards of compliance that are expected to be followed and enacted at all times, in the best interests of ratepayers, business owners and residents.**

2. **That the City allocate appropriate resources to ensure that the recommendations of that report are immediately implemented in support of the principles of continuous improvement and 'good governance' of our City of Fremantle.**

Carried by simple majority vote

6. Motion proposed by Andrew Luobikis

Moved: Andrew Luobikis **Seconded: Mark Woodcock**

1. To abolish 'One Planet' and replace it with Climate Active/NCOS Certification.

2. Authorises the Acting CEO to immediately implement this resolution.

Carried by simple majority vote

7. Motion proposed by John Dowson

Moved: John Dowson **Seconded: Mark Woodcock**

That funding for heritage should be increased in 2021 budget.

Carried by simple majority vote

6. Other business

Notice of the following motions was provided to the City prior to the meeting. However, as these motions were not moved at the meeting they could not be considered or voted on.

Unmoved motion proposed by Hans Hug

Fremantle Chamber Orchestra's subsidised use status for the Fremantle Town Hall shall be continued (and not cancelled) because:

1. FCO is contributing to council and the maintenance of the town hall by having brought 24,000 visitors from Lake Clifton to Bickley to Fremantle over the last 16 years who pay parking fees and stimulate the local economy by having meals, drinks in Fremantle. FCO also pays the booking, lighting, piano hire and tuning fees.
2. FCO has provided the City of Fremantle with exposure worth $1 million thanks to its main sponsor, the Fremantle Herald and Perth Voice which runs advertising campaigns over 5-6 weeks in the lead up to every concert (worth over $600,000 since 2005) as well as FCO's own marketing efforts reaching the entire metro area (regular seat drops of FCO flyers at WASO and Musica Viva performances in the Perth Concert Hall), FCO group emails (thousands of people have signed up to receive announcements), Chamber of the Arts and Culture group emails, distribution of flyers at luthiers, bookshops, doctor and dentists waiting rooms, newsagencies, coffee shops, etc and lastly websites and social media..

3. FCO's recordings are at international level (over 4 million hits on YouTube and Spotify) thanks to internationally renowned Dutch violinist Rudolf Koelman. FCO's 2 acclaimed CDs have been broadcast on ABC Radio National Classic FM and are sold worldwide. This reflects positively on Fremantle, gives Fremantle a permanent and increasing local, national and international presence it otherwise wouldn't have.
4. FCO enriches the local arts and gives pleasure to many Freo citizens and visitors.
5. FCO provides training for young talented WA professional musicians which is recognised by WASO and Musica Viva (hence the seat drops). This again reflects positively on Fremantle. The performances with violinist Rudolf Koelman are like master classes for FCO members but instead of having to travel far at great cost, the master comes to Fremantle. This again increases Fremantle's reputation.
6. FCO is incorporated not-for-profit and all administrative and organisational work is voluntary.
7. FCO is incredibly efficient with high artistic achievements and training provided (both usually cost millions) by the smell of an oily rug. The additional costs for the hire of the Fremantle Town Hall could break FCO and I cannot see why suddenly FCO shouldn't be worthy of the city's support and co-operation anymore.
8. FCO received subsidise use status by a submission to full council 15 years ago. Full council voted to grant FCO this status. Surely only full council can cancel this.

Unmoved Motion proposed by Soren & Lee Lovmark

1. Please consider turning the Cappuccino Strip into a pedestrian mall for both citizens and visitors to enjoy.

6. Closure

Deputy Mayor, Andrew Sullivan declared the meeting closed at 8.42 pm

C2107-2 MONTHLY FINANCIAL REPORT - JUNE 2021

ATTACHMENT 1 - Monthly Financial Report – June 2021



CITY OF FREMANTLE

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 30 June 2021

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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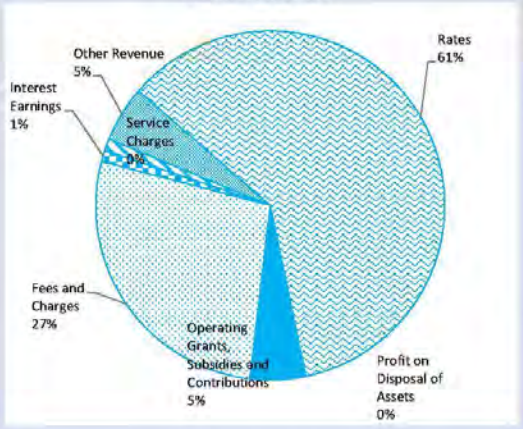
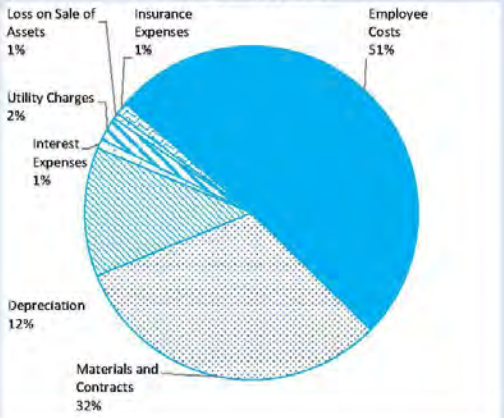
MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

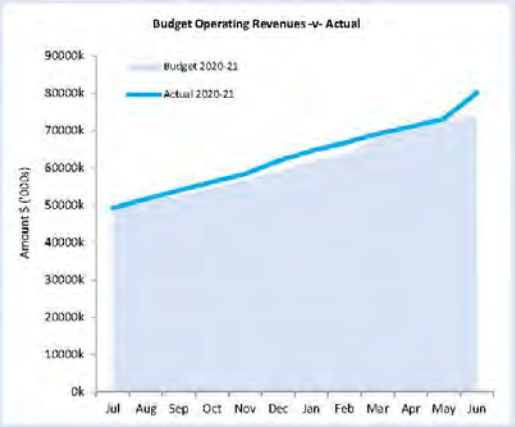
SUMMARY GRAPHS

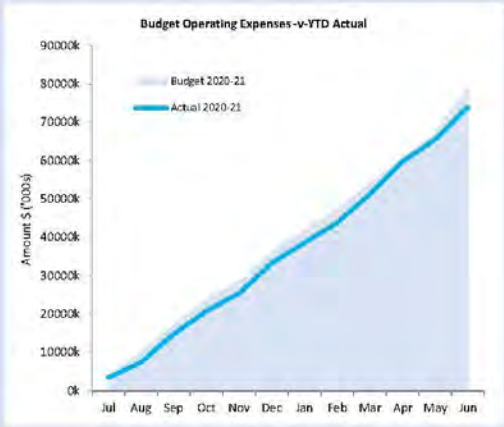
OPERATING REVENUE



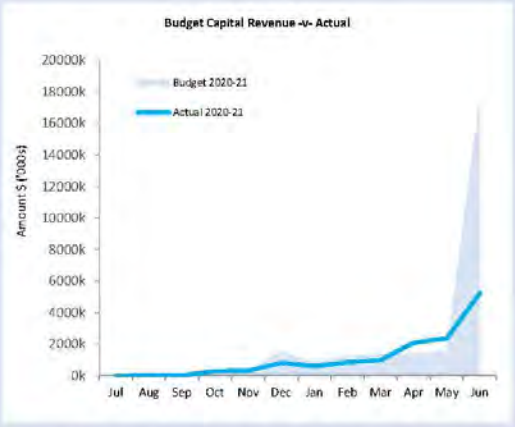
OPERATING EXPENSES



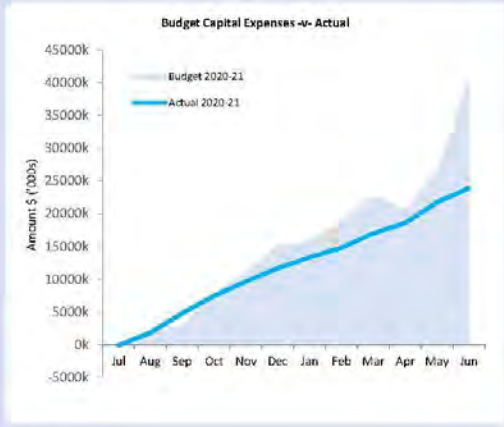




CAPITAL REVENUE



CAPITAL EXPENSES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

STATEMENT OF COMPREHENSIVE INCOME
BY NATURE AND TYPE

	Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance (b) - (a)	Variance % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Revenue							
Rates (including Annual Levy)		48,293,568	48,293,568	48,407,177	113,609	0.24%	
Service Charges		11,919	11,919	7,192	(4,727)	(39.66%)	
Operating Grants, Subsidies & Contributions		3,968,307	3,968,307	4,111,963	143,656	3.62%	
Fees and Charges		19,565,854	19,565,854	21,819,844	2,253,990	11.52%	▲
Interest Earnings		738,686	738,686	840,064	101,378	13.72%	▲
Reimbursement Income		862,426	862,426	862,103	(324)	(0.04%)	
Other Revenue		218,750	218,750	4,157,429	3,938,679	1800.54%	▲
		73,659,510	73,659,510	80,205,773	6,546,263	8.89%	
Expenses							
Employee Costs		(38,538,443)	(38,538,443)	(35,808,960)	2,729,483	7.08%	
Employee costs - Agency Labour		(746,000)	(746,000)	(1,003,232)	(257,232)	(34.48%)	
Materials and Contracts		(24,865,398)	(24,865,398)	(22,775,104)	2,090,294	8.41%	
Depreciation on Non Current Assets		(7,850,958)	(7,850,958)	(9,027,310)	(1,176,352)	(14.98%)	
Interest Expenses		(760,713)	(760,713)	(670,012)	90,701	11.92%	
Utility Charges (gas, electricity, water)		(1,980,150)	(1,980,150)	(1,684,025)	296,125	14.95%	▲
Insurance Expenses		(882,734)	(882,734)	(893,720)	(10,986)	(1.24%)	
Other Expenditure		(3,466,793)	(3,466,793)	(1,760,172)	1,706,621	49.23%	▲
		(79,091,189)	(79,091,189)	(73,622,536)	5,468,653	6.91%	
Operating Surplus / (Deficit)		**(5,431,679)**	**(5,431,679)**	**6,583,237**	**12,014,916**	**(221.20%)**	
Non-Operating Grants, Subsidies & Contributions		12,527,481	12,527,481	5,119,639	(7,407,842)	(59.13%)	▼
Profit on Asset Disposals		745,000	745,000	15,679	(729,321)	(97.90%)	▼
Loss on Asset Disposals		(63,265)	(63,265)	(403,635)	(340,370)	(538.01%)	▼
Change of Equity-SMRC		-	-	-	-	-	
		13,209,216	**13,209,216**	**4,731,683**	**(8,477,533)**	**(64.18%)**	▼
Net Result		**7,777,537**	**7,777,537**	**11,314,920**	**3,537,383**	**45.48%**	▲
Other Comprehensive Income							
		-	-	-	-	-	
Total Comprehensive Income		**7,777,537**	**7,777,537**	**11,314,920**	**3,537,383**	**45.48%**	▲

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

STATEMENT OF COMPREHENSIVE INCOME
BY PROGRAMME

	Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance (b) - (a)	Variance % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Revenue							
Governance		407,750	407,750	4,222,328	3,814,578	935.52%	▲
General Purpose Funding		49,632,272	49,632,272	50,341,324	709,052	1.43%	
Law Order Public Safety		2,168,799	2,168,799	2,155,955	(12,844)	(0.59%)	
Health		438,220	438,220	579,330	141,110	32.20%	▲
Education and Welfare		1,008,143	1,008,143	1,029,019	20,876	2.07%	
Community Amenities		2,309,888	2,309,888	2,444,904	135,016	5.85%	
Recreation and Culture		7,695,692	7,695,692	8,547,611	851,919	11.07%	▲
Transport		8,665,725	8,665,725	9,073,300	407,575	4.70%	
Economic Services		579,628	579,628	509,676	(69,952)	(12.07%)	
Other Property and Services		753,393	753,393	1,302,326	548,933	72.86%	▲
		73,659,510	73,659,510	80,205,773	6,546,263	8.89%	
Expenses							
Governance		(6,877,352)	(6,877,352)	(5,762,371)	1,114,981	16.21%	▲
General Purpose Funding		(2,067,121)	(2,067,121)	(706,753)	1,360,368	65.81%	▲
Law Order Public Safety		(4,457,351)	(4,457,351)	(4,068,997)	388,354	8.71%	
Health		(848,101)	(848,101)	(761,350)	86,751	10.23%	
Education and Welfare		(2,942,496)	(2,942,496)	(2,562,999)	379,497	12.90%	▲
Housing		(479,659)	(479,659)	(481,299)	(1,640)	(0.34%)	
Community Amenities		(12,901,054)	(12,901,054)	(12,218,098)	682,956	5.29%	
Recreation and Culture		(24,878,225)	(24,878,225)	(24,646,374)	231,851	0.93%	
Transport		(15,591,643)	(15,591,643)	(14,411,998)	1,179,646	7.57%	
Economic Services		(2,702,146)	(2,702,146)	(2,101,034)	601,112	22.25%	▲
Other Property and Services		(4,585,328)	(4,585,328)	(5,231,252)	(645,924)	(14.09%)	
		(78,330,476)	(78,330,476)	(72,952,524)	5,377,952	6.87%	
Financial Costs							
Governance		(542,571)	(542,571)	(467,256)	75,315	13.88%	
Recreation and Culture		(57,655)	(57,655)	(50,760)	6,895	11.96%	
Transport		(154,086)	(154,086)	(146,912)	7,174	4.66%	
Economic Services		(6,401)	(6,401)	(5,084)	1,317	20.57%	
		(760,713)	(760,713)	(670,012)	90,701	11.92%	
Non-Operating Grants / Contributions for the development of assets							
Education and Welfare		53,623	53,623	54,576	953	1.78%	
Community Amenities		243,485	243,485	166,085	(77,400)	(31.79%)	
Recreation and Culture		11,807,006	11,807,006	4,270,595	(7,536,411)	(63.83%)	▼
Transport		374,887	374,887	579,903	205,016	54.69%	▲
Economic Services		48,480	48,480	48,480	-	-	
		12,527,481	12,527,481	5,119,639	(7,407,842)	(59.13%)	▼
Profit/(Loss) on disposal of assets							
Community Amenities		20,000	20,000	-	(20,000)	(100.00%)	
Recreation and Culture		-	-	(358,967)	(358,967)	-	
Other Property and Services		661,735	661,735	(28,989)	(690,724)	(104.38%)	▼
		681,735	681,735	(387,956)	(1,069,691)	(156.91%)	▼
Fair Value Adjustments to Non-Financial Assets at Fair Value through Profit/Loss							
		-	-	-	-	-	
Net Result		**7,777,537**	**7,777,537**	**11,314,920**	**3,537,383**	**45.48%**	▲
Other Comprehensive Income							
		-	-	-	-	-	
Total Comprehensive Income		**7,777,537**	**7,777,537**	**11,314,920**	**3,537,383**	**45.48%**	▲

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

STATEMENT OF FINANCIAL POSITION

	Ref Note	30-Jun-2021 (a)	30-Jun-2021 (b)	Movement (c) = (a) - (b)
		$	$	$
Current Assets				
Cash and Cash Equivalents		12,626,435	18,651,646	(6,025,211)
Other Financial Assets		27,500,033	31,482,521	(3,982,489)
Trade and Other Receivables		3,021,139	2,270,978	750,160
Inventories		125,661	107,628	18,033
Other Current Asssets		27,943	126,768	(98,824)
Land held for sale		4,243,000	4,243,000	-
		47,544,211	56,882,542	(9,338,331)
Non-Current Assets				
Other Receivables		816,627	762,936	53,691
Investments		4,528,576	4,528,576	-
Capital Work in Progress		23,613,903	-	23,613,903
Property, Plant and Equipment		236,239,152	240,553,017	(4,313,865)
Right of Use Asset		1,756,606	1,646,151	110,456
Investment Property		22,658,363	22,654,000	4,363
Infrastructure		152,995,416	157,358,915	(4,363,499)
		442,608,644	427,503,596	15,105,048
Total Assets		**490,152,854**	**484,386,138**	**5,766,717**
Current Liabilities				
Trade and Other Payables		(9,036,637)	(13,831,023)	4,794,385
Long Term Borrowings		(702,664)	(3,033,904)	2,331,241
Lease Liability		(106,126)	(396,717)	290,591
Provisions		(6,153,235)	(6,024,824)	(128,411)
		(15,998,662)	(23,286,469)	7,287,807
Non-Current Liabilities				
Long Term Borrowings		(24,835,744)	(24,335,744)	(500,000)
Lease Liability		(1,676,815)	(1,147,288)	(529,527)
Trade and Other Payables - Non - current		(68,386)	(68,386)	-
Provisions		(978,923)	(978,923)	-
		(27,559,868)	(26,530,341)	(1,029,527)
Total Liabilities		**(43,558,530)**	**(49,816,810)**	**6,258,280**
Net Assets		**446,594,324**	**434,569,328**	**12,024,996**
Equity				
Retained Surplus		(156,089,339)	(147,358,658)	(8,730,681)
Reserves - Cash/Investment Backed		(12,717,291)	(29,221,017)	16,503,726
Reserves - Asset Revaluation		(266,472,774)	(266,472,774)	-
Net Result (YTD Current Year)		(11,314,920)	8,483,122	(19,798,042)
Total Equity		**(446,594,324)**	**(434,569,328)**	**(12,024,996)**

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

RATE SETTING STATEMENT
BY NATURE AND TYPE

	Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Net current assets at start of financial year -		3,562,677	3,562,677	3,562,677	-	-	
Revenue from operating activities (excluding rates)							
Rates - Specified Area		158,429	158,429	169,239	10,810	6.82%	
Service Charges (Underground Power)		11,919	11,919	7,192	(4,727)	(39.66%)	
Operating Grants, Subsidies and Contribution		3,968,307	3,968,307	4,111,963	143,656	3.62%	
Fees and Charges		19,565,854	19,565,854	21,819,844	2,253,990	11.52%	▲
Interest Earnings		738,686	738,686	840,064	101,378	13.72%	▲
Profit on Sale of Assets		745,000	745,000	15,679	(729,321)	(97.90%)	▼
Reimbursement Income		862,426	862,426	862,103	(324)	(0.04%)	
Other Revenue		218,750	218,750	4,157,429	3,938,679	1800.54%	▲
		26,269,371	26,269,371	31,983,514	5,714,143	21.75%	▲
Expenditure from operating activities							
Employee Costs		(38,538,443)	(38,538,443)	(35,808,960)	2,729,483	7.08%	
Employee costs - Agency Labour		(746,000)	(746,000)	(1,003,232)	(257,232)	(34.48%)	▼
Materials and Contracts		(24,865,398)	(24,865,398)	(22,775,104)	2,090,294	8.41%	
Depreciation on Non Current Assets		(7,850,958)	(7,850,958)	(9,027,310)	(1,176,352)	(14.98%)	▼
Interest Expenses		(760,713)	(760,713)	(670,012)	90,701	11.92%	
Utility Charges (gas, electricity, water)		(1,980,150)	(1,980,150)	(1,684,025)	296,125	14.95%	▲
Loss on Sale of Assets		(63,265)	(63,265)	(403,635)	(340,370)	(538.01%)	▼
Insurance Expenses		(882,734)	(882,734)	(893,720)	(10,986)	(1.24%)	
Other Expenditure		(3,466,793)	(3,466,793)	(1,760,172)	1,706,621	49.23%	▲
		(79,154,454)	(79,154,454)	(74,026,171)	5,128,283	6.48%	
Operating activities excluded from budget							
(Profit)/Loss on Asset Disposals		(681,735)	(681,735)	387,956	1,069,691	156.91%	▲
Depreciation on Assets		7,850,958	7,850,958	9,027,310	1,176,352	14.98%	▲
Non Current Rates Debtors Movement		-	-	(47,226)	(47,226)	-	
Movement in Local Government House Trust		-	-	(6,464)	(6,464)	-	
Movement in bonds & deposits held		-	-	710,076	710,076	-	
Amount attributable to operating activities		**(42,153,183)**	**(42,153,183)**	**(28,408,327)**	**13,744,855**	**32.61%**	▲
Investing Activities							
Capital Revenue							
Capital Grants and Subsidies/ Contributions for the development of Assets		12,527,481	12,527,481	5,119,639	(7,407,842)	(59.13%)	▼
Proceeds from Disposal of Assets		5,100,000	5,100,000	115,990	(4,984,010)	(97.73%)	▼
		17,627,481	17,627,481	5,235,629	(12,391,852)	(70.30%)	▼
Capital Expense							
Purchase Investment Land and Buildings		(11,915)	(11,915)	(4,363)	7,552	63.38%	
Purchase Community Land and Buildings		(31,643,509)	(31,643,509)	(20,921,018)	10,722,491	33.89%	▲
Purchase Infrastructure - Roads		(802,824)	(802,824)	(754,241)	48,583	6.05%	
Purchase Infrastructure - Drainage		(70,000)	(70,000)	(2,551)	67,449	96.36%	
Purchase Infrastructure - Parks		(3,463,650)	(3,463,650)	(1,384,494)	2,079,156	60.03%	▲
Purchase Infrastructure - Other		(4,126,522)	(4,126,522)	(438,956)	3,687,566	89.36%	▲
Purchase Plant and Equipment		(97,285)	(97,285)	(103,416)	(6,131)	(6.30%)	
Purchase Furniture and Fittings		(411,478)	(411,478)	(294,163)	117,315	28.51%	▲
		(40,627,183)	(40,627,183)	(23,903,202)	16,723,981	41.16%	▲
Amount attributable to investing activities		**(22,999,702)**	**(22,999,702)**	**(18,667,572)**	**4,332,130**	**18.84%**	▲
Financing Activities							
Repayment of Debentures		(2,331,239)	(2,331,239)	(2,331,241)	(2)	-	
Repayment of Operating Lease		(474,720)	(474,720)	(440,476)	34,244	-	
Proceeds from New Debentures		500,000	500,000	500,000	-	-	
		(2,305,959)	(2,305,959)	(2,271,717)	34,242	1.48%	
Reserve Transfers							
Transfer to Reserves (Restricted) - Capital		(4,988,000)	(4,988,000)	(725,755)	4,262,245	85.45%	▲
Transfer to Reserves (Restricted) - Operating		(63,965)	(63,965)	(62,443)	1,522	2.38%	
Transfer from Reserves (Restricted) - Capital		24,223,751	24,223,751	17,184,821	(7,038,930)	(29.06%)	▼
Transfer from Reserves (Restricted) - Operati		151,919	151,919	107,104	(44,815)	(29.50%)	
Transfer to/from reserves		19,323,705	19,323,705	16,503,726	(2,819,979)	(14.59%)	▼
Amount attributable to financing activities		**17,017,746**	**17,017,746**	**14,232,010**	**(2,785,736)**	**(16.37%)**	▼
Budgeted deficiency before general rates		(48,135,139)	(48,135,139)	(32,843,890)	15,291,248	31.77%	▲
General rates estimated to be raised		(48,135,139)	(48,135,139)	(48,237,938)	102,799	0.21%	
Closing Funding Surplus (Deficit)		-	-	**15,394,048**	**15,394,048**	-	▲

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

RATE SETTING STATEMENT
BY DIRECTORATE

	Ref Not	2020/21 Amended Budget	2020/21 YTD Budget (a)	2020/21 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Net current assets at start of financial year -		3,562,677	3,562,677	3,562,677	-	-	
Revenue from operating activities (excluding rates)							
City Business Directorate		15,660,097	15,660,097	17,121,018	1,460,921	9.33%	
Community Development Directorate		7,845,736	7,845,736	8,179,656	333,920	4.26%	
Strategic Planning and Projects Directorate		766,300	766,300	847,454	81,154	10.59%	
Infrastructure and Projects Directorate		1,997,238	1,997,238	5,835,443	3,838,205	192.18%	▲
People and Culture Directorate		-	-	(57)	(57)	-	
		26,269,371	26,269,371	31,983,514	5,714,143	21.75%	▲
Expenditure from operating activities							
Office of the Mayor and Councillors		(737,254)	(737,254)	(631,760)	105,494	14.31%	▲
Office of the Chief Executive		(965,641)	(965,641)	(1,165,819)	(200,178)	(20.73%)	▼
City Business Directorate		(26,950,361)	(26,950,361)	(25,606,911)	1,343,450	4.98%	
Community Development Directorate		(17,430,134)	(17,430,134)	(15,787,066)	1,643,068	9.43%	
Strategic Planning and Projects Directorate		(3,037,165)	(3,037,165)	(2,796,306)	240,859	7.93%	
Infrastructure and Projects Directorate		(28,764,697)	(28,764,697)	(26,932,094)	1,832,603	6.37%	
People and Culture Directorate		(1,269,202)	(1,269,202)	(1,106,215)	162,987	12.84%	▲
		(79,154,454)	(79,154,454)	(74,026,171)	5,128,283	6.48%	
Operating activities excluded from budget							
Profit/(Loss) on Asset Disposals		(681,735)	(681,735)	387,956	1,069,691	156.91%	▲
Depreciation on Assets		7,850,958	7,850,958	9,027,310	1,176,352	14.98%	▲
Non Current Rates Debtors Movement		-	-	(47,226)	(47,226)	-	
Movement in Local Government House Trust		-	-	(6,464)	(6,464)	-	
Movement in bonds & deposits held		-	-	710,076	710,076	-	
Amount attributable to operating activities		**(42,153,183)**	**(42,153,183)**	**(28,408,327)**	**13,744,855**	**32.61%**	▲
Investing Activities							
Capital Revenue							
Capital Grants and Subsidies/ Contributions for the development of Asset		12,527,481	12,527,481	5,119,639	(7,407,842)	(59.13%)	▼
Proceeds from Disposal of Assets		5,100,000	5,100,000	115,990	(4,984,010)	(97.73%)	▼
		17,627,481	17,627,481	5,235,629	(12,391,852)	(70.30%)	▼
Capital Expense							
Purchase Investment Land and Buildings		(11,915)	(11,915)	(4,363)	7,552	63.38%	
Purchase Community Land and Buildings		(31,643,509)	(31,643,509)	(20,921,018)	10,722,491	33.89%	▲
Purchase Infrastructure - Roads		(802,824)	(802,824)	(754,241)	48,583	6.05%	
Purchase Infrastructure - Drainage		(70,000)	(70,000)	(2,551)	67,449	96.36%	
Purchase Infrastructure - Parks		(3,463,650)	(3,463,650)	(1,384,494)	2,079,156	60.03%	▲
Purchase Infrastructure - Other		(4,126,522)	(4,126,522)	(438,956)	3,687,566	89.36%	▲
Purchase Plant and Equipment		(97,285)	(97,285)	(103,416)	(6,131)	(6.30%)	
Purchase Furniture and Fittings		(411,478)	(411,478)	(294,163)	117,315	28.51%	▲
		(40,627,183)	(40,627,183)	(23,903,202)	16,723,981	41.16%	
Amount attributable to investing activities		**(22,999,702)**	**(22,999,702)**	**(18,667,572)**	**4,332,130**	**18.84%**	▲
Financing Activities							
Repayment of Debentures		(2,331,239)	(2,331,239)	(2,331,241)	(2)	-	
Repayment of Operating Lease		(474,720)	(474,720)	(440,476)	34,244	-	
Proceeds from New Debentures		500,000	500,000	500,000	-	-	
		(2,305,959)	(2,305,959)	(2,271,717)	34,242	1.48%	
Reserve Transfers							
Transfer to Reserves (Restricted) - Capital		(4,988,000)	(4,988,000)	(725,755)	4,262,245	85.45%	▲
Transfer to Reserves (Restricted) - Operating		(63,965)	(63,965)	(62,443)	1,522	2.38%	
Transfer from Reserves (Restricted) - Capital		24,223,751	24,223,751	17,184,821	(7,038,930)	(29.06%)	▼
Transfer from Reserves (Restricted) - Operati		151,919	151,919	107,104	(44,815)	(29.50%)	
Transfer to/from reserves		19,323,705	19,323,705	16,503,726	(2,819,979)	(14.59%)	▼
Amount attributable to financing activities		**17,017,746**	**17,017,746**	**14,232,010**	**(2,785,736)**	**(16.37%)**	▼
Budgeted deficiency before general rates		(48,135,139)	(48,135,139)	(32,843,890)	15,291,248	31.77%	▲
General rates estimated to be raised		(48,135,139)	(48,135,139)	(48,237,938)	102,799	0.21%	
Closing Funding Surplus (Deficit)		-	-	**15,394,048**	**15,394,048**	-	▲

KEY INFORMATION
▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

CASH AND INVESTMENTS NOTE 1

Cash and Investments	Unrestricted Muni Fund	Restricted Reserve	YTD Actual without Trust	Trust Fund	YTD Actual
	$	$	$	$	$
Cash on Hand					
Petty Cash and Floats	33,565	-	33,565	-	33,565
	33,565	**-**	**33,565**	**-**	**33,565**
At Call Deposits					
Municipal Fund	802,476	-	802,476	-	802,476
Receipts in Progress	930	-	930	-	930
	803,405	**-**	**803,405**	**-**	**803,405**
Investments					
Cash Investments *(≤ 3 months)*					
Professional Funds Account	7,760,574	-	7,760,574	-	7,760,574
Trust Fund	-	-	-	618,944	618,944
MACQ Oncall Account	4,028,891	-	4,028,891	-	4,028,891
	11,789,465	-	11,789,465	618,944	12,408,409
Term Deposits *(> 3 months)*					
Municipal Investment	16,202,894	-	16,202,894	-	16,202,894
Reserve Fund Investment	-	11,297,139	11,297,139	-	11,297,139
Trust Fund Investment	-	-	-	-	-
	16,202,894	11,297,139	27,500,033	-	27,500,033
Investments Total	**27,992,359**	**11,297,139**	**39,289,498**	**618,944**	**39,908,442**
Total	**28,829,329**	**11,297,139**	**40,126,468**	**618,944**	**40,745,412**

SIGNIFICANT ACCOUNTING POLICIES

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.



Total Cash
$40.75 M

Unrestricted
$28.83 M

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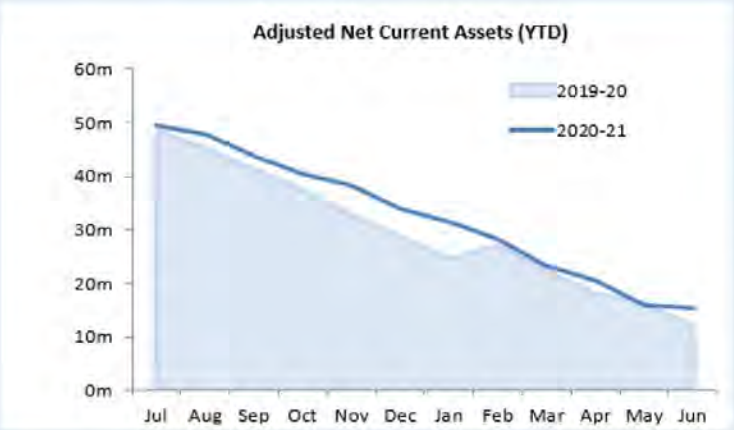
MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

ADJUSTED NET CURRENT ASSETS
NOTE 2

	Ref Note	30-Jun-2021 (a)	30-Jun-2020 (b)	Movement (c) = (a) - (b)
		$	$	$
Current Assets				
Cash Unrestricted		28,829,329	20,913,150	7,916,179
Cash Restricted		11,297,139	29,221,017	(17,923,879)
Rates Outstanding		1,470,308	982,533	487,775
Sundry debtors		951,207	722,457	228,750
GST Receivable		599,624	565,989	33,635
Land held for sale		4,243,000	4,243,000	-
Accrued income		27,943	126,768	(98,824)
Inventories		125,661	107,628	18,033
		47,544,211	56,882,542	(9,338,331)
Less: Current Liabilities				
Trade and other payables		(9,036,637)	(13,831,023)	4,794,385
Long term borrowings		(702,664)	(3,033,904)	2,331,241
Lease liability - Current		(106,126)	(396,717)	290,591
Provisions		(6,153,235)	(6,024,824)	(128,411)
		(15,998,662)	(23,286,469)	7,287,807
Unadjusted Net Current Assets		**31,545,549**	**33,596,073**	**(2,050,524)**
Adjustments and exclusions permitted by FM Reg 32				
Add: Loan Repayments (Current)		702,664	3,430,622	(2,727,958)
Add: Lease Repayments (Current)		106,126	3,430,622	(3,324,496)
Less: Cash - Reserves - Restricted		(12,717,291)	(29,221,017)	16,503,727
Less: Land held for sale		(4,243,000)	(4,243,000)	-
Adjusted Net Current Assets		**15,394,048**	**3,562,677**	**11,725,245**

SIGNIFICANT ACCOUNTING POLICIES
Please see Information attachment on significant accounting polices relating to Net Current Assets.

KEY INFORMATION
The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.



This Year YTD Surplus(Deficit)
$15.39 M

Last Year YTD Surplus(Deficit)
$11.66 M

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

CAPITAL ACQUISITIONS SUMMARY
NOTE 3(a)

Capital Acquisitions	Amended Annual Budget	YTD Budget	YTD Actual	YTD Budget Variance
	$	$	$	$
120 Investment Land	11,915	11,915	4,363	7,552
210 Buildings	31,643,509	31,643,509	20,921,018	10,722,491
310 Infrastructure - Roads	802,824	802,824	754,241	48,583
330 Infrastructure - Drainage	70,000	70,000	2,551	67,449
380 Infrastructure - Parks	3,463,650	3,463,650	1,384,494	2,079,156
390 Infrastructure - Other	4,126,522	4,126,522	438,956	3,687,566
440 Furniture and Fittings	411,478	411,478	294,163	117,315
450 Plant and Equipment	97,285	97,285	103,416	(6,131)
Capital Expenditure Totals	**40,627,183**	**40,627,183**	**23,903,202**	**16,723,981**
Capital Acquisitions Funded By:				
Capital grants and contributions	12,527,481	12,527,481	5,119,639	(7,407,842)
Borrowings	500,000	500,000	500,000	-
Contribution - operations	3,375,951	3,375,951	1,098,742	(2,277,209)
Other (Disposals* & C/Fwd)				-
	16,403,432	16,403,432	6,718,381	9,685,051
Cash Backed Reserves				
Cantonment Hill Master Plan Reserve	50,000	50,000	49,879	(121)
Fremantle Markets Conservation Reserve	265,215	265,215	187,183	(78,033)
Investment Fund Reserve	23,297,726	23,297,726	16,926,720	(6,371,006)
Leisure Centre Upgrade Reserve	57,600	57,600	21,040	(36,560)
Parking Dividend Equalisation Reserve	493,700	493,700	-	(493,700)
Renewable Energy Invetment Reserve	59,510	59,510	-	(59,510)
	24,223,751	24,223,751	17,184,821	7,038,930
Capital Funding Total	**40,627,183**	**40,627,183**	**23,903,202**	**(16,723,981)**

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	$40.63 M	$23.9 M	59%
Capital Grant	**Annual Budget**	**YTD Actual**	**% Received**
	$12.53 M	$5.12 M	41%

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)

Capital Expenditure - Level of Completion Indicators

0%
40%
60%
80%
100%
Over 100%

Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red

** Please see table at the end of this note for further detail*

% of Completion		Activity Number	Amended Annual Budget $	Amended YTD Budget $	YTD Actual $	YTD Variance Under/(Over) $	Over Budget $
	City Business Directorate						
	IT Operations Team						
0%	P-10498 Install-Network Infrastructure	300007	20,000	20,000	-	20,000	-
12%	P-11077 Install-Kings Square Network Infrastructure Queensga	300073	39,378	39,378	4,740	34,638	-
109%	P-11705 Relocation- Kings Square network and communications	300102	250,000	250,000	271,455	(21,455)	(21,455)
36%	P-10897 Purchase-Wi-Fi network infrastructure	300107	50,000	50,000	17,968	32,032	-
0%	P-11636 Relocation-Vocus communications	300108	21,400	21,400		21,400	-
	Economic Development Team						
0%	P-11829 Design and construct-Kings Square Commercial tenancy	300112	399,194	399,194	-	399,194	-
	Commercial Property Team						
24%	P-10458 Disposal-7 Quarry St	300047	32,000	32,000	7,610	24,390	-
	Environmental Health Team						
0%	P-11720 Software - Mobile Compliance	300103	23,700	23,700	-	23,700	-
	Community Development Directorate						
	Arts and Culture Management						
40%	P-11687 Install Public Art Kings Square	300088	100,000	100,000	39,800	60,200	-
91%	P-11933 Purchase - Arts Centre - Kiln	300187	20,000	20,000	18,182	1,818	-
	Fremantle Arts Centre Team						
0%	P-10545 Program-Artworks Victor Felstead	300050	7,000	7,000	-	7,000	-
	Lifelong Learning Team						
99%	P-11826 Install-Buster Storage	300105	10,000	10,000	9,926	74	-
100%	P-11907 Purchase - Library stock	300175	52,500	52,500	52,500	-	-
	Strategic Planning and Projects Directorate						
	Strategic Town Planning Management						
100%	P-11974 Contribution - Knutsford St Precinct Infrastructure	300199	114,775	114,775	114,776	(1)	(1)
	City Design and Projects Management						
47%	P-10294 - Design and construct-Public Realm	300049	10,506	10,506	4,948	5,558	-
5%	P-11878 - Design and construct- Kings Square - Windows to the	300162	144,624	144,624	6,675	137,949	-
	Infrastructure and Projects Directorate						
	Asset Management Team						
42%	P-10964 Restoration-Town Hall internal	300032	37,025	37,025	15,375	21,650	-
0%	P-11838 Design and construct-Kings Square change facility	300113	150,000	150,000		150,000	-
71%	P-11843 Design and construct- Markets Building Services	300121	265,215	265,215	187,183	78,033	-
2%	P-11670 Design and construct-Leisure Centre Pool Roof	300123	957,600	957,600	21,040	936,560	-
37%	P-11944 Design and construct - Notre Dame - Façade	300167	11,915	11,915	4,363	7,552	-
47%	P-10260 Program - Arthur Head - Wall stabilisation	300168	1,000,000	1,000,000	474,256	525,744	-
0%	Program- Infrastructure Recovery	300170	3,609	3,609	-	3,609	-
103%	P-11957 Restoration - Hazel Orm	300181	33,623	33,623	34,744	(1,121)	(1,121)
77%	P-11958 Install - Fremantle Park - Book a Court	300182	9,743	9,743	7,537	2,206	-
0%	P-11981 Design and Construct - Men's Shed - Wall	300190	100,000	100,000	-	100,000	-
0%	P-11982 Design and construct - Arts Centre - Sewer	300203	70,000	70,000	-	70,000	-
	Buildings Project Management Team						
79%	P-10297 Construct-Walyalup Civic Centre and Library (KS)	300000	19,245,890	19,245,890	15,271,933	3,973,957	-
>100%	P-10350 Design and construct-Fremantle Park Sport and Commun	300075	-	-	1,845	(1,845)	(1,845)
189%	P-11814 Building development - Consultants Council Administr	300086	219,677	219,677	415,854	(196,177)	(196,177)
169%	P-11598 Building development - Project Management fees - (KI	300087	174,966	174,966	295,809	(120,843)	(120,843)
14%	P-11682 Fitout - Council Admin Offices (KS)	300100	777,464	777,464	108,182	669,282	-
29%	P- 10898 Relocation – AV Equipment & Installation (KS)	300101	500,000	500,000	146,476	353,524	-
85%	P11964 - Purchase - Leisure Centre - Leak Monitoring	300188	20,000	20,000	17,000	3,000	-
0%	P-11965 Purchase - Leisure Centre - Disinfectant System	300189	50,000	50,000	-	50,000	-
0%	P-11968 Purchase – Leisure Centre - Pool blankets	300193	94,000	94,000	-	94,000	-
>100%	P-10297 Construct-Walyalup Civic Centre & Library (KS) - Extr	300206	-	-	527,858	(527,858)	(527,858)
	Building Capital Works Team						
100%	P-11836 Design and construct-Signal Station	300116	57,560	57,560	57,439	121	-
0%	P-11842 Design and construct-Westgate Mall courtyard	300119	36,780	36,780	-	36,780	-
100%	P-11876 Restoration - Netball Club	300154	13,085	13,085	13,085	-	-
87%	P- 11943 - Construct - Town Hall- Fire upgrade	300166	530,000	530,000	459,413	70,587	-
	Infrastructure Engineering Management						
107%	P-11865 Design and construct - Kings Sq trees	300111	220,062	220,062	236,097	(16,035)	(16,035)
132%	P-11940 Design and construct - Depot -Slab	300164	14,168	14,168	18,768	(4,600)	(4,600)
61%	P-11910 - Design and construct - Bike Projects	300173	63,000	63,000	38,450	24,550	-
93%	P-11949 - Resurface R2R - Bannister Street	300176	75,413	75,413	70,461	4,952	-
120%	P-11950 - Resurface R2R - Edmund Street	300177	25,000	25,000	29,940	(4,940)	(4,940)
100%	P-11951 - Resurface R2R - Ferres Street	300178	44,807	44,807	44,807	-	-
100%	P-11922 - Resurface R2R - Jones Street	300179	41,244	41,244	41,244	-	-
104%	P-11906 - Resurface R2R - Stevens Street	300180	35,000	35,000	36,332	(1,332)	(1,332)
0%	P-11966 Design and Construct - Montreal St - Traffic Calming	300191	10,000	10,000		10,000	-
113%	P-11976 - Install - Kellow Place - Solar Lighting	300200	5,000	5,000	5,626	(626)	(626)
118%	P-11977 - Design and construct - CBS Crossing	300201	28,000	28,000	32,932	(4,932)	(4,932)
	Construction and Maintenance Teams						
100%	P-11718 Design and construct - Stirling Highway crossing	300003	30,630	30,630	30,631	(1)	(1)
112%	P-11840 Design and construct-Port Beach carpark	300114	10,000	10,000	11,188	(1,188)	(1,188)
0%	P-10865 Construct-Fremantle Park carpark	300115	450,000	450,000	-	450,000	-
96%	P-11851 Resurface MRRG-Ord St	300132	64,890	64,890	62,550	2,340	-
97%	P-11852 Resurface MRRG-Parry St	300133	55,707	55,707	54,188	1,519	-
96%	P-11854 Resurface MRRG-South Tce	300135	102,346	102,346	97,837	4,509	-

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)

Capital Expenditure - Level of Completion Indicators

0%
40%
60%
80%
100%
Over 100%

Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red

** Please see table at the end of this note for further detail*

% of Completion		Activity Number	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance Under/(Over)	Over Budget
108%	P-11328 Purchase-Plant and Equipment	300141	20,617	20,617	22,221	(1,604)	(1,604)
100%	P-11932 Design and construct - Queen Street - Pedestrian Cro	300171	24,000	24,000	23,993	7	-
4%	P-11952 - Design and construct - Hampton Road - Drainage	300174	70,000	70,000	2,551	67,449	-
77%	P-11961 Design and construct - Bracks Street - Parking	300184	29,430	29,430	22,797	6,633	-
70%	P-12055 - Resurface R2R - Coode Street	300204	31,000	31,000	21,608	9,392	-
115%	P-12056 - Resurface R2R - Pamment Street	300205	27,582	27,582	31,695	(4,113)	(4,113)
	Parks and Landscapes Management						
0%	P-10412 Design and construct - Booyembara Park Masterplan	300197	404,075	404,075	-	404,075	-
0%	P-11819 Design and construct - Dick Lawrence - Playspace	300198	180,000	180,000	-	180,000	-
0%	P-11978 Purchase - Proclamation Tree Plaque	300202	8,000	8,000	-	8,000	-
	Parks and Landscapes Team						
71%	P-11680 Design and construct-Kings Square Playspace	300051	671,385	671,385	476,307	195,078	-
33%	P-10295 Design and construct-Kings Square Public Realm Newma	300085	1,508,359	1,508,359	498,210	1,010,149	-
9%	P-11823 Design and construct-Port Beach coastal adaptation	300110	3,305,048	3,305,048	311,633	2,993,415	-
100%	P-11859 Program-Parks-Irrigation	300144	30,060	30,060	30,060	-	-
41%	P-11882 Design and construct - Fremantle Golf Course	300157	6,648,621	6,648,621	2,720,400	3,928,221	-
86%	P-11885 Design and construct - Harvey Beach Jetty	300159	64,000	64,000	55,355	8,645	-
105%	P-11879 Design and construct -Rockwall Port Beach	300163	71,850	71,850	75,221	(3,371)	(3,371)
95%	P-11911 Design and construct - Leighton Beach - Shelters	300172	57,569	57,569	54,426	3,143	-
2%	P-11904 Design and construct- Gilbert Fraser - Lighting	300186	282,940	282,940	4,820	278,120	-
0%	P11983 - Design and Construct - Leighton Beach Access	300271	50,000	50,000	-	50,000	-
	Waste Collection Team						
102%	P11884 -Design and Construct -Recycle Shop	300160	13,880	13,880	14,155	(275)	(275)
	Facilities and Environmental Management						
0%	P-11873 Program - Solar panels	300152	59,510	59,510	-	59,510	-
0%	P-11887 - Design and construct - 14 Parry St - Waste	300158	20,000	20,000	-	20,000	-
97%	P-11883 Design and construct - Container Deposit Setup	300161	70,761	70,761	68,632	2,129	-
100%	P-11941 Design and construct - Depot - Hazardous Waste	300165	50,000	50,000	50,096	(96)	(96)
	Grand Total		**40,627,183**	**40,627,183**	**23,903,202**	**16,723,981**	**(912,411)**

PROJECTS OF OVERSPENDING	VARIANCE OVER 20/21 BUDGET	COMMENT (Tolerance level is 5% or $10,000, whichever is lower)
P-11705 Relocation - Kings Square network and communications	(21,455)	Completed project over budget, due to additional hardware required to complete project
P-11957 Restoration - Hazel Orm	(1,121)	Completed project over budget, within the tolerance level.
P-10350 Design and construct-Fremantle Park Sport and Community Centre	(1,845)	Carry forward project (Original Budget of $3.74m) from 19/20. Budget amendment for the carried forward amount to 20/21 FY will be submitted to Council once the final reconciliation is completed.
P-11814 Building development - Consultants Council Administration Building	(196,177)	Ongoing project overspend due to additional fee requested as a result of delays in Practical Completion of the Civic Building.
P-11598 Building development - Project Management fees - (KS)	(120,843)	
P-10297 Construct-Walyalup Civic Centre & Library (KS)- Extr	(527,858)	
P-11865 Design and construct - Kings Sq trees	(16,035)	Completed project over budget due to existing underground services.
P11940 Design and Construct - Depot -Slab	(4,600)	Completed project over budget due to additional works required.
P-11950 - Resurface R2R - Edmund Street	(4,940)	Completed project over budget due to CoF employees employed on project in addition to contractors
P-11906 - Resurface R2R - Stevens Street	(1,332)	Completed project over budget, within tolerance levels
P-11976 - Install - Kellow Place - Solar Lighting	(626)	Completed project over budget due to increase in freight cost.
P-11977 - Design and construct - CBS Crossing	(4,932)	Completed project over budget, due to need for traffic controllers
P-11840 Design and construct-Port Beach carpark	(1,188)	Ongoing project overspend due to hardstand material required for extension of parking area.
P-11328 Purchase-Plant and Equipment	(1,604)	Completed project over budget, due to increase in costs of plant purchased
P-12056 - Resurface R2R - Pamment Street	(4,113)	Completed project over budget, due to increase in costs of asphalt
P-11879 Design and construct -Rockwall Port Beach	(3,371)	Completed project over budget due to additional works to improve safety and public beach access following 2020 storm damage.
P11884 -Design and Construct -Recycle Shop	(275)	Carry forward project (Original Budget of $15k) from 19/20. Completed project over budget due to roof installation was slightly higher than anticipated.
P-11941 Design and construct - Depot - Hazardous Waste	(96)	Completed project over budget, within tolerance levels

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

BORROWINGS
NOTE 4

Particulars	Interest Rate	Expiry date of Loan	Principal 1-Jul-2020	Principal Repayment		Principal Balance		Interest Repayment	
				YTD Actual	Amended Budget	30-Jun-2021	30-Jun-21	YTD Actual	YTD Budget
	%		$	$	$	$	$	$	$
Recreation and culture									
298 Leighton Beach Kiosk & Changerooms	3.44	1/07/2025	808,172	142,945	142,945	665,227	665,227	21,685	29,779
301 Leighton Beach Kiosk	3.15	1/07/2026	241,139	35,476	35,476	205,662	205,663	6,085	8,434
303 Fremantle Boys School	2.86	28/06/2027	510,519	66,847	66,847	443,673	443,672	15,540	17,284
Transport									
225 Streets Ahead (1)	6.96	1/07/2020	23,023	23,023	23,023	-	-	-	-
232 Streets Ahead Programme (2)	6.56	1/07/2021	108,094	85,755	85,755	22,339	22,339	3,508	3,991
236 Streets Ahead Programme (3)	6.56	1/07/2022	150,694	64,219	64,219	86,474	86,475	6,304	8,052
271 Road Asset Program	5.93	1/07/2020	32,881	32,881	32,881	-	-	-	-
272 Footpath Asset Program	5.93	1/07/2020	18,084	18,084	18,084	-	-	-	-
277 Road Asset Program	5.56	1/07/2021	157,255	124,930	124,930	32,325	32,325	4,601	5,472
278 Footpath Asset Program	5.56	1/07/2021	77,140	61,283	61,283	15,857	15,857	2,257	2,684
280 Road Rehabilitation & improvement program	3.93	1/07/2022	156,210	67,733	67,733	88,477	88,477	4,176	5,498
281 Footpath Replacement Program	3.93	1/07/2022	91,008	39,461	39,461	51,547	51,547	2,433	3,203
284 Road Asset Program	4.01	1/07/2023	240,432	70,687	70,687	169,745	169,745	7,004	9,415
289 Road Asset Program	3.99	1/07/2024	836,394	184,296	184,296	652,098	652,098	25,109	34,109
290 Footpath Asset Program	3.99	1/07/2024	168,705	37,173	37,173	131,531	131,532	5,065	6,880
291 Drainage Asset Program	3.99	1/07/2024	142,567	31,414	31,414	111,153	111,153	4,280	5,814
295 Road Asset Program	3.44	1/07/2025	511,501	90,472	90,472	421,030	421,029	13,724	18,848
296 Footpath Asset Program	3.44	1/07/2025	146,647	25,938	25,938	120,709	120,709	3,935	5,403
297 Drainage Asset Program	3.44	1/07/2025	170,500	30,157	30,157	140,343	140,343	4,575	6,283
300 Road Asset Program	3.15	1/07/2026	559,786	82,356	82,356	477,430	477,430	14,126	19,580
2948 Acquisition 73 Hampton Road	4.03	1/07/2024	159,384	35,096	35,096	124,288	124,288	4,808	6,508
305 Heavy Vehicles	2.86	28/06/2027	364,657	47,748	47,748	316,909	316,909	11,100	12,346
Economic services									
279 Fremantle Markets Upgrade	5.56	1/07/2021	78,628	62,465	62,465	16,163	16,163	2,300	2,736
283 Fremantle Markets Upgrade	3.93	1/07/2022	104,140	45,155	45,155	58,985	58,985	2,784	3,665
307 Civic & Library Building	1.96	28/06/2040	20,000,000	825,645	825,645	19,174,355	19,174,355	455,273	536,100
Community Amenities									
SMRC	-	-	1,512,088	-	-	1,512,088	1,512,088	-	-
Total			**27,369,649**	**2,331,241**	**2,331,239**	**25,038,408**	**25,038,409**	**620,671**	**752,084**



Principal Repayments	Interest Earned	Interest Expense	Reserves Bal	Loans Due
$2,331,241	$840,064	$670,012	$12.01 M	$25.04 M

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2021

RESERVE FUND BALANCES AND MOVEMENTS
NOTE 5(a)

Reserve Fund	Opening Balance 01-Jul-2020	Transfer To Muni Fund For Operating	Transfer To Muni Fund For Capital	Transfers From Muni Fund From Operating	Transfers From Muni Fund From Capital	Closing Balance 30-Jun-2021
	$	$	$	$	$	$
Cantonment Hill Master Plan Reserve	167,746	-	(49,879)	-	-	117,868
Cash in Lieu - Swan Hardware	-	-	-	-	26,899	26,899
Cash in Lieu - 37 Strang St	-	-	-	-	85,673	85,673
Cash in Lieu - Christian Brothers	-	-	-	-	131,830	131,830
Cash in Lieu - Lot 502 Lefroy	-	-	-	-	61,600	61,600
Cash in Lieu - Knutsford Blinco	-	-	-	-	404,075	404,075
Community Care Programs Reserve (Previously HACC)	6,386	-	-	-	-	6,386
Fremantle Markets Conservation Reserve	265,215	-	(187,183)	-	-	78,032
Fremantle Oval Reserve	250,000	(11,625)	-	-	-	238,375
Investment Fund Reserve	21,832,413	-	(16,926,720)	-	15,679	4,921,372
Leighton Precinct Maintenance Reserve	226,041	(87,791)	-	55,251	-	193,502
Leisure Centre Upgrade Reserve	91,199	-	(21,040)	-	-	70,159
Parking Dividend Equalisation Reserve	6,208,565	-	-	-	-	6,208,565
Parks Recreation and Facilities Reserve	97,771	-	-	-	-	97,771
Renewable Energy Investment Reserve	59,510	-	-	-	-	59,510
White Gum Valley Precinct Community Bore Reserve	16,171	(7,688)	-	7,192	-	15,675
Total	**29,221,017**	**(107,104)**	**(17,184,821)**	**62,443**	**725,755**	**12,717,291**



RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2020

Cash Backed Reserves	Adopted Budget $	Amended Budget $	YTD Actual $
Cantonment Hill Master Plan Reserve			
Reserve Purpose:			
To fund capital works at Cantonment Hill in accordance with the Cantonment Hill Master Plan.			
Source of Income:			
Transfer from the Investment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review			
Opening Balance	**167,746**	**167,746**	**167,746**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(50,000)	(50,000)	(49,879)
300116 - P-11836 Design and construct - Signal Station	*(50,000)*	*(50,000)*	*(49,879)*
Closing Balance	**117,746**	**117,746**	**117,868**
Cash in Lieu Reserves			
Reserve Purpose:			
To fund specific city works			
Source of Income:			
Transferred from Trust Fund (no longer required to be held in Trust)			
Opening Balance	-	-	-
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital) - Swan Hardware	-	-	26,899
Transfer to Reserves (Capital) - 37 Strang St	-	-	85,673
Transfer to Reserves (Capital) - Christian Brothers	-	-	131,830
Transfer to Reserves (Capital) - Lot 502 Lefroy	-	-	61,600
Transfer to Reserves (Capital) - Knutsford Blinco	-	-	404,075
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	-	-	-
Closing Balance	-	-	**710,076**
Community Care Programs Reserve (Previous HACC Asset Replacement Reserve)			
Reserve Purpose:			
To fund Community Care Programs.			
Source of Income:			
Transfer from final balance held in old HACC Asset Replacement Reserve at end of 17/18 financial year.			
Opening Balance	**6,386**	**6,386**	**6,386**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	-	-	-
Closing Balance	**6,386**	**6,386**	**6,386**

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2020

Cash Backed Reserves	Adopted Budget $	Amended Budget $	YTD Actual $
Fremantle Markets Conservation Reserve			
Reserve Purpose:			
To fund conservation works to the Fremantle Markets			
Source of Income:			
Contribution by lessee on signing of new lease in June 2008. Increase of rent derived from the premises for the first ten years of the lease commencing in June 2008 as a minimum to assist in obtaining external funding for implementing the Conservation Plan.			
Opening Balance	**264,015**	**265,215**	**265,215**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Capital)	(222,600)	(265,215)	(187,183)
300121 - P-11843 Design and construct - Markets Building Services	*(222,600)*	*(265,215)*	*(187,183)*
Closing Balance	**41,415**	**-**	**78,032**
Fremantle Oval Reserve			
Reserve Purpose:			
To fund capital and business planning costs associated with the redevelopment of the Fremantle Oval precinct			
Source of Income:			
Transfer from Former Stan Reilly Property Site Redevelopment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget, budget review and budget amendments			
Opening Balance	**250,000**	**250,000**	**250,000**
Transfer to Reserves (Operating)			
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	(50,000)	(11,625)
200132 - P-10300 Plan-Fremantle Oval Precinct	-	*(50,000)*	*(11,625)*
Transfer from Reserves (Capital)	-	-	-
Closing Balance	**250,000**	**200,000**	**238,375**
Investment Fund Reserve			
Reserve Purpose:			
To realise and make investments in income producing assets. A specified list of investment properties forms part of the investments. Funds will not be withdrawn from the reserve to subsidise operating or recurrent expenditure, nor shall funds be withdrawn for the purpose of providing community facilities that do not provide a commercial rate of return, unless specifically decided otherwise by the Council.			
Source of Income:			
Net proceeds of sale of nominated freehold properties, unless otherwise resolved by Council. Net proceeds from sale of miscellaneous parcels of land, unless otherwise resolved by Council. Transfer from municipal fund of principal repayment equivalent for Loan 189 (Queensgate) that was paid out in January 2006 using funds from the Investment Reserve. Net proceeds from the winding up of the City of Fremantle Trust Fund as per the City of Fremantle and Town of East Fremantle Trust Funds (Amendment and Expiry) Bill 2013.			

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2020

Cash Backed Reserves	Adopted Budget $	Amended Budget $	YTD Actual $
Opening Balance	**17,244,504**	**21,832,413**	**21,832,413**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	5,000,000	4,988,000	15,679
300047 - P-10458 Disposal - 7 Quarry St	*2,750,000*	*2,718,000*	-
300053 - P-11052 Disposal - 9 Quarry St	*2,250,000*	*2,250,000*	
300145 - P-11863 Sale-Waste Trucks		*20,000*	*15,679*
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(19,241,779)	(23,297,726)	(16,926,720)
300000 - P-10297 Construct - Council Admin Offices (Kings Square)	*(14,000,000)*	*(18,654,064)*	*(14,680,107)*
300073 - P-11077 Install - Network Infrastructure (Kings Square)	*(39,378)*	*(39,378)*	*(4,740)*
300085 - P-10295 Design and construct - Public Realm Newman Court (KS)	*(1,498,029)*	*(1,508,359)*	*(498,210)*
300086 - P-11814 Building development - Consultants Council Admin	*(291,321)*	*(219,677)*	*(415,854)*
300087 - P-11598 Building development - Project Management fees(KS)	*(210,569)*	*(174,966)*	*(295,809)*
300088 - P-11687 Install - Public Art (Kings Square)	*(100,000)*	*(100,000)*	*(39,800)*
300100 - P-11682 Building development - Fit out - Civic Building (KS)	*(777,464)*	*(777,464)*	*(108,182)*
300101 - P- 10898 Relocation - AV Equipment & Installation (KS)	*(500,000)*	*(500,000)*	*(146,476)*
300102 - P-11705 Relocation - Network & Communications (KS)	*(250,000)*	*(250,000)*	*(271,455)*
300112 - P-11829 Design and construct - Commercial tenancy (KS)	*(899,194)*	*(399,194)*	-
300166 - P- 11943 - Construct - Town Hall - Fire upgrade	*(530,000)*	*(530,000)*	*(459,413)*
300162 - P-11878 Design and construct - Kings Square - Windows to	*(145,824)*	*(144,624)*	*(6,675)*
Closing Balance	**3,002,725**	**3,522,687**	**4,921,372**

Leighton Precinct Maintenance Reserve

Reserve Purpose:
To hold any specified area rate income raised during the financial year that were unspent at 30 June in relation to Leighton Precinct maintenance. To fund the above normal costs associated with maintaining the higher standard of the landscaping of the Leighton residential area.

Source of Income:
Revenue raised from a specified area rate that was unspent at the end of the financial year.

Opening Balance	**226,130**	**226,041**	**226,041**
Transfer to Reserves (Operating)	52,046	52,046	55,251
100913 - Maintain Landscape - Leighton Precinct SAR	*52,046*	*52,046*	*55,251*
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	(45,000)	(45,000)	(87,791)
100913 - Maintain Landscape - Leighton Precinct SAR	*(45,000)*	*(90,000)*	*(87,791)*
Transfer from Reserves (Capital)	-	-	-
Closing Balance	**233,176**	**233,087**	**193,502**

Leisure Centre Upgrade Reserve

Reserve Purpose:
To provide funds for major upgrading and refurbishment works at the Fremantle Leisure Centre.

Source of Income:
Transfer from the Investment Reserve as approved by Council. Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review.

Opening Balance	**53,134**	**91,199**	**91,199**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(19,535)	(57,600)	(21,040)
300123 - P-11670 Design and construct - Leisure Centre Pool Roof	*(19,535)*	*(57,600)*	*(21,040)*
Closing Balance	**33,599**	**33,599**	**70,159**

RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2020

Cash Backed Reserves	Adopted Budget $	Amended Budget $	YTD Actual $
Parking Dividend Equalisation Reserve			
Reserve Purpose: *To provide a smoothing out of revenue contributions to municipal operations from commercial parking activities. That is to be achieved as follows (a) by transferring net profits in excess of budget to the reserve and (b) if required, when there is a material (i.e. plus 1%) net loss, transferring funds from the reserve to municipal fund to compensate the loss. Fund commercial parking capital equipment and facilities or parking infringement capital equipment and facilities to the extent the funds available in the reserve exceed 2.5% of budgeted gross parking revenue.*			
Source of Income: *Transfer from the Municipal Fund (a) net profit on commercial parking operations exceeding a set figure in the budget. Note: Net profit is calculated including depreciation and allocated support service costs but excludes capital. and/or (b) Transfer from the Municipal Fund amounts determined by Council through the annual budget or budget review in relation to parking operations. Transfer from Municipal Fund amounts determined by Council through the annual budget or budget review in relation to parking infringement operations. Net proceeds from sale of parking facilities as determined by Council through the annual budget or budget review.*			
Opening Balance	**6,208,565**	**6,208,565**	**6,208,565**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)			
Transfer from Reserves (Capital)	(493,700)	(493,700)	-
300103 - P-11720 Software - Licencing Pinforce	*(23,700)*	*(23,700)*	-
300115 - P-10865 Construct - Fremantle Park carpark	*(450,000)*	*(450,000)*	-
300158 - P-11887 -Design and construct- 14 Parry Street - Waste	*(20,000)*	*(20,000)*	-
Closing Balance	**5,714,865**	**5,714,865**	**6,208,565**
Parks Recreation and Facilities Reserve			
Reserve Purpose: *To fund improvements within the South Fremantle Tip Site Reserve. To Finance improvements within the Kings Square Reserve. To Finance tourism projects within the City. To finance facilities for sporting clubs on a self supporting loan basis in accordance with Council guidelines for such advances to clubs. To Finance improvements within the Port and Leighton Beach Reserve. To finance capital works and improvements at Fremantle Oval. To Finance improvements or major refurbishments to other parks and recreation facilities within the municipality.*			
Source of Income: *Municipal Fund contribution as approved by Council in the annual budget.*			
Opening Balance	**97,771**	**97,771**	**97,771**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)			-
Transfer from Reserves (Operating)			-
Transfer from Reserves (Capital)	-	-	-
Closing Balance	**97,771**	**97,771**	**97,771**

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RESERVE FUND BALANCES AND MOVEMENTS DETAIL
NOTE 5(b)

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30TH JUNE 2020

Cash Backed Reserves	Adopted Budget $	Amended Budget $	YTD Actual $
Renewable Energy Investment Reserve			
Reserve Purpose:			
To purchase sufficient carbon offsets to maintain the City's carbon neutral status. Remaining funds will then be used to invest in projects that promote positive renewable energy outcomes . If no renewable energy projects can be identified, the fund will accumulate that year's contribution.			
Source of Income:			
Transfer from Municipal Fund amounts determined by Council through the annual budget and budget review.			
Opening Balance	**59,510**	**59,510**	**59,510**
Transfer to Reserves (Operating)	-	-	-
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	-	-	-
Transfer from Reserves (Capital)	(59,510)	(59,510)	-
300152 - P-11873 Program-Solar Panels City	*(59,510)*	*(59,510)*	-
Closing Balance	-	-	**59,510**
White Gum Valley Precinct Community Bore Reserve			
Reserve Purpose:			
To fund the associated costs required to maintain the community bore within the WGV development.			
Source of Income:			
Revenue raised from a service charge that was unspent at the end of the financial year.			
Opening Balance	**16,172**	**16,171**	**16,171**
Transfer to Reserves (Operating)	11,919	11,919	7,192
100738 - Service charge - Use of community bore	*11,919*	*11,919*	*7,192*
Transfer to Reserves (Capital)	-	-	-
Transfer from Reserves (Operating)	(11,919)	(11,919)	(7,688)
100738 - Service charge - Use of community bore	*(11,919)*	*(11,919)*	*(7,688)*
Transfer from Reserves (Capital)	-	-	-
Closing Balance	**16,172**	**16,171**	**15,675**
Summary			
Opening Balance	**24,593,933**	**29,221,017**	**29,221,017**
Transfer to Reserves (Operating)	63,965	63,965	62,443
Transfer to Reserves (Capital)	5,000,000	4,988,000	725,755
Transfer from Reserves (Operating)	(56,919)	(106,919)	(107,104)
Transfer from Reserves (Capital)	(20,087,124)	(24,223,751)	(17,184,821)
Closing Balance	**9,513,855**	**9,942,312**	**12,717,291**

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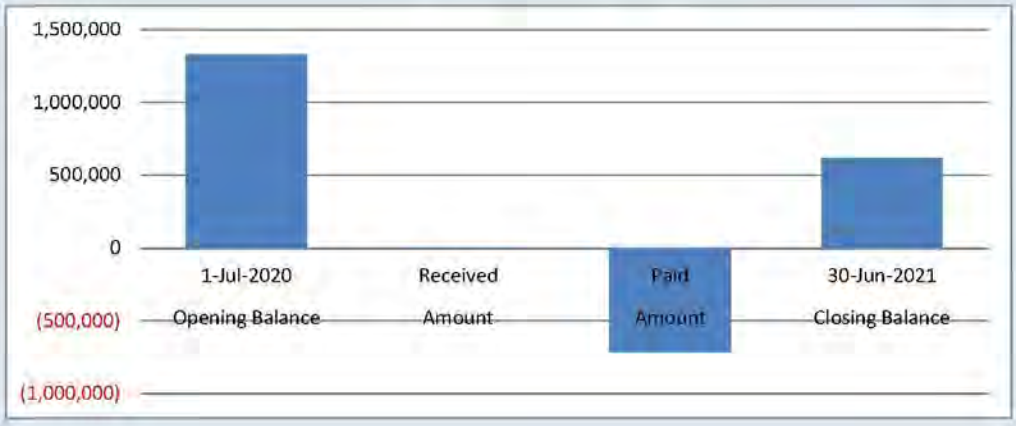
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2021

NOTE 6
TRUST FUND

Funds held at balance date over which the City has no control and which are not included in this statement are as follows:

Description	Opening Balance 1-Jul-2020	Amount Received	Amount Paid	Closing Balance 30-Jun-2021
	$	$	$	$
Cash In Lieu of Public Open Space				
37 Strang Street subdivision	85,673	-	(85,673)	-
Christian Brothers Site	131,830	-	(131,830)	-
Lot 502 Lefroy Road	61,600	-	(61,600)	-
Swan Hardware	26,899	-	(26,899)	-
Knutsford/Blinco subdivision	404,075	-	(404,075)	-
Cash In Lieu of Parking	469,360	-	-	469,360
Bequests				
Gwenth Ewens	27,091	485	(1,024)	26,552
John Francis Boyd	2,700	-	-	2,700
Victor Felstead	11,305	-	-	11,305
Unclaimed Funds - Debtors	3,741	-	-	3,741
Unclaimed Funds - Stale Cheques	40,352	1,478	-	41,830
Miscellaneous	7,310	-	-	7,310
Trust Interest	56,146	-	-	56,146
	1,328,081	**1,963**	**(711,100)**	**618,944**



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BUDGET AMENDMENTS TO ADOPTED BUDGET 2021/22

AS AT 30-JUN-2021

BUDGET AMENDMENTS

NOTE 7

Service Unit	IP Activity Project	IP Activity Project Description	20/21 Adopted Budget		YTD Budget Amendments		20/21 Amended Budget	
			Revenue	Expenditure	Revenue Increase/ (Decrease)	Expenditure (Increase)/ Decrease	Revenue	Expenditure
Operating - Base								
2200 Governance								
	101103	Manage salary of Governance Management	-	(521,042)	-	85,000	-	(436,042)
		Governance	-	(521,042)	-	85,000	-	(436,042)
3100 City Business Leadership								
	100085	Lead city business directorate	-	(80,800)	-	(75,000)	-	(155,800)
		City Business Leadership	-	(80,800)	-	(75,000)	-	(155,800)
3300 Financial Services								
	100034	Coordinate debt recovery of rates and accounts receivable	55,000	(55,000)	1,213,439	(1,213,439)	1,268,439	(1,268,439)
	100035	Coordinate revenue	188,500	(152,860)	(20,000)	(30,000)	168,500	(182,860)
	100240	Raise rate income	47,624,569	(199,430)	1,139,000	-	48,763,569	(199,430)
	100527	Receive investment income - Unrestricted Funds	449,686	-	(100,000)	-	349,686	-
	100686	Administer Long Service Leave transfers	-	-	-	(220,000)	-	(220,000)
	101107	Manage salary of Finance Team	-	(800,756)	-	30,000	-	(770,756)
		Financial Services	48,317,755	(1,208,046)	2,232,439	(1,433,439)	50,550,194	(2,641,485)
3400 Economic Development and Marketing								
	100098	Operate car park 20 Essex Street Fremantle	139,500	(2,100)	(68,000)	-	71,500	(2,100)
	100099	Operate and maintain parking ticket machines	-	(77,200)	-	(26,000)	-	(103,200)
	100100	Operate car park 21 Marine Terrace Fremantle	105,500	-	(18,000)	-	87,500	-
	100102	Operate car park 18 Ferry Terminal Fremantle	47,000	-	8,000	-	55,000	-
	100103	Operate car park 15 Josephson Street Fremantle	85,000	(38,250)	12,000	-	97,000	(38,250)
	100104	Operate car park 43 Essex Street Fremantle	35,500	(13,700)	(5,000)	-	30,500	(13,700)
	100105	Operate car park 56 Norfolk Street Fremantle	52,900	(33,600)	(18,000)	-	34,900	(33,600)
	100106	Operate car park 03 Ellen Street Fremantle	86,000	(700)	15,000	-	101,000	(700)
	100107	Operate car park 12A and 12B beach Street Fremantle	102,000	(76,500)	29,000	-	131,000	(76,500)
	100108	Operate on street paid parking	3,396,500	-	200,000	-	3,596,500	-
	100110	Operate car park 22 Cliff Street Fremantle	84,900	(900)	(26,000)	-	58,900	(900)
	100111	Operate car park 02 Marine Terrace Fremantle	270,000	(6,100)	(17,000)	-	253,000	(6,100)
	100115	Operate car park 29 Fremantle Prison Fremantle	145,500	(81,480)	(67,000)	37,520	78,500	(43,960)
	100116	Operate car park 16 Markets Fremantle	37,000	(1,400)	6,000	-	43,000	(1,400)
	100117	Operate car park 11 Esplanade Fremantle	732,000	(10,600)	(38,000)	-	694,000	(10,600)
	100118	Operate car park 01 Parry Street Fremantle	503,500	(1,200)	(11,000)	-	492,500	(1,200)
	100120	Operate car park 24 William Street Fremantle	87,000	-	14,000	-	101,000	-
	100122	Operate car park 19 Roundhouse Fremantle	297,500	(110,000)	(26,000)	-	271,500	(110,000)
	100123	Operate car park 31 Fishing Boat Harbour Fremantle	1,340,000	(648,200)	(109,000)	52,320	1,231,000	(590,880)
	100184	Lease Union Store 41-47 High Street Fremantle - Variable Out	54,976	(55,497)	(44,000)	44,000	10,976	(11,497)
	100296	Issue parking permits	110,000	(11,420)	30,000	-	140,000	(11,420)
	100534	Administer investment properties	-	(45,550)	-	(18,500)	-	(64,050)
	100535	Administer non investment (community) properties	-	(33,500)	-	5,000	-	(28,500)
	100557	Manage destination marketing plan implementation	-	(671,775)	-	5,000	-	(666,775)
	100715	Operate car park cappuccino strip	309,000	-	85,000	-	394,000	-
	100721	Operate car park 6 Point Street	100,500	(52,500)	11,000	-	111,500	(52,500)
	100723	MOU Notre Dame	82,630	(82,630)	(42,080)	42,080	40,550	(40,550)
	100724	Operate car park 6a	101,300	-	14,000	-	115,300	-
		Economic Development and Marketing	8,305,706	(2,049,802)	(65,080)	141,420	8,240,626	(1,908,382)
3500 Field Services								
	100068	Maintain CCTV cameras servers and network infrastructure	-	(96,175)	21,000	(16,000)	21,000	(112,175)
	100225	Monitor and remediate contaminated sites	-	-	-	(5,500)	-	(5,500)
	100226	Conduct health inspections and analyse samples	-	(15,050)	-	(13,000)	-	(28,050)
	100230	Undertake planning compliance	-	(15,000)	-	(10,000)	-	(25,000)
	100231	Manage field services group	-	(4,500)	-	4,000	-	(500)
	100233	Train and develop employees - Field Services	-	(8,000)	-	4,000	-	(4,000)
	100491	Undertake building compliance inspections	-	(20,100)	-	(10,000)	-	(30,100)
	100546	Administer parking compliance operations	-	(37,250)	-	(23,000)	-	(60,250)
		Field Services	-	(196,075)	21,000	(69,500)	21,000	(265,575)
3700 Information Technology								
	100011	Maintain business systems - Technology One	-	(226,000)	-	(7,000)	-	(233,000)
	100012	Maintain business systems - Other	-	(405,965)	-	(20,000)	-	(425,965)
	100066	Provide help desk support	-	(150)	-	(30,000)	-	(30,150)
	100072	Maintain fixed and wireless network infrastructure	-	(183,430)	-	(16,000)	-	(199,430)
	100720	Recruit employees - Information Technology	-	-	-	(15,000)	-	(15,000)
	100758	Maintain Business Systems- M Files	-	-	-	(138,000)	-	(138,000)
	101106	Manage salary of Business Solutions and Development Team	-	(888,402)	-	60,000	-	(828,402)
	101109	Manage salary of IT Operations Team	-	(508,680)	-	20,000	-	(488,680)
	101111	Manage salary of Information Management Team	-	(413,684)	-	20,000	-	(393,684)
		Information Technology	-	(2,626,311)	-	(126,000)	-	(2,752,311)
4100 Community Development Leadership								
	101125	Manage salary of Community Development Leadership	-	(418,041)	-	70,000	-	(348,041)
		Community Development Leadership	-	(418,041)		70,000	-	(348,041)
4200 Arts and Culture								
	100397	Display and store city art collection	-	(77,030)	-	10,900	-	(66,130)
	100399	Conduct Music festival	32,040	(77,000)	23,075	(23,075)	55,115	(100,075)
	100400	Conduct Fremantle festival	-	(110,350)	30,000	(30,000)	30,000	(140,350)
	100402	Conduct Wardan festival	-	(50,000)	43,330	(23,330)	43,330	(73,330)
	100406	Operate Fremantle arts centre	219,245	(1,097,350)	-	115,500	219,245	(981,850)
	100408	Conduct South lawn events	782,000	(178,000)	(506,420)	90,090	275,580	(87,910)
	100410	Provide arts centre education services	654,823	(632,738)	300,000	(19,000)	954,823	(651,738)
	100414	Conduct Sunday music program	60,000	(35,000)	72,500	(61,620)	132,500	(96,620)
	100415	Coordinate arts centre exhibitions	409,055	(464,424)	23,000	(73,000)	432,055	(537,424)
	100417	Conduct Bazaar Christmas markets	96,000	(24,300)	60,130	(3,420)	156,130	(27,720)

100419	Conduct arts centre marketing activities	130,378	(391,663)	-	(5,000)	130,378	(396,663)
100537	Conduct art centre small concerts	56,000	(18,000)	20,560	(8,920)	76,560	(26,920)
100635	Conduct arts centre workshops	10,000	(2,000)	(10,000)	2,000	-	-
101127	Manage salary of Fremantle Arts Centre Team	-	(130,309)	-	35,000	-	(95,309)
101130	Manage salary of Project Arts and Culture Team	-	(74,985)	-	15,000	-	(59,985)
	Arts and Culture	2,449,541	(3,363,149)	56,175	21,125	2,505,716	(3,342,024)
4300 Community Development							
100441	Operate Walyalup cultural centre	4,600	(105,792)	-	20,000	4,600	(85,792)
100443	Implement access and inclusion plan (AIP)	-	(151,002)	1,000	(1,000)	1,000	(152,002)
100447	Provide domestic violence legal aid - State	139,968	(152,879)	65,523	(62,575)	205,491	(215,454)
100452	Operate Samson recreation centre	100,450	(169,179)	25,000	-	125,450	(169,179)
100453	Operate Fremantle leisure centre health club	535,750	(601,956)	164,250	-	700,000	(601,956)
100455	Operate Fremantle leisure centre swim school	999,452	(810,067)	100,000	-	1,099,452	(810,067)
100456	Operate Fremantle leisure centre (administration)	160,250	(1,123,722)	21,000	(10,000)	181,250	(1,133,722)
100457	Operate Fremantle leisure centre aquatics	921,400	(995,730)	87,600	-	1,009,000	(995,730)
100459	Conduct seniors programs and activities	-	(104,811)	-	1,500	-	(103,311)
100461	Deliver Community Wellbeing Programs	-	(6,300)	2,000	(2,000)	2,000	(8,300)
100462	Support Community and Sporting Groups	-	(112,640)	9,000	(16,500)	9,000	(129,140)
100464	Support youth engagement and participation	-	(142,533)	-	(20,000)	-	(162,533)
100474	Operate volunteering program	34,836	(38,125)	2,240	(4,240)	37,076	(42,365)
100548	Operate community legal centre	16,650	(339,199)	18,000	-	34,650	(339,199)
100553	Provide Legal Aid - Family + Domestic Violence - Commonwealt	127,643	(116,893)	109,005	(91,954)	236,648	(208,847)
	Community Development	3,040,999	(4,970,850)	604,618	(186,769)	3,645,617	(5,157,619)
4400 Customer Experience and Learning							
100473	Operate the Meeting Place	21,900	(165,493)	5,000	25,000	26,900	(140,493)
100477	Provide customer support	-	(34,075)	-	(10,000)	-	(44,075)
100482	Operate Fremantle library	160,540	(1,372,457)	-	30,000	160,540	(1,342,457)
100483	Maintain history collection	-	(127,725)	-	(3,500)	-	(131,225)
100489	Service cruise ships	-	(8,000)	-	8,000	-	-
100740	Operate Curious Program	-	(42,950)	-	3,000	-	(39,950)
	Customer Experience and Learning	182,440	(1,750,700)	5,000	52,500	187,440	(1,698,200)
4500 Communications and Events							
100127	Monitor develop and promote the city website	-	-	-	(30,000)	-	(30,000)
100412	Coordinate external event enquiries and bookings	-	(84,200)	-	(20,000)	-	(104,200)
100424	Conduct NAIDOC week events	-	(6,600)	1,000	(1,000)	1,000	(7,600)
100558	Manage corporate communications	-	(35,000)	-	10,000	-	(25,000)
101129	Manage salary of Event Management Team	-	(384,985)	-	40,000	-	(344,985)
	Communications and Events	-	(510,785)	1,000	(1,000)	1,000	(511,785)
5200 Development Approvals							
100490	Building services	280,800	(2,500)	(40,000)	-	240,800	(2,500)
100500	Statutory Planning services	425,000	(125,800)	75,000	-	500,000	(125,800)
	Development Approvals	705,800	(128,300)	35,000	-	740,800	(128,300)
5300 Strategic Planning							
100531	Sustainability advice and projects	-	(45,600)	-	(850)	-	(46,450)
	Strategic Planning	-	(45,600)	-	(850)	-	(46,450)
5400 City Design and Projects							
101144	Manage salary of City Design and Projects Management	-	(392,476)	-	70,000	-	(322,476)
	City Design and Projects	-	(392,476)	-	70,000	-	(322,476)
6100 Infrastructure and Project Leadership							
100383	Lead infrastructure and project delivery directorate	-	(19,500)	16,666	(25,000)	16,666	(44,500)
	Infrastructure and Project Leadership	-	(19,500)	16,666	(25,000)	16,666	(44,500)
6200 Asset Management							
101147	Manage salary of Asset Management Team	-	(474,098)	-	30,000	-	(444,098)
	Asset Management	-	(474,098)	-	30,000	-	(444,098)
6300 Infrastructure Engineering							
100328	Maintain Road Drainage	-	(815,927)	-	5,436	-	(810,491)
100329	Maintain Swales & Sumps	-	(97,466)	-	443	-	(97,023)
100341	Maintain footpaths	-	(845,810)	-	18,714	-	(827,096)
100344	Maintain heavy vehicles - allocated	-	-	-	10,452	-	10,452
100364	Maintain roads	97,835	(537,010)	-	(52,599)	97,835	(589,609)
100390	Investigate traffic improvements & prepare eng plans	-	(81,500)	-	(17,000)	-	(98,500)
100622	Allocate Overheads - Construction and Maintenance	-	-	-	(1,899)	-	(1,899)
100628	Undertake Private Works - Engineering	-	-	50,000	(50,000)	50,000	(50,000)
100744	Maintain Commercial Carparks	-	(84,620)	-	3,478	-	(81,142)
100745	Maintain other carparks	-	(84,659)	-	2,738	-	(81,921)
100747	Maintain Road Furniture ((incl signs)	-	(239,978)	-	13,688	-	(226,290)
101151	Manage salary of Traffic and Engineering Design Team	-	(854,458)	-	59,999	-	(794,459)
	Infrastructure Engineering	97,835	(3,641,428)	50,000	(6,548)	147,835	(3,647,976)
6400 Facilities and Environment							
100241	Maintain Civic Administration Buildings	-	(282,399)	-	6,036	-	(276,363)
100242	Maintain City Works Depot buildings Knutsford Street	-	(160,658)	-	(93,978)	-	(254,636)
100250	Maintain other community buildings	-	(27,260)	-	(1,056)	-	(28,316)
100253	Maintain Fremantle Arts Centre	-	(166,020)	-	(2,111)	-	(168,131)
100256	Maintain J Shed studios Arthur Head Unit 1-4 Fleet Street Fr	-	(32,672)	-	(527)	-	(33,199)
100257	Maintain Fremantle Education Centre 1 Parry Street-community	-	(6,317)	-	(265)	-	(6,582)
100258	Maintain Fremantle Town Hall 8 William Street-community hall	-	(115,588)	-	(2,111)	-	(117,699)
100259	Maintain North Fremantle Hall - community halls	-	(32,812)	-	(527)	-	(33,339)
100261	Maintain Roundhouse cottages Arthur Head 9-12a Captains Lane	-	(61,490)	-	(27,130)	-	(88,620)
100263	Maintain Victoria Hall 179 High Street Fremantle - community	-	(10,892)	-	(527)	-	(11,419)
100264	Maintain Roundhouse Arthur Head	-	(10,293)	-	(789)	-	(11,082)
100272	Maintain Fremantle Boys School 92 Adelaide Street-Commercial	-	(26,532)	-	(265)	-	(26,797)
100273	Maintain health service buildings	-	(25,400)	-	(1,849)	-	(27,249)
100281	Maintain & operate public toilets	-	(626,963)	-	(20,494)	-	(647,457)
100283	Maintain Gilbert Fraser Reserve Buildings	-	(22,646)	-	(2,903)	-	(25,549)
100284	Maintain Fremantle Leisure Centre	-	(256,521)	-	(47,186)	-	(303,707)
100311	Clean CBD	-	(476,250)	-	(3,409)	-	(479,659)
100337	Clean city precinct	-	(704,937)	-	(44,989)	-	(749,926)
100338	Clean city wide	-	(431,535)	-	(30,881)	-	(462,416)

100361	Sweep suburbs and dispose of tailings	-	(152,258)	-	(22,000)	-	(174,258)
100375	Collect & dispose waste - commercial	700,000	(835,228)	(40,000)	62,061	660,000	(773,167)
100378	Collect & Disposal recycled waste - commercial (co-mingled)	-	(28,131)	-	(866)	-	(28,997)
100380	Collect waste - domestic	65,700	(1,459,405)	23,150	(30,351)	88,850	(1,489,756)
100382	Maintain waste collection bins	-	(35,776)	-	7,360	-	(28,416)
100386	Allocate Overheads - Facilities and Environment	-	(79,239)	-	79,239	-	-
100540	Maintain Moores Building 42-46 Henry Street Fremantle-Commun	-	(39,085)	-	(265)	-	(39,350)
100543	Maintain Fremantle Oval	-	(19,146)	-	(1,849)	-	(20,995)
100573	Collect & dispose illegally dumped waste	-	(30,019)	-	3,408	-	(26,611)
100574	Collect & Dispose - Public bins	-	(181,343)	-	(679)	-	(182,022)
100599	Operate recycling facility	167,000	(441,282)	(20,000)	32,332	147,000	(408,950)
100600	Remove graffiti	-	(208,635)	-	(11,420)	-	(220,055)
100606	Operate Depot	-	(49,245)	-	(26,000)	-	(75,245)
100621	Allocate Overheads - Waste Team	-	-	-	(70,001)	-	(70,001)
100637	Maintain Union Stores building	-	(9,622)	-	(265)	-	(9,887)
100691	Containers for Change	-	(2,656)	281,000	(419,742)	281,000	(422,398)
100727	Contingency - reactive necessary works – Facilities	-	(30,000)	-	(20,000)	-	(50,000)
100757	Maintain Walyalup Civic Centre	-	(91,174)	-	25,000	-	(66,174)
101004	Maintain Dick Lawrence Reserve Buildings	-	(23,004)	-	(265)	-	(23,269)
101010	Maintain Hilton Community Centre (PCYC)	-	(45,822)	-	(265)	-	(46,087)
101014	Maintain Naval Stores Buildings	-	(10,996)	-	(265)	-	(11,261)
101017	Maintain Other Misc. Leased buildings	-	(14,376)	-	(789)	-	(15,165)
101019	Maintain Signal Station	-	(8,189)	-	(1,056)	-	(9,245)
101021	Maintain Steven's Reserve Buildings	-	(8,442)	-	(265)	-	(8,707)
101022	Maintain Sullivan Hall Buildings	-	(19,965)	-	(265)	-	(20,230)
101023	Maintain The Meeting Place	-	(14,346)	-	(1,588)	-	(15,934)
101148	Manage salary of Facilities Management (Buildings)	-	(558,654)	-	(45,000)	-	(603,654)
	Facilities and Environment	932,700	(7,875,229)	244,150	(706,697)	1,176,850	(8,581,926)
6500 Parks and Landscapes							
100221	Maintain former South Fremantle Landfill Site	-	(26,500)		(25,000)	-	(51,500)
100314	Maintain natural areas	2,300	(611,206)	-	(26,755)	2,300	(637,961)
100315	Maintain other community land	-	(32,116)		(10,000)	-	(42,116)
100316	Maintain Medians, Verges And Street Gardens	-	(1,124,305)	-	(21,151)	-	(1,145,456)
100319	Maintain Trees - Recreation Reserves	-	(217,725)	-	3,061	-	(214,664)
100320	Maintain Soft Landscaping - Recreation Reserves	-	(1,571,632)	-	(26,123)	-	(1,597,755)
100321	Maintain Depot Landscape	-	(22,770)	-	574	-	(22,196)
100350	Maintain Sports Grounds	-	(803,456)	-	24,129	-	(779,327)
100351	Maintain Sports Infrastructure	-	(135,481)	-	2,781	-	(132,700)
100352	Maintain trees - road reserves and carparks	-	(722,934)	-	583	-	(722,351)
100357	Maintain Irrigation - Recreation Reserves	-	(461,323)	-	1,087	-	(460,236)
100360	Maintain Play Equipment	-	(180,915)	-	(54,453)	-	(235,368)
100620	Allocate Overheads - Parks Team	-	-	-	(1,802)	-	(1,802)
100624	Maintain Hard Landscaping	-	(257,378)	-	79	-	(257,299)
100666	Maintain Skateparks	-	(20,000)	-	10,000	-	(10,000)
100748	Maintain Park Infrastructure	-	(206,483)	-	233	-	(206,250)
100913	Maintain Landscape - Leighton Precinct SAR	-	(67,755)	45,000	(22,245)	45,000	(90,000)
	Parks and Landscapes	2,300	(6,461,979)	45,000	(145,002)	47,300	(6,606,981)
7100 People and Culture Leadership							
100526	Monitor human resource management processes	-	(11,800)	-	(15,000)	-	(26,800)
	People and Culture Leadership	-	(11,800)	-	(15,000)	-	(26,800)
	Total: Operating - Base	64,035,076	(96,746,009)	3,245,968	(2,222,796)	67,281,044	(98,968,705)

1130 Operating-Project

3400 Economic Development and Marketing							
200494	P-11973 Deliver - Entrepreneurs Program - Expert in Residenc	-	-	90,560	(90,560)	90,560	(90,560)
200794	P-12044 Deliver - Promote Fremantle Video	-	-	5,000	(10,000)	5,000	(10,000)
	Economic Development and Marketing	-	-	95,560	(100,560)	95,560	(100,560)
4100 Community Development Leadership							
200159	P-10186 Plan - Community Facilities Plan	-	-	-	(30,000)	-	(30,000)
	Community Development Leadership	-	-	-	(30,000)	-	(30,000)
4200 Arts and Culture							
200488	P-11729 Program-Reveal Aboriginal Artist 2020	180,047	(180,047)	(5,620)	5,620	174,427	(174,427)
200789	P-11945 Program-Reveal Aboriginal Artist 2021	250,000	(250,000)	70,000	(70,000)	320,000	(320,000)
	Arts and Culture	430,047	(430,047)	64,380	(64,380)	494,427	(494,427)
4300 Community Development							
200484	P-11698 Plan-AIP Consultation and Review	4,909	(4,909)	318	(318)	5,227	(5,227)
200490	P-11955 Software - Legal Centre	-	-	20,000	(20,000)	20,000	(20,000)
200493	MP - Age Friendly Communities -Together Again Cafe Project	-	-	15,000	(15,000)	15,000	(15,000)
	Community Development	4,909	(4,909)	35,318	(35,318)	40,227	(40,227)
4400 Customer Experience and Learning							
200491	P-11954 Event - Building Digital Skills	-	-	2,500	(17,000)	2,500	(17,000)
200492	MP Event - Perinatal + Infant Mental Health	-	-	805	(805)	805	(805)
	Customer Experience and Learning	-	-	3,305	(17,805)	3,305	(17,805)
4500 Communications and Events							
200790	P-11948 Event - WAFL Grand Final	-	-	27,583	(34,000)	27,583	(34,000)
	Communications and Events	-	-	27,583	(34,000)	27,583	(34,000)
5300 Strategic Planning							
200495	P-12046 Plan - South Beach Heritage	-	-	20,000	(20,000)	20,000	(20,000)
	Strategic Planning	-	-	20,000	(20,000)	20,000	(20,000)

5400 City Design and Projects							
200132	P-10300 Plan-Fremantle Oval Precinct	-	-	50,000	(50,000)	50,000	(50,000)
	City Design and Projects	-	-	50,000	(50,000)	50,000	(50,000)
6300 Infrastructure Engineering							
200150	P-11980 Design and construct - Western Power Streetlight LED	-	-	120,000	(120,000)	120,000	(120,000)
200796	P-11718 Design and construct Stirling Highway crossing	-	-	29,216	(29,216)	29,216	(29,216)
	Infrastructure Engineering	-	-	149,216	(149,216)	149,216	(149,216)
6400 Facilities and Environment							
200786	P-11886-Design and Construct -Depot -Site Preparation	46,307	(46,307)	(44,394)	44,394	1,913	(1,913)
200791	P-11963 Better Bins Plus - Go FOGO	-	-	168,825	(168,825)	168,825	(168,825)
	Facilities and Environment	46,307	(46,307)	124,431	(124,431)	170,738	(170,738)
6500 Parks and Landscapes							
200466	P-11708 Plan-Coastal monitoring	-	-	30,817	(37,500)	30,817	(37,500)
200782	P-11867 Design - Booyembara Park - Mountain Bike Trail	5,930	(5,930)	(4,091)	4,091	1,839	(1,839)
200793	P-11970 Program - Northbank Foreshore Stabilisation (Stage 2	-	-	28,404	(28,404)	28,404	(28,404)
	Parks and Landscapes	5,930	(5,930)	55,130	(61,813)	61,060	(67,743)
7100 People and Culture Leadership							
200245	P-11655 Plan-Kings Square change management	-	-	-	(20,000)	-	(20,000)
	People and Culture Leadership	-	-	-	(20,000)	-	(20,000)
	Total:Operating-Project	**487,193**	**(487,193)**	**624,923**	**(707,523)**	**1,112,116**	**(1,194,716)**

2110 Capital - New

3400 Economic Development and Marketing							
300112	P-11829 Design and construct-Kings Square Commercial tenancy	899,194	(899,194)	(500,000)	500,000	399,194	(399,194)
	Economic Development and Marketing	899,194	(899,194)	(500,000)	500,000	399,194	(399,194)
4200 Arts and Culture							
300187	P-11933 Purchase - Arts Centre - Kiln	-	-	-	(20,000)	-	(20,000)
	Arts and Culture	-	-	-	(20,000)	-	(20,000)
4400 Customer Experience and Learning							
300105	P-11826 Install-Buster Storage	5,000	(5,000)	5,000	(5,000)	10,000	(10,000)
300175	P-11907 Purchase - Library stock	-	-	-	(52,500)	-	(52,500)
	Customer Experience and Learning	5,000	(5,000)	5,000	(57,500)	10,000	(62,500)
5300 Strategic Planning							
300199	P-11974 Contribution - Knutsford St Precinct Infrastructure	-	-	-	(114,775)	-	(114,775)
	Strategic Planning	-	-	-	(114,775)	-	(114,775)
5400 City Design and Projects							
300049	P-10294 - Design and construct-Public Realm	8,829	(8,829)	1,677	(1,677)	10,506	(10,506)
300162	P-11878 -Design and construct- Kings Square - Windows to the	145,824	(145,824)	(1,200)	1,200	144,624	(144,624)
	City Design and Projects	154,653	(154,653)	477	(477)	155,130	(155,130)
6200 Asset Management							
300182	P-11958 Install - Fremantle Park - Book a Court	-	-	9,743	(9,743)	9,743	(9,743)
	Asset Management	-	-	9,743	(9,743)	9,743	(9,743)
6300 Infrastructure Engineering							
300003	P-11718 Design and construct - Stirling Highway crossing	108,200	(108,200)	(77,570)	77,570	30,630	(30,630)
300171	P-11932 Design and construct - Queen Street - Pedestrian Cro	-	-	17,000	(24,000)	17,000	(24,000)
300173	P-11910 - Design and construct - Bike Projects	-	-	63,000	(63,000)	63,000	(63,000)
300184	P-11961 Design and construct - Bracks Street - Parking	-	-	-	(29,430)	-	(29,430)
300191	P-11966 Design and Construct - Montreal St - Traffic Calming	-	-	-	(10,000)	-	(10,000)
300200	P-11976 - Install - Kellow Place - Solar Lighting	-	-	-	(5,000)	-	(5,000)
300201	P-11977 - Design and construct - CBS Crossing	-	-	28,000	(28,000)	28,000	(28,000)
	Infrastructure Engineering	108,200	(108,200)	30,430	(81,860)	138,630	(190,060)
6400 Facilities and Environment							
300160	P11884 -Design and Construct -Recycle Shop	6,000	(6,000)	(120)	(7,880)	5,880	(13,880)
300161	P-11883 Design and construct - Container Deposit Setup	62,261	(62,261)	(1,500)	(8,500)	60,761	(70,761)
	Facilities and Environment	68,261	(68,261)	(1,620)	(16,380)	66,641	(84,641)
6500 Parks and Landscapes							
300051	P-11680 Design and construct-Kings Square Playspace	413,403	(671,403)	(16)	16	413,385	(671,385)
300065	P-10295 Design and construct-Kings Square Public Realm Newma	1,498,029	(1,498,029)	10,330	(10,330)	1,508,359	(1,508,359)
300110	P-11823 Design and construct-Port Beach coastal adaptation	29,564	(29,564)	3,269,434	(3,275,484)	3,296,998	(3,305,048)
300157	P-11882 Design and construct - Fremantle Golf Course	6,410,055	(6,410,055)	238,566	(236,566)	6,648,621	(6,648,621)
300163	P-11879 Design and construct -Rockwall Port Beach	65,294	(65,294)	6,556	(6,556)	71,850	(71,850)
300197	P-10412 Design and construct - Booyembara Park Masterplan	-	-	404,075	(404,075)	404,075	(404,075)
300271	P11983 - Design and Construct - Leighton Beach Access	-	-	50,000	(50,000)	50,000	(50,000)
	Parks and Landscapes	8,416,345	(8,674,345)	3,978,943	(3,984,993)	12,395,288	(12,659,338)

	Total:Capital - New	**9,651,653**	**(6,029,653)**	**3,522,973**	**(3,795,726)**	**13,174,626**	**(9,825,379)**
	2130 Capital - Renewal						
	6200 Asset Management						
300000	P-10297 Construct-Wellyalup Civic Centre and Library (KS)	14,000,000	(14,000,000)	5,245,890	(5,245,890)	19,245,890	(19,245,890)
300086	P-11814 Building development - Consultants Council Administr	291,321	(291,321)	(71,644)	71,644	219,677	(219,677)
300087	P-11598 Building development - Project Management fees - (Ki	210,569	(210,569)	(35,603)	35,603	174,966	(174,966)
300116	P-11836 Design and construct-Signal Station	50,000	(50,000)	7,560	(7,560)	57,560	(57,560)
300119	P-11842 Design and construct-Westgate Mall courtyard	34,703	(34,703)	2,077	(2,077)	36,780	(36,780)
300121	P-11843 Design and construct - Markets Building Services	222,600	(222,600)	42,615	(42,615)	265,215	(265,215)
300123	P-11670 Design and construct-Leisure Centre Pool Roof	19,535	(19,535)	399,893	(938,065)	419,428	(957,600)
300154	P-11876 Restoration - Netball Club	-	-	-	(13,085)	-	(13,085)
300167	P-11944 Design and construct - Notre Dame - Façade	-	(25,000)	-	13,085	-	(11,915)
300170	Program - Infrastructure Recovery	-	(465,000)	-	461,391	-	(3,609)
300181	P-11957 Restoration - Hazel Orm	-	-	33,623	(33,623)	33,623	(33,623)
300188	P11964 - Purchase - Leisure Centre - Leak Monitoring	-	-	-	(20,000)	-	(20,000)
300189	P-11965 Purchase - Leisure Centre - Disinfectant System	-	-	-	(50,000)	-	(50,000)
300190	P-11981 Design and Construct – Men's Shed - Wall	-	-	-	(100,000)	-	(100,000)
300193	P-11968 Purchase - Leisure Centre - Pool blankets	-	-	-	(94,000)	-	(94,000)
300203	P-11982 Design and construct - Arts Centre - Sewer	-	-	-	(70,000)	-	(70,000)
	Asset Management	14,828,728	(15,318,728)	5,624,411	(6,035,192)	20,453,139	(21,353,920)
	6300 Infrastructure Engineering						
300114	P-11840 Design and construct-Port Beach carpark	-	-	-	(10,000)	-	(10,000)
300132	P-11851 Resurface MRRG-Ord St	179,191	(179,191)	(144,056)	114,301	35,135	(64,890)
300133	P-11852 Resurface MRRG-Parry St	40,622	(40,622)	15,085	(15,085)	55,707	(55,707)
300135	P-11854 Resurface MRRG-South Tce	307,067	(307,067)	(204,721)	204,721	102,346	(102,346)
300139	P-11856 Program - Resurface R2R – Peel Rd	4,533	(4,533)	(4,533)	4,533	-	-
300140	P-11857 Resurface R2R-South Tce	61,215	(61,215)	(61,215)	61,215	-	-
300141	P-11328 Purchase-Plant and Equipment	-	-	4,261	(20,617)	4,261	(20,617)
300145	P-11863 Sale-Waste Trucks	-	-	20,000	(20,000)	20,000	(20,000)
300164	P-11940 Design and construct - Depot -Slab	17,500	(17,500)	(3,332)	3,332	14,168	(14,168)
300174	P-11952 - Design and construct – Hampton Road – Drainage	-	-	-	(70,000)	-	(70,000)
300176	P-11949 - Resurface R2R - Bannister Street	-	-	65,413	(75,413)	65,413	(75,413)
300177	P-11950 - Resurface R2R - Edmund Street	-	-	22,310	(25,000)	22,310	(25,000)
300178	P-11951 - Resurface R2R - Ferres Street	-	-	44,807	(44,807)	44,807	(44,807)
300179	P-11922 - Resurface R2R - Jones Street	-	-	41,244	(41,244)	41,244	(41,244)
300180	P-11906 - Resurface R2R - Stevens Street	-	-	35,000	(35,000)	35,000	(35,000)
300204	P-12055 - Resurface R2R - Coode Street	-	-	26,000	(31,000)	26,000	(31,000)
300205	P-12056 - Resurface R2R - Pamment Street	-	-	22,311	(27,582)	22,311	(27,582)
	Infrastructure Engineering	610,128	(610,128)	(121,426)	(27,646)	488,702	(637,774)
	6500 Parks and Landscapes						
300144	P-11859 Program-Parks-Irrigation	43,000	(43,000)	-	12,940	43,000	(30,060)
300172	P-11911 Design and construct - Leighton Beach - Shelters	-	-	57,569	(57,569)	57,569	(57,569)
300186	P-11904 Design and construct - Gilbert Fraser - Lighting	-	-	260,000	(282,940)	260,000	(282,940)
300198	P-11819 Design and construct - Dick Lawrence - Playspace	-	-	180,000	(180,000)	180,000	(180,000)
300202	P-11978 Purchase - Proclamation Tree Plaque	-	-	-	(8,000)	-	(8,000)
	Parks and Landscapes	43,000	(43,000)	497,569	(515,569)	540,569	(558,569)
	Total:Capital - Renewal	**15,481,856**	**(15,971,856)**	**6,000,554**	**(6,578,407)**	**21,482,410**	**(22,550,263)**
	Change of Surplus from 2020/21 FY						
	Total:	**89,655,778**	**(92,114,787)**	**13,394,418**	**(13,394,418)**	**103,050,196**	**(79,509,139)**

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2021

OPERATING ACTIVITIES
NOTE 8
RECEIVABLES

Rates Receivable	30 June 2020	30 Jun 21
	$	$
Opening Arrears Previous Years	510,737	972,403
Levied this year		
Rates	46,965,336	48,407,177
ESL	9,021,982	8,687,798
Other	82,367	87,358
Less Collections to date	(55,606,019)	(56,484,126)
Equals Current Outstanding	**972,403**	**1,470,308**
Net Rates Collectable	**972,403**	**1,470,308**
% Collected	98.28%	97.46%

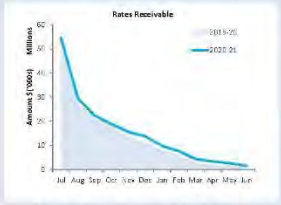
Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Percentage	**33%**	**2%**	**11%**	**55%**	
Receivables - General	15,180	5,983	7,250	43,658	72,071
CRO Marketing & Economic Development	4,208	770	0	0	4,978
Community Development	8,680	80	0	357	9,117
Commercial Properties	93,072	(8,271)	26,254	219,286	330,370
Commercial Waste	57,871	15,652	3,043	10,869	87,234
Corporate Services	59,893	0	48,690	20,052	128,635
Fremantle Arts Centre	11,847	211	5,353	68	17,479
Fremantle Leisure Centre	7,139	2,182	540	833	10,694
Hall/Reserve Hire	0	0	0	16	16
Insurance Workers Compensation	0	0	78	0	78
Miscellaneous Debtor	(8,788)	(3)	0	627	(8,918)
Parking	0	0	0	4,096	4,096
Samson Recreation Centre	11,909	604	0	(2,744)	9,769
Technical Services	27,897	(3,573)	792	181,339	206,458
					0
	288,718	**13,698**	**91,999**	**477,761**	**872,176**
Less Provision for Doubtful Debt	79,031				79,031
					951,207
Balance per Trial Balance					
Sundry debtors	951,207				951,207
GST receivable	599,624				599,624
Loans receivable - clubs/institutions	0				0
Total Receivables General Outstanding					**1,550,831**
Amounts shown above include GST (where applicable)					

KEY INFORMATION

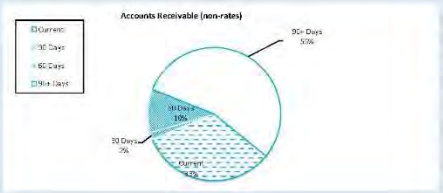
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



Collected	Rates Due
97.46%	$1,470,308



Debtors Due
$1,550,831
Over 30 Days
66.90%
Over 90 Days
54.78%

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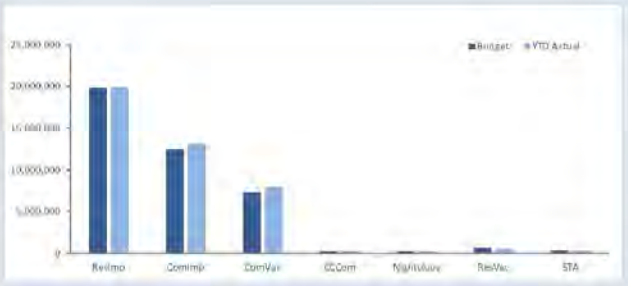
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2021

OPERATING ACTIVITIES
NOTE 9
RATE REVENUE

General Rate Revenue		Amended Budget						YTD Actual			
	Rate in	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE	$		$	$	$	$	$	$	$	$	$
Differential General Rate											
Residential Improved	0.081939	9,547	239,565,272	19,629,690	200,000		19,829,690	19,642,984	216,335		19,859,319
Commercial & Industrial General	0.087061	1,442	142,544,206	12,410,034			12,410,034	12,410,034	635,880		13,045,914
City Centre Commercial	0.094840	378	77,273,458	7,328,613			7,328,613	7,328,613	611,377		7,939,990
Nightclubs	0.112295	9	1,848,815	207,613			207,613	207,613	0		207,613
Residential Short Term Accommodation	0.091503	115	2,604,150	245,607			245,607	245,607	2,788		248,395
Vacant Residential Land	0.120632	151	4,897,860	590,838			590,838	592,647	(63,134)		529,513
Vacant Commercial & Industrial	0.157568	50	2,214,450	348,926			348,926	348,926	(1,049)		347,877
	Minimum $										
Residential Improved	1344	4,111	58,617,073	5,525,184			5,525,184	5,531,904			5,531,904
Commercial & Industrial General	1344	325	3,518,061	436,800			436,800	436,800			436,800
City Centre Commercial	1344	54	520,779	72,576			72,576	72,576			72,576
Nightclubs	1344	0	0	0			0	0			0
Residential Short Term Accommodation	1344	45	568,724	60,480			60,480	60,480			60,480
Vacant Residential Land	1302	144	1,085,005	187,488			187,488	188,790			188,790
Vacant Commercial & Industrial	1344	5	32,020	6,720			6,720	6,720			6,720
Sub-Totals		**16,370**	**535,369,873**	**47,050,569**	**200,000**	**0**	**47,250,569**	**47,073,694**	**1,402,197**	**0**	**48,475,891**
Discount							0				
Concession							(199,430)	(237,953)			(237,953)
Amount from General Rates							**47,051,139**				**48,237,938**
Ex-Gratia Rates							0	0			-
Total General Rates							**47,051,139**				**48,237,938**
Specified Area Rates											
CBD Security Levy							106,383	113,988			113,988
Leighton Maintenance							52,046	55,251			55,251
Total Specified Area Rates			**0**	**0**			**158,429**	**169,239**	**0**	**0**	**169,239**
Totals							**47,209,568**				**48,407,177**

SIGNIFICANT ACCOUNTING POLICIES
Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

KEY INFORMATION



General Rates		
Budget	**YTD Actual**	**%**
$47.05 M	**$48.24 M**	**103%**

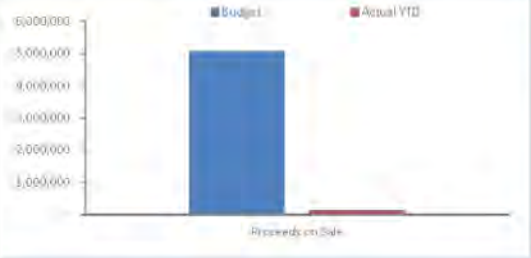


MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

DISPOSAL OF ASSETS
NOTE 10

Asset Description	Amended Budget Net Book Value	Amended Budget Proceeds	Amended Budget Profit	Amended Budget (Loss)	YTD Actual Net Book Value	YTD Actual Proceeds	YTD Actual Profit	YTD Actual (Loss)
	$	$	$	$	$	$	$	$
Property, Plant and Equipment								
Land - Freehold Land								
Project 10458 - Disposal of 7 Quarry St, Fremantle	2,650,000	2,718,000	68,000	-	-	-	-	-
Project 11052 - 9 to 15 Quarry St, Fremantle	1,593,000	2,250,000	657,000	-	-	-	-	-
Plant and Equipment								
Project 11847 - Purchase/Sale Road Sweeper	143,265	80,000	-	(63,265)	144,979	100,311	-	(44,667)
Project 11863 - Sale Waste Trucks	-	20,000	20,000	-	-	15,679	15,679	-
Community Buildings								
Demolition of Public Golf Course Clubhouse	-	-	-	-	358,967	-	-	(358,967)
	4,386,265	5,068,000	745,000	(63,265)	503,946	115,990	15,679	(403,635)

KEY INFORMATION



Proceeds on Sale		
Budget	YTD Actual	%
$5,068,000	$115,990	2%

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 JUNE 2021

INFORMATION

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 7th April 2018
Prepared by: Manager of Finance and Administration
Reviewed by: Director of Corporate Services

BASIS OF PREPARATION

REPORT PURPOSE
This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34 . Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING
This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Material accounting policies which have been adopted in the preparation of this statement are presented below and have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY
All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 12.

SIGNIFICANT ACCOUNTING POLICES

GOODS AND SERVICES TAX
Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

ROUNDING OFF FIGURES
All figures shown in this statement are rounded to the nearest dollar.

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 30 JUNE 2021

STATUTORY REPORTING PROGRAMS

City operations as disclosed in these financial statements encompass the following service orientated activities/programs.

PROGRAM NAME	OBJECTIVE	ACTIVITIES
GOVERNANCE	To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
GENERAL PURPOSE FUNDING	To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
LAW, ORDER, PUBLIC SAFETY	To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
HEALTH EDUCATION AND WELFARE	To provide an operational framework To provide services to disadvantaged persons, the elderly, children and youth.	Inspection of food outlets and their control, provision of Maintenance of child minding centre, playgroup centre, senior citizen centre and aged care centre. Provision and maintenance of home and community care programs and youth services.
HOUSING	To provide and maintain elderly residents housing.	Provision and maintenance of elderly residents housing.
COMMUNITY AMENITIES	To provide services required by the community.	Rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment and administration of town planning schemes, cemetery and public conveniences.
RECREATION AND CULTURE	To establish and effectively manage infrastructure and resource which will help the social well being of the community.	Maintenance of public halls, civic centres, aquatic centre, beaches, recreation centres and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library, museum and other cultural facilities.
TRANSPORT ECONOMIC SERVICES	To provide safe, effective and To help promote the City and its economic wellbeing.	Construction and maintenance of roads, streets, footpaths, Tourism and area promotion including the maintenance and operation of a caravan park. Provision of rural services including weed control, vermin control and standpipes. Building Control.
OTHER PROPERTY AND SERVICES	To monitor and control City overheads operating accounts.	Private works operation, plant repair and operation costs and engineering operation costs.

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 30 JUNE 2021

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES
All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

PROFIT ON ASSET DISPOSAL
Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

FEES AND CHARGEES
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES
Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995, Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2021

INFORMATION
NET CURRENT ASSETS

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION
In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

EMPLOYEE BENEFITS
The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:
(i) Wages, Salaries, Annual Leave and Long Service Leave *(Short-term Benefits)*
The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the City has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the City expects to pay and includes related on-costs.
(ii) Annual Leave and Long Service Leave (Long-term Benefits)
The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where the City does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

PROVISIONS
Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events, it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

INVENTORIES
Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

C2107-3 STATEMENT OF INVESTMENTS – JUNE 2021

ATTACHMENT: Investment Report – 30 June 2021

City of Fremantle

Concise Investment Report

Cash and Simple Interest

All Books for Selected Entity

Period Ended 30 June 2021

Contents

1. Portfolio As At 30 June 2021
2. Portfolio Credit Framework As At 30 June 2021
3. Portfolio Credit Framework Limits As At 30 June 2021
4. Counterparty Credit Framework As At 30 June 2021
5. Issuer Trading Limits As At 30 June 2021
6. Portfolio by Term to Maturity As At 30 June 2021
7. Portfolio Summary by Fossil Fuel Lending ADIs As At 30 June 2021
8. Performance Statistics For Period Ending 30 June 2021
9. Interest and Distribution Income For 1 June 2021 to 30 June 2021
10. Transactions For Period 1 June 2021 to 30 June 2021

City of Fremantle

Concise Investment Report Pack 50
City of Fremantle
1 June 2021 to 30 June 2021

1. Portfolio As At 30 June 2021

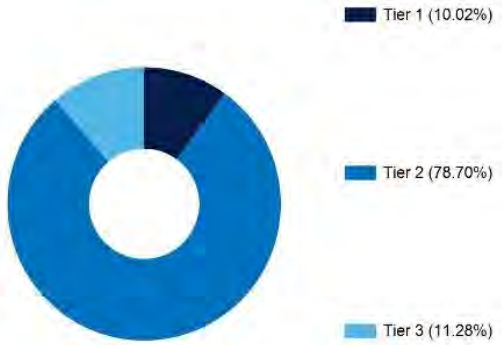
Latest Deal Code	Latest Deal Settlement Date	Issuer	WAL / Interim Maturity Date	Term (Days)	Coupon Rate/Latest Yield	Coupon Frequency	Issuer Rating Short Term	Issuer Rating Long Term	% Total Face Value	Original Face Value Notional	Accrued Interest Notional	Market Value Notional
City of Fremantle - Municipal												
At Call Deposit												
LC109231	30 Jun 2021	National Australia Bank Ltd	1 Jul 2021	1,219	0.60	Nil	Fitch ST F1*	Fitch A+	19.46%	7,760,573.70	0.00	7,760,573.70
LC109230	30 Jun 2021	Macquarie Bank	1 Jul 2021	315	0.45	Nil	Moodys ST P-1*	Moodys A2	10.10%	4,028,891.14	0.00	4,028,891.14
LC94818	30 Jun 2020	AMP Bank Ltd	1 Jul 2021	1,462	0.55	Nil	S&P ST A2	S&P BBB	0.00%	32.68	0.00	32.68
At Call Deposit Subtotal									29.54%	11,789,497.52	0.00	11,789,497.52
Term Deposit												
LC99204	10 Dec 2020	Members Equity Bank Ltd	8 Jul 2021	210	0.50	Maturity	Moodys ST P-2*	Moodys A3	5.01%	2,000,000.00	5,534.24	2,005,534.24
LC108337	21 Jun 2021	National Australia Bank Ltd	21 Sep 2021	92	0.27	Maturity	Fitch ST F1*	Fitch A+	7.52%	3,000,000.00	199.74	3,000,199.74
LC108365	22 Jun 2021	Commonwealth Bank of Australia Ltd	28 Sep 2021	98	0.34	Maturity	S&P ST A1+	S&P AA-	10.02%	4,000,000.00	298.08	4,000,298.08
LC105411	13 Apr 2021	Suncorp Bank	11 Oct 2021	181	0.30	Maturity	S&P ST A1	S&P A+	7.52%	3,000,000.00	1,923.30	3,001,923.30
LC105858	23 Apr 2021	Suncorp Bank	19 Nov 2021	210	0.32	Maturity	S&P ST A1	S&P A+	10.02%	4,000,000.00	2,384.64	4,002,384.64
LC103282	3 Mar 2021	Bank of Queensland Ltd	29 Nov 2021	271	0.40	Maturity	Moodys ST P-2	Moodys A3	7.52%	3,000,000.00	3,912.33	3,003,912.33
LC103547	9 Mar 2021	Bendigo & Adelaide Bank Ltd	3 Dec 2021	269	0.35	Maturity	Moodys ST P-2	Moodys A3	10.02%	4,000,000.00	4,334.24	4,004,334.24
LC100565	18 Jan 2021	AMP Bank Ltd	17 Dec 2021	333	0.75	Maturity	S&P ST A2	S&P BBB	1.25%	500,000.00	1,674.66	501,674.66
LC101636	29 Jan 2021	AMP Bank Ltd	28 Jan 2022	364	0.75	Maturity	S&P ST A2	S&P BBB	2.51%	1,000,000.00	3,123.29	1,003,123.29
LC104830	19 Mar 2021	Beyond Bank Australia Ltd	19 Mar 2022	365	0.80	Maturity	S&P ST A2	S&P BBB	7.52%	3,000,000.00	5,079.45	3,005,079.45
Term Deposit Subtotal									68.91%	27,500,000.00	28,463.97	27,528,463.97
City of Fremantle - Municipal Subtotal					0.32				98.46%	39,289,497.52	28,463.97	39,317,961.49
City of Fremantle - Trust												
At Call Deposit												
LC109229	30 Jun 2021	National Australia Bank Ltd	1 Jul 2021	912	0.00	Nil	Fitch ST F1*	Fitch A+	1.55%	618,944.00	0.00	618,944.00
At Call Deposit Subtotal									1.55%	618,944.00	0.00	618,944.00
City of Fremantle - Trust Subtotal					0.00				1.55%	618,944.00	0.00	618,944.00
Report Total									100.00%	39,908,441.52	28,463.97	39,936,905.49

Notes:
1. Coupon Rate is the full coupon rate at the next coupon date if that next coupon exists.
2. The values shown as subtotals and total of the coupon rate column are weighted average running yields
3. An asterisk in the Issuer Rating Short Term columnn indicates that the security's rating differs from the issuer's short term rating. Refer to Laminar for further information.

2. Portfolio Credit Framework As At 30 June 2021

Credit Quality	Issuer/Security Rating Group	Face Value	% Total Value
Tier 1			
	AA+ to AA-	4,000,000.00	10.02%
	Tier 1	4,000,000.00	10.02%
Tier 2			
	A+ to A-	19,000,000.00	47.61%
	A1	12,408,408.84	31.09%
	A2	32.68	0.00%
	Tier 2	31,408,441.52	78.70%
Tier 3			
	BBB+ to BBB-	4,500,000.00	11.28%
	Tier 3	4,500,000.00	11.28%
	Portfolio Total	39,908,441.52	100.00%

Face Value by Portfolio Credit Framework



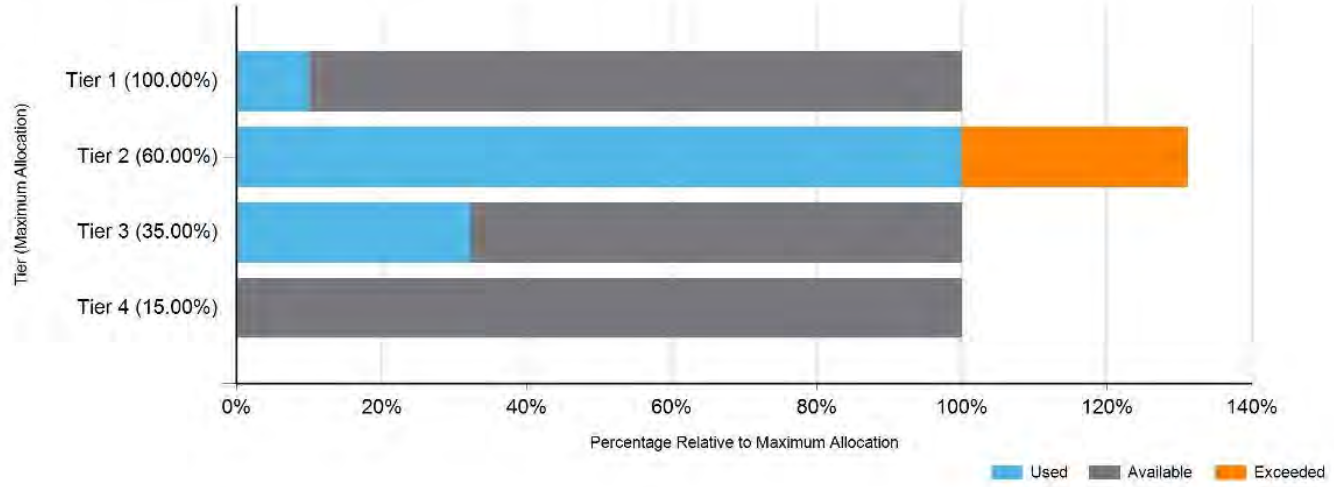
	Limits		
	Credit Rating Group	Maximum Allocation Face Value	Maximum Allocation %
Tier 1	AAA to AA- to A1+	39,908,441.52	100%
Tier 2	A1 to A-	23,945,064.91	60%
Tier 3	BBB+ to BBB-	13,967,954.53	35%
Tier 4	Unrated (Authorised)	5,986,266.23	15%

3. Portfolio Credit Framework Limits As At 30 June 2021

Tier	Allocation	Allocation %	Maximum Allocation %	% Used of Maximum Allocation	% Available of Maximum Allocation	% Exceeded of Maximum Allocation
Tier 1	4,000,000.00	10.02%	100.00%	10.02%	89.98%	0.00%
Tier 2	31,408,441.52	78.70%	60.00%	100.00%	0.00%	31.17%
Tier 3	4,500,000.00	11.28%	35.00%	32.23%	67.77%	0.00%
Tier 4	0.00	0.00%	15.00%	0.00%	100.00%	0.00%
	39,908,441.52					

Values used in the above calculations exclude interest for term deposits and other simple intereest securities.

Portfolio Credit Framework Amounts Relative to Maximum Allocations

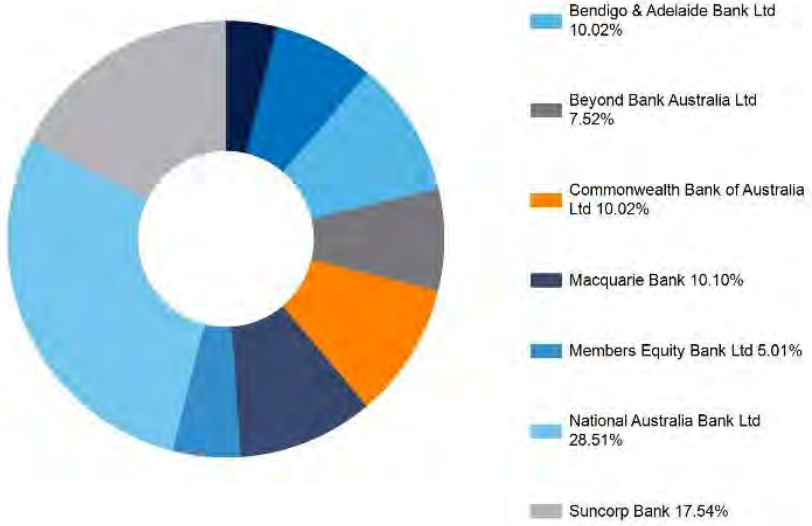


4. Counterparty Credit Framework As At 30 June 2021

Issuer	Rating Group	Face Value	% Total Value
AMP Bank Ltd	A2, BBB+ to BBB-	1,500,032.68	3.76%
Bank of Queensland Ltd	A+ to A-	3,000,000.00	7.52%
Bendigo & Adelaide Bank Ltd	A+ to A-	4,000,000.00	10.02%
Beyond Bank Australia Ltd	BBB+ to BBB-	3,000,000.00	7.52%
Commonwealth Bank of Australia Ltd	AA+ to AA-	4,000,000.00	10.02%
Macquarie Bank	A1	4,028,891.14	10.10%
Members Equity Bank Ltd	A+ to A-	2,000,000.00	5.01%
National Australia Bank Ltd	A+ to A-, A1	11,379,517.70	28.51%
Suncorp Bank	A+ to A-	7,000,000.00	17.54%
Portfolio Total		39,908,441.52	100.00%

Notes
1. An issuer may have multiple rating groups if they are associated with, as an example, holdings in both an At Call Deposits (short term rating) and a term deposit (long term rating) security.

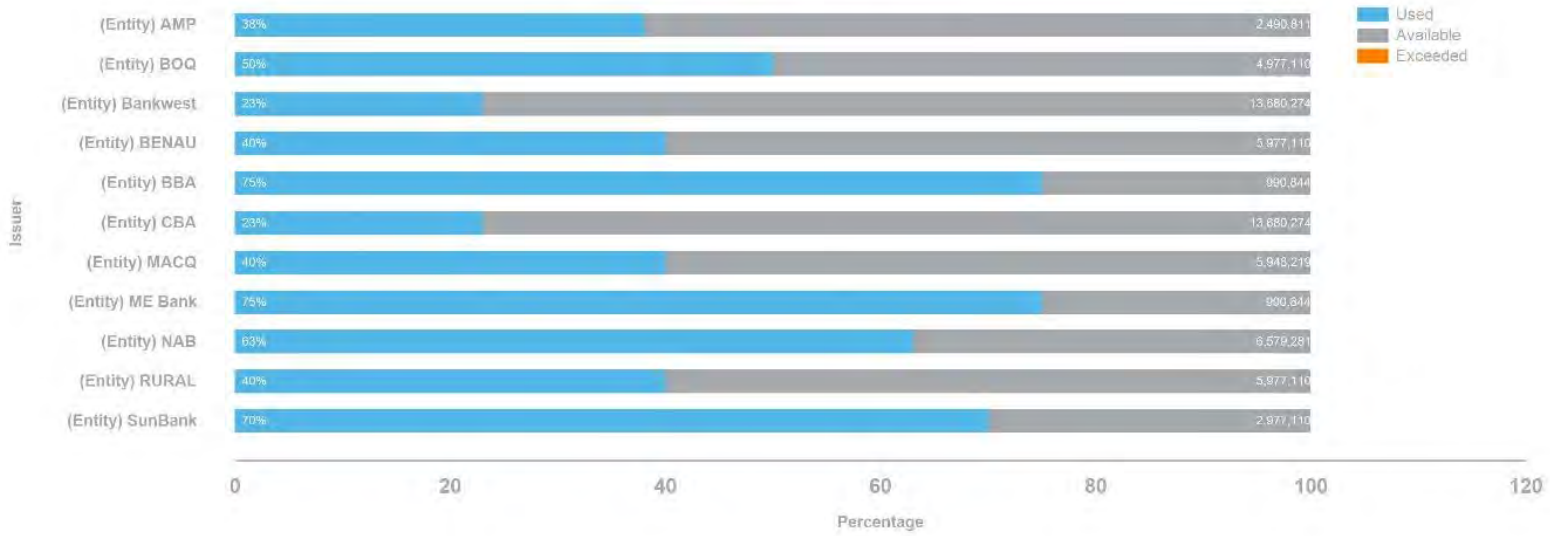
Face Value by Issuer



5. Issuer Trading Limits As At 30 June 2021

Issuer	Issuer Parent	Already Traded (with Issuer Group) Face Value Notional	Limit For Book or Trading Entity	Tier (Long Term Rating)	Trading Limit	Trading Limit Type	Trading Limit Used (%)	Trading Limit Available (%)	Trading Limit Available (Value)	Trading Limit Exceeded (%)	Trading Limit Exceeded ($)
AMP Bank Ltd		1,500,032.68	Entity	Tier 3	10.00	% of 39,908,441.52	38	62	2,490,811	0	0
Bank of Queensland Ltd		5,000,000.00	Entity	Tier 2	25.00	% of 39,908,441.52	50	50	4,977,110	0	0
BankWest Ltd	Commonwealth Bank of Australia Ltd	4,000,000.00	Entity	Tier 1	45.00	% of 39,289,497.52	23	77	13,680,274	0	0
Bendigo & Adelaide Bank Ltd		4,000,000.00	Entity	Tier 2	25.00	% of 39,908,441.52	40	60	5,977,110	0	0
Beyond Bank Australia Ltd		3,000,000.00	Entity	Tier 3	10.00	% of 39,908,441.52	75	25	990,844	0	0
Commonwealth Bank of Australia Ltd		4,000,000.00	Entity	Tier 1	45.00	% of 39,289,497.52	23	77	13,680,274	0	0
Macquarie Bank		4,028,891.14	Entity	Tier 2	25.00	% of 39,908,441.52	40	60	5,948,219	0	0
Members Equity Bank Ltd	Bank of Queensland Ltd	3,000,000.00	Entity	Tier 2	10.00	% of 39,908,441.52	75	25	990,844	0	0
National Australia Bank Ltd		11,379,517.70	Entity	Tier 2	45.00	% of 39,908,441.52	63	37	6,579,281	0	0
Rural Bank Ltd	Bendigo & Adelaide Bank Ltd	4,000,000.00	Entity	Tier 2	25.00	% of 39,908,441.52	40	60	5,977,110	0	0
Suncorp Bank		7,000,000.00	Entity	Tier 2	25.00	% of 39,908,441.52	70	30	2,977,110	0	0
		50,908,441.52							64,268,987		0
	(Excluding Parent Group Duplicates)	39,908,441.52									

Issuer Trading Limits (Entity Wide Limits Only)

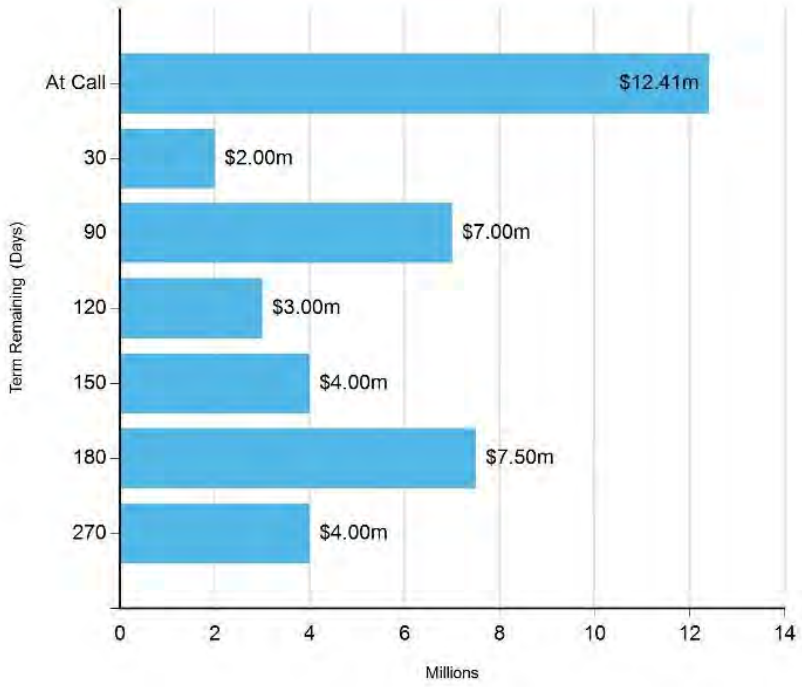


6. Portfolio by Term to Maturity As At 30 June 2021

Term Remaining (Days)	Face Value	% Total Value
At Call	12,408,441.52	31.09%
30	2,000,000.00	5.01%
90	7,000,000.00	17.54%
120	3,000,000.00	7.52%
150	4,000,000.00	10.02%
180	7,500,000.00	18.79%
270	4,000,000.00	10.02%
Portfolio Total	39,908,441.52	100.00%

Note: Term Remaining is calculated using a weighted average life date (WAL) where appropriate and available otherwise the interim (initial) maturity date is used.

Face Value by Term Remaining



7. Portfolio Summary by Fossil Fuel Lending ADIs As At 30 June 2021

Portfolio Summary by Fossil Fuel Lending ADIs

ADI Lending Stattus	% Total	Current Period
Non Fossil Fuel Lending ADIs		
Bendigo & Adelaide Bank Ltd	10.0%	4,000,000.00
Beyond Bank Australia Ltd	7.5%	3,000,000.00
Members Equity Bank Ltd	5.0%	2,000,000.00
Suncorp Bank	17.5%	7,000,000.00
	40.1%	16,000,000.00
Fossil Fuel Lending ADIs		
AMP Bank Ltd	3.8%	1,500,032.68
Bank of Queensland Ltd	7.5%	3,000,000.00
Commonwealth Bank of Australia Ltd	10.0%	4,000,000.00
Macquarie Bank	10.1%	4,028,891.14
National Australia Bank Ltd	28.5%	11,379,517.70
	59.9%	23,908,441.52
Total Portfolio		39,908,441.52

All amounts shown in the table and charts are Current Face Values.
The above percentages are relative to the portfolio total and may be affected by rounding.
A fossil fuel lending ADI appearing in the non-fossil fuel related table will indicate that the portfolio contains a "green bond" issued by that ADI.

Note: Reference for financial institutions not supporting the unlocking of carbon is (http://www.marketforces.org.au/).

Fossil Fuel vs Non Fossil Fuel Lending ADI



Non Fossil Fuel Lending ADIs (40.1%)

Fossil Fuel Lending ADIs (59.9%)

Non Fossil Fuel Lendings ADIs



Suncorp Bank (43.8%)

Bendigo & Adelaide Bank Ltd (25.0%)

Beyond Bank Australia Ltd (18.8%)

Members Equity Bank Ltd (12.5%)

Fossil Fuel Lendings ADIs



National Australia Bank Ltd (47.6%)

Macquarie Bank (16.9%)

Commonwealth Bank of Australia Ltd (16.7%)

Bank of Queensland Ltd (12.5%)

AMP Bank Ltd (6.3%)

8. Performance Statistics For Period Ending 30 June 2021

Trading Book		1 Month	3 Month	12 Month	Since Inception
City of Fremantle - Municipal					
	Portfolio Return (1)	0.03%	0.09%	0.55%	1.58%
	Performance Index (2)	0.00%	0.01%	0.06%	1.06%
	Excess Performance (3)	0.03%	0.08%	0.49%	0.52%
City of Fremantle - Trust					
	Portfolio Return (1)	0.00%	0.00%	0.00%	0.51%
	Performance Index (2)	0.00%	0.01%	0.06%	0.82%
	Excess Performance (3)	0.00%	-0.01%	-0.06%	-0.31%

Notes

1 Portfolio performance is the rate of return of the portfolio over the specified period

2 The Performance Index is the Bloomberg AusBond Bank Bill Index (Bloomberg Page BAUBIL)

3 Excess performance is the rate of return of the portfolio in excess of the Performance Index

Trading Book	Weighted Average Running Yield
City of Fremantle - Municipal	0.32
City of Fremantle - Trust	0.00
All Trading Books	0.32
Fossil Fuel Support - Simple Interest Only	0.39
Non Fossil Fuel Support - Simple Interest Only	0.40
Fossil Fuel Support - All Securities	0.26
Non Fossil Fuel Support - All Securities	0.40

9. Interest and Distribution Income For 1 June 2021 to 30 June 2021

Security ISIN	Security	Income Expense Code	Settlement Date	Face Value (Basis of Interest Calculation)	Consideration Notional	Income Type	Trading Book
	ME Bank 0.45 07 Jun 2021 181DAY TD	IEI141871	7 Jun 2021	2,000,000.00	**4,463.01**	Security Coupon Interest	City of Fremantle - Municipal
	NAB 0.7 21 Jun 2021 273DAY TD	IEI133588	21 Jun 2021	3,000,000.00	**15,706.85**	Security Coupon Interest	City of Fremantle - Municipal
	CBA 0.46 22 Jun 2021 180DAY TD	IEI143972	22 Jun 2021	4,000,000.00	**9,073.97**	Security Coupon Interest	City of Fremantle - Municipal
	NAB 1.22 Jun 2021 364DAY TD	IEI124634	22 Jun 2021	1,500,000.00	**14,958.90**	Security Coupon Interest	City of Fremantle - Municipal
					44,202.73		

10. Transactions For Period 1 June 2021 to 30 June 2021

Security	Security ISIN	Deal Code	Acquisition/ Disposal	Transaction Date	Settlement Date	Face Value Original	Face Value Current	Bond Factor	Capital Price	Accrued Interest Price	Gross Price	Consideration Notional
NAB 0.27 21 Sep 2021 92DAY TD		LC108337	Acquisition	21 Jun 2021	21 Jun 2021	3,000,000.00	3,000,000.00	1.00000000	100.000	0.000	100.000	3,000,000.00
CBA 0.34 28 Sep 2021 98DAY TD		LC108365	Acquisition	22 Jun 2021	22 Jun 2021	4,000,000.00	4,000,000.00	1.00000000	100.000	0.000	100.000	4,000,000.00
												7,000,000.00

Note: 1. The transaction list above excludes transactions associated with At Call securities.

City of Fremantle

Concise Investment Report Pack 50
City of Fremantle
1 June 2021 to 30 June 2021

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C2107-4 SCHEDULE OF PAYMENTS JUNE 2021

ATTACHMENT 1 - Schedule of payments and listing - viewed electronically

ATTACHMENT 2 -Purchase card transactions – viewed electronically