

Strategic Community Reference Group

Terms of Reference

1. Name

- 1.1 The name of the Reference Group shall be the Strategic Community Reference Group (SCRG).

2. Role

- 2.1 The SCRG will provide advice to Council on matters of significant community interest and strategic initiatives as determined by Council.
- 2.2 The Strategic Community Reference Group has no delegated powers or authority to:
- represent the City of Joondalup
 - implement recommendations without the approval of Council
 - commit Council to the expenditure of funds.

3. Membership

The SCRG will consist of the following members:

Facilitator

- 3.1 The SCRG facilitator is an external and independent consultant appointed by the City through a Request for Quotation process for the required term of two years.
- 3.2 The role of the facilitator is to:
- ensure meetings operate efficiently, effectively, and in accordance with the Terms of Reference
 - enable all participants have equal opportunity to contribute at meetings
 - provide a meeting report to the City for each SCRG meetings that summarises the meeting's activities and conversations.

Elected Member representatives

- 3.3 A maximum of four Elected Members will be nominated by Council as Elected Member representatives, with one Elected Member nominated as Presiding Member.
- 3.4 The role of the Presiding Member is to:
- open and close all SCRG meetings on time
 - ensure participants adhere to proper meeting conduct in line with the City's Code of Conduct
 - ensure a quorum is present.

- 3.5 Should the Presiding Member be an apology, the Presiding Member role can be assumed by any of the remaining three Elected Member representatives.
- 3.6 Should any Elected Member representative be an apology, Deputy Elected Members may be requested to fill the Elected Member representatives' positions.

Community Member representatives

- 3.7 A maximum of two community member representatives from each of the six wards of the district and two youth representatives from the district (to be selected by the Council from nominations received).
- 3.8 Selection criteria will be based on the individual's interest, experience and/or qualifications in issues pertaining to the City of Joondalup community, as well as suburb location. Selection will also consider a balance in demographics such as age and gender to ensure a diverse group of community member representatives are selected, as far as practicable.
- 3.9 The call for community member representative nominations will be publicly advertised through the City's communications mediums and will be sent to all ratepayer groups in each ward. Interested residents/ratepayers will be required to submit a nomination form to be eligible.
- 3.10 A Council Report summarising nominations received will be prepared by City Officers and presented to Council for their endorsement.
- 3.11 Community member representative participation is voluntary and remuneration is not available from the City.

Subject matter experts

- 3.12 The City will identify suitably qualified professionals to invite on a temporary basis for their expert advice as required.
- 3.13 The role of the subject matter experts is to:
- actively participate and contribute in a constructive and objective manner in the SCRG meetings
 - provide expert advice/information as necessary.
- 3.14 Subject matter experts will be independent representatives, external from the City and the SCRG.
- 3.15 Participation is voluntary and remuneration is not available from the City.

4. Terms of membership

- 4.1 All Elected Member and community member representatives of the SCRG are required to:
- actively participate and contribute in a constructive and objective manner in the SCRG meetings
 - review the agenda and pre-reading material before each meeting to ensure an informed discussion
 - seek views and opinions of other community members on each topic prior to each SCRG meeting
 - commit to attending SCRG meetings for the required term of two years
 - comply with the City's Code of Conduct.
- 4.2 The term of membership will be for two years commencing and concluding in October in line with the ordinary Council election cycle. After this two-year period, a new nomination process will be established. Community member representatives may serve more than one term but are required to provide a new nomination form for each new term.
- 4.3 If a member fails to attend two consecutive meetings, their appointment may be automatically terminated unless a leave of absence has been granted.
- 4.4 Should an endorsed member representative of the SCRG decline the offer of membership, resign, or be terminated from their membership position, the Presiding Member can appoint a new representative from the most recent nomination period.
- 4.5 All participants must declare any personal or financial conflict of interests by informing the City prior to any SCRG meeting.

5. Observers

- 5.1 All remaining Elected Members who are not Elected Member representatives, may attend SCRG meetings in an observer capacity; that is, not as a participant, contributor, or subject matter expert.
- 5.2 City officers with technical expertise may be invited to attend the SCRG meetings in an observer capacity. However, the facilitator may ask City Officers to provide advice and support where required.

6. Work plan

- 6.1 City Officers will prepare an annual SCRG work plan, considering the City's strategic planning objectives, annual priorities as per the Annual Plan, or other City plans or initiatives. A Council report with the proposed work plan will be prepared by City Officers and presented to Council for their endorsement.
- 6.2 All meetings' topics shall be confined to the items listed on the work plan, unless the Council determines that additional matters need to be referred to the SCRG. The meetings of the SCRG cannot call for reports outside of the work plan or items referred to it by Council.

7. Meetings

- 7.1 A quorum for any SCRG meeting shall be no less than two of the four Elected Members representatives and no less than four of the twelve community member representatives.
- 7.2 City Officers will organise, coordinate, and communicate the SCRG meetings.
- 7.3 A meeting agenda and pre-reading material will be prepared by City Officers for each SCRG meeting topic in accordance with the work plan.
- 7.4 Following each meeting, City Officers will distribute meeting notes. These meeting notes will include a summary of activities undertaken by participants and provide outcomes from the SCRG discussion. The notes may be used as the basis for further information and action by the City on an item.
- 7.5 SCRG meetings are not open to members of the public.

8. Insurances

- 8.1 The City shall arrange all insurances affecting the Strategic Community Reference Group in discharging the normal course of its duties and for any associated public liability.

STRATEGIC COMMUNITY REFERENCE GROUP (SCRG) 2022 WORK PLAN
All meetings will be held in Conference Rooms 2 and 3, City Administration.

Item	Strategic Community Plan 2022	Objective	Meeting Date
Induction		To outline roles and responsibilities and manage expectations.	28 March
1. Development of the Public Art Strategy and Master Plan	<p>Key theme: Community Wellbeing</p> <p>Objective: Cultural development - For the community to have access to world-class cultural and artistic events and facilities.</p> <p>Strategic initiative: Invest in publicly accessible visual art that will present a culturally-enriched environment.</p>	To provide input into the framework of the Public Art Strategy and Master Plan, prior to development, by discussing the proposed objectives and themes, and exploring and identifying significant sites for public art and type of public art.	30 May
2. Development of the Community Strategy and Community Consultation Plan	<p>Key theme: Community Wellbeing</p> <p>Objective: Community spirit - To have proud and active residents who participate in local activities and services for the betterment of the community.</p> <p>Strategic initiatives:</p> <ul style="list-style-type: none"> · Support and encourage opportunities for local volunteering. · Promote the sustainable management of local organisations and community groups. · Deliver a program of community-based events and education that encourage social interaction within local neighbourhoods. · Promote and support the needs of disadvantaged communities. · Support and facilitate the development of community leaders. 	To evaluate the City's approach to community development and provide input into the framework for the Community Strategy and Community Consultation Plan so that it meets the community's vision and expectations.	25 July
3. Development of the Environment Strategy	<p>Key Theme: The Natural Environment</p> <p>Objective: Environmental resilience - To continually adapt to changing local environmental conditions.</p> <p>Strategic initiative: Identify and respond to environmental risks and vulnerabilities.</p>	To provide input into the framework of the new 10-year Environment Strategy by discussing themes and objectives.	31 October

MEETING REPORT

Developing a new Integrated Transport Strategy

Date: Monday, 29 March 2021
Time: 6.00 pm – 8.30 pm
Location: Joondalup Reception Centre, 102 Boas Avenue Joondalup 6027
Facilitator: Will Bessen, Tuna Blue Facilitation

ATTENDEES

Presiding Member:

Mayor Albert Jacob JP

Elected Member representatives:

Cr John Chester	South-East Ward
Cr Russell Poliwka	Central Ward
Cr Suzanne Thompson	South Ward

Community Members representatives:

Captain Simon Walker	North-Central Ward	Ms Meredith Blais	South-West Ward
Ms Nola Wolski	North-Central Ward	Ms Teresa Gepp	South-East Ward
Ms Astrid Lee	Central Ward	Ms Tiffany Tonkin	South Ward
Ms Fay Gilbert	Central Ward		

Subject Matter Experts:

Mr Darryl Patterson	Associate Principal, ARUP
Professor Kerry Brown	Program Leader of Governance and Organisational Planning, Asset Institute
Mr Craig Wooldridge	Manager Project Development, Main Roads WA

City Officers:

Mr James Pearson	Chief Executive Officer
Mr Jamie Parry	Director Governance and Strategy
Mr Nico Claassen	Director Infrastructure Services
Mr Matthew MacPherson	Manager Infrastructure Management Services
Mr Adrian Koh	Strategic Policy Development Coordinator
Mr Glenn Shaw	Coordinator Transport Engineering
Ms Fiona Jones	Technical Officer, Transport Engineering
Ms Nina Jurak	Policy Officer, Strategic and Organisational Development

Apologies:

Ms Rebecca Maccario	Manager Strategic and Organisational Development
Mr Brian Yearwood	South-West Ward
Ms Danielle Griffiths	North Ward
Mr Allan Connolly	South-East Ward

OVERVIEW

On 29 March 2021, the Strategic Community Reference Group (SCRG) discussed the development of an Integrated Transport Strategy (ITS) by exploring the City's vision and strategic priorities for integrated transport modes (non-motorised, motorised and public transport).

By the end of the meeting, participants had discussed:

- Their vision and future trends for transport within in the City.
- Explored several community member personas for the future vision.
- Articulated transport ideas for key locations within the City.
- Identified their priority strategies or initiatives for an Integrated Transport Strategy.

This Meeting Report captures the outputs from the meeting, including details of the small group work.

EXECUTIVE SUMMARY

Key Trends:

Top three rated statements through the '35' activity:

- In 2040, the home garage will be less needed for car storage (Rating: 24/35).
- In 2040, the convenience and experience of public transport will be comparable with private travel (Rating: 22/35).
- In 2040, light rail will be operational between key activity centres in the City (Rating: 20/35).

Future Vision:

Transport in the City of Joondalup will see more choice, dynamism, and variability by 2040, characterised by increased electric vehicles, connected autonomous vehicles, very light rail and electric bikes / scooters. A greater spread of public transport options and congestion reduction measures will be made available within and between Local Activity Centres. Mobility as a service will grow, as will the delivery of goods via online companies.

Community Member Personas:

Transport needs and experiences were brainstormed against five community member personas. Members then identified several transport priorities which included:

- A greater diversity of public transport options.
- An improved and expanded walking and cycling network.
- Greater transport options across the lifespan.

Key Locations:

Maps of key locations within the City were used to identify transport improvements, additions and changes to the current transport network that could help move towards the future vision. Key priorities raised across locations were:

- Increase the frequency of public transport and diversity of routes.
- Separate cycles and pedestrians; also, separate cycles and cars.
- Build pedestrian and cycle bridges over key locations (Lake Joondalup, rail, cars).
- Invest in smart roads for areas congested with too many traffic lights and traffic.
- Improve pedestrian access to key locations (e.g. train stations).
- Increase shuttle bus options (e.g. CAT in CBD, down West Coast Hwy).
- Increase the electric vehicle charging station network.

Key Transport Priorities:

Members identified their top five City-wide transport priorities to inform the development of a new Integrated Transport Strategy. The priorities included:

- Improve public transport connectivity and access (hierarchy – walk, cycle, bus, road).
- Improve connectivity and width of pedestrian and cyclist paths.
- Develop policy, pricing, and infrastructure settings to support electric vehicles.
- Increase awareness and education of residents to facilitate the use of City infrastructure (reduce congestion).
- Design corridors to support local business.

Session 1: Understanding the future of transport – ‘35’ Activity

Members participated in a ‘35’ activity to share and unpack concise snippets of information about the future of transport.

The ‘35’ activity involved:

- Each member was provided a card with a statement about transport in the future.
- Working in pairs, short discussion and scoring of each statement occurred based on which is more desirable for Joondalup in the future. The maximum combined score of each statement was seven.
- Members then re-paired and the same discussion and scoring process was conducted five times.
- At the end of the fifth scoring, members were asked to tally the scores given on their statement (maximum cumulative score of 35) and to arrange themselves physically from the highest to lowest score.
- A facilitated discussion and reflection were conducted to summarise the activity.

Statements and their respective ratings are listed in the table below:

Statement – (‘In 2040, ...’)	Rating (out of 35)
The home garage will be less needed for car storage.	24
The convenience and experience of public transport will be comparable with private travel.	22
Light rail will be operational between key activity centres in the City.	20
Autonomous vehicles will be operating on all roads in the City.	19
80% of people in the City will be working from home at least two days a week.	19
Electric vehicles will receive priority traffic and parking concessions to encourage usage.	19
Congestion wait times will double in key locations within the City.	19
Public transport usage to and from the City will double.	18
30% of vehicles in the City will be electric.	18
There will be more cars on our roads due to autonomous vehicles returning / carrying empty loads.	18
Electric vehicle charging stations and parking will be on the majority of the City’s roads.	17
Rideshare will increase hugely within the City and not be limited to passenger transit.	17
Vertical take-off and landing (VTOL) will be operating in key activity centres to transport people to and from the City.	13
The City centre will be a pedestrian friendly (non-car) zone complemented by increased 30km/hr zones in surrounding suburbs.	13
Parking spaces and houses will need to provide charging and other amenities.	13

E-bikes and e-scooters will be the primary mode of transport in the City.	13
Parking and traffic infringements at key hotspots will be 24/7 monitored / operational through AI technology.	12

Session 2: Visions and Key Trends

Following the '35' activity, members participated in an open discussion about the future of transport and discussed key trends they expected to see that may influence that future.

Shared Vision:

Transport in the City of Joondalup will see more choice, dynamism, and variability by 2040, characterised by increased electric vehicles, connected autonomous vehicles, very light rail, and electric bikes / scooters. A greater spread of public transport options and congestion reduction measures will be made available within and between Local Activity Centres. Mobility as a service will grow, as will the delivery of goods via online companies.

Detailed Discussion on Key Trends:

- Increase in Electric Vehicles (EV):
 - Government investment in infrastructure was highly likely.
 - Believe there will be more accessible pricing of vehicles.
 - Number of EV charging infrastructure will grow and charge cycles will shorten.
 - Will people travel more often and solo if EV's are cheaper to run?
 - Will there be a fear of small vehicles, as EV's are often smaller?
 - How will roads be maintained with no fuel tax?
 - What is the actual sustainability of EV's if users are charged via a fossil fuel electricity grid?
- Increase in Connected Autonomous Vehicles (CAV):
 - Expectation that CAV will drive a decrease in car ownership.
 - May also increase in 'zombie' vehicles (i.e. with no passengers returning to a location).
 - Likely that people will use CAV to drive into Perth and avoid the parking charge by returning the car home to charge for free.
 - Technology is progressing slowly, so how real is this?
 - Will there be safety issues with quiet vehicles on our roads?
 - The usage of cars will change too (e.g. the weekly shopping may be better done by a zombie car or delivered by the supermarket).
- Greater spread of public transport options made available:
 - Monorail / Light Rail type loops for high frequency routes.
 - Trackless trains provide a better ride, good quality of trip, and are cheaper to construct than light rail options but require deep pavement.
 - Concerns raised over cost of infrastructure building and maintenance for options such as light rail – How is this different from an automated bus?
 - Increase in smaller on-demand buses (e.g. QLD, NSW).
- Increase in mobility as a service / ride share options:
 - Autonomous carpooling vehicles.
 - Increase in ride share options and decrease costs could see a reduction in vehicle ownership.
 - Shared vehicle ownership (mobile phone plan / lockbox style ownership).
- Increase in electric bikes and scooters:
 - On-demand electric Vespa style scooters.
 - Speed limited to avoid traffic conflicts with cars and trucks.

- Still likely to pose City Centre conflicts with pedestrians etc.
- Increased congestion reduction measures for city centres:
 - One-way loops for cars in cities (e.g. Fremantle).
 - Alternate number plate access to the city.
 - Potential for inner city congestion taxes.
- Increased delivery of goods via online companies (e.g. Amazon freight).

Session 3: Community Member Personas

Members worked in small groups to explore five persona types and brainstormed their transport needs and experiences. The personas included:

- Josh – school student.
- Joanne – Mum with kids.
- Jane – Business owner.
- Steven – Person with a disability.
- Mary – Retired.

Members were asked to complete templates with these personas and discuss:

- What their transport preferences are?
- What are the common journeys they would need to make?
- What is important to them in terms of transport?
- What barriers there are to using their preferred mode of transport?

See Appendix 1 – Community Member Personas.

Transport Ideas

Based on an understanding of the community member personas, members were asked to articulate and prioritise transport ideas, which included:

- Provision of more diverse public transport options:
 - Greater diversity of transport options is required within Joondalup.
 - Requires a more reliable and resilient transport system – cars are currently the easy option.
 - Improve public transport options within and between Joondalup and other areas.
 - Increase frequency of buses to service more areas.
 - Bring the bus routes and shops closer together.
- Improve the walking and cycling network:
 - Increase and expand the walking and cycling infrastructure.
 - More shared bike / pedestrian paths that are separated to avoid conflict.
 - No motor vehicles in high pedestrian zones.
 - Develop infrastructure capabilities for new transport options and improve bike lane network for pedestrian / electric bikes conflicts.
 - Improve cycle pedestrian network within and between the suburbs.
 - Raise awareness of walking and cycling paths – information exists but community are unaware.
- Transport options across the lifespan:
 - Transport over life stages – single, family, older.
 - Increased accessibility (including options) for people with a disability.
- Other ideas:
 - Provide more drop off zones at key locations.

- Undertake a community intentions survey to find out what residents need for transport and mobility overlaid with shopping, employment and work, leisure, and housing.
- Ensure sensible infrastructure for existing motor cars is available.

Session 4: Identifying Transport Priorities

Participants utilised maps of key locations within the City to identify transport improvements, additions, and changes to the current transport network.

The locations were:

- Joondalup Central Business District.
- Edgewater Station Precinct (represents a local train station location).
- North Woodvale Primary School and Shopping Centre (represents a local activity centre).
- Hillarys Boat Harbour and Sorrento (represents a coastal area).

Groups were asked to rotate to each map and confirm if they supported or opposed suggestions listed as well as add additional priorities.

The key priorities raised across the locations were:

- Increase the frequency of public transport and diversity of routes.
- Separate cycle paths for cyclists and pedestrians; also, for cyclists and cars.
- Build pedestrian and cycle bridges over key locations (e.g. Lake Joondalup).
- Invest in smart roads for areas congested with too many traffic lights and cars.
- Improve pedestrian access to key locations (e.g. train stations).
- Increase shuttle bus options to locations (e.g. expansion of the Joondalup CBD CAT bus, circle route linking Joondalup CBD, Whitfords, Hillarys, Warwick).
- Increase the electric vehicle charging station network.

Detailed Commentary on each map location:

- Joondalup Central Business District:
 - Plan for more EV Charging stations.
 - Increased frequency public transport and routes.
 - Provide women friendly car parks.
 - Bike hire option for CBD and around lakes.
 - Investigate smart road options.
 - Pedestrians only sections (e.g. close Boas Avenue).
 - Provide shading for pedestrians to encourage walking.
 - Install traffic bridges at major intersections (e.g. Hodges Drive).
 - Increase infrastructure to support electric bikes / scooter hire.
 - Reduce parking fees, zero parking fees.
 - Increased frequency of CAT buses and use golf carts (smaller vehicles) to supplement.
 - Ferry / hover boat options for Lake Joondalup – connecting Wanneroo with Joondalup.
 - Construct a cycle lane / bridge over the Lake Joondalup.
 - Provide more separated cycles lanes and walking paths for pedestrians.
 - Improve public transport / shuttle buses to Joondalup Health Campus / medical centres.
 - Create pathway around lake that does not rely on walking on Wanneroo Road.
 - Easier access from CBD to parking locations – locate parking locations on the outskirts of City.
- Edgewater Station Precinct (represents a local train station location):
 - Provide better path infrastructure to the station.
 - Build over the railway line / cars (e.g. Singapore).
 - Public transport bus hub to station from Heathridge and Edgewater.
 - Increase public transport routes / frequency.
 - More road options leading to / from Edgewater.
 - Smart roads already congested with too many traffic lights.

- Better signage within the surrounding areas – increase amenity.
 - Provide traffic signals for pedestrians.
 - Provide better cycling and pedestrian infrastructure along Joondalup Drive.
 - Issues with the last 100m of pedestrian crossings.
 - Increase network and pedestrian access to the station.
 - Pedestrian access to commercial area – park and walk.
 - Improve layout for businesses / consumers.
- North Woodvale Primary School and Shopping Centre (represents a local activity centre).
 - Cycle path diverges from Mitchell Freeway into Camarino Drive.
 - Disc Golf infrastructure is great.
 - Flexibility of recreational use (e.g. dog parks, different ages, geographic).
 - Better footpath and cyclepaths.
 - Better kiss and ride.
 - Safe footpaths to encourage walking to schools / shops.
 - After hours parking at schools for shopping / entertainment / tavern etc.
- Hillarys Boat Harbour and Sorrento (represents a coastal area).
 - Increase frequency and efficiency of public transport ranks and reliability.
 - Improve seating and bus shelters for public transport.
 - Provide shuttle bus down West Coast Highway.
 - Traffic Management within school zones / school parking.
 - Safer bike / pedestrian path along north / south and into the Harbour.
 - Use Hillarys Boat Harbour as an East-West link.
 - KPIs regarding increased local walking / cycle trips.
 - Provide event shelter.
 - Provide EV charging stations.
 - Less focus on car / access to alternative options limited.
 - Method of launching / retrieving boats that does not require high torque.
 - Shuttle Bus for schools / local events.
 - Provide a CAT Bus service from Greenwood Station – needs an arrival point.
 - More seating required along the coast to sit and relax.
 - Include north-south public transport options.
 - Improve separation and safety, and cycles and car, particularly at roundabouts.

See Appendix 2 – Key Location Photos.

Session 5: Key Priorities

For this session, members were asked to consider all their discussions throughout the workshop and identify their top five City-wide transport priorities to inform the development of a new Integrated Transport Strategy. Priorities were themed and listed below:

Increase pedestrian and cycle network connectivity:

- Increase pedestrian and cycle connectivity between suburbs.
- Increase public transport options to local activity centres.
- Plan for pedestrians and electric scooters in commercial areas.
- Encourage / facilitate increased pedestrian and cycling movement with improved access and innovation (i.e. Boas Ave closed to cars, becomes a huge park / mall); develop a pedestrian priority network for Joondalup.
- Improve cycle and pedestrian network and, at times, consider how to separate them for safer transit (i.e. West Coast Hwy).

Increase public transport options, particularly CAT and shuttle buses:

- Increase public transport routes and frequency (especially out of hours and weekends).
- Create a shuttle bus service for the hospital / medical precinct.
- Increase CAT bus and public bus frequency with more routes starting in central Joondalup.
- Supplement buses with golf carts and EVs.
Better access to and along the coast (Hillarys Boat Harbour, Hillarys Beach Park – Wellness Node, Ocean Reef, pedestrian safety, shuttles / CAT Buses).

Encourage behaviour change away from car reliance:

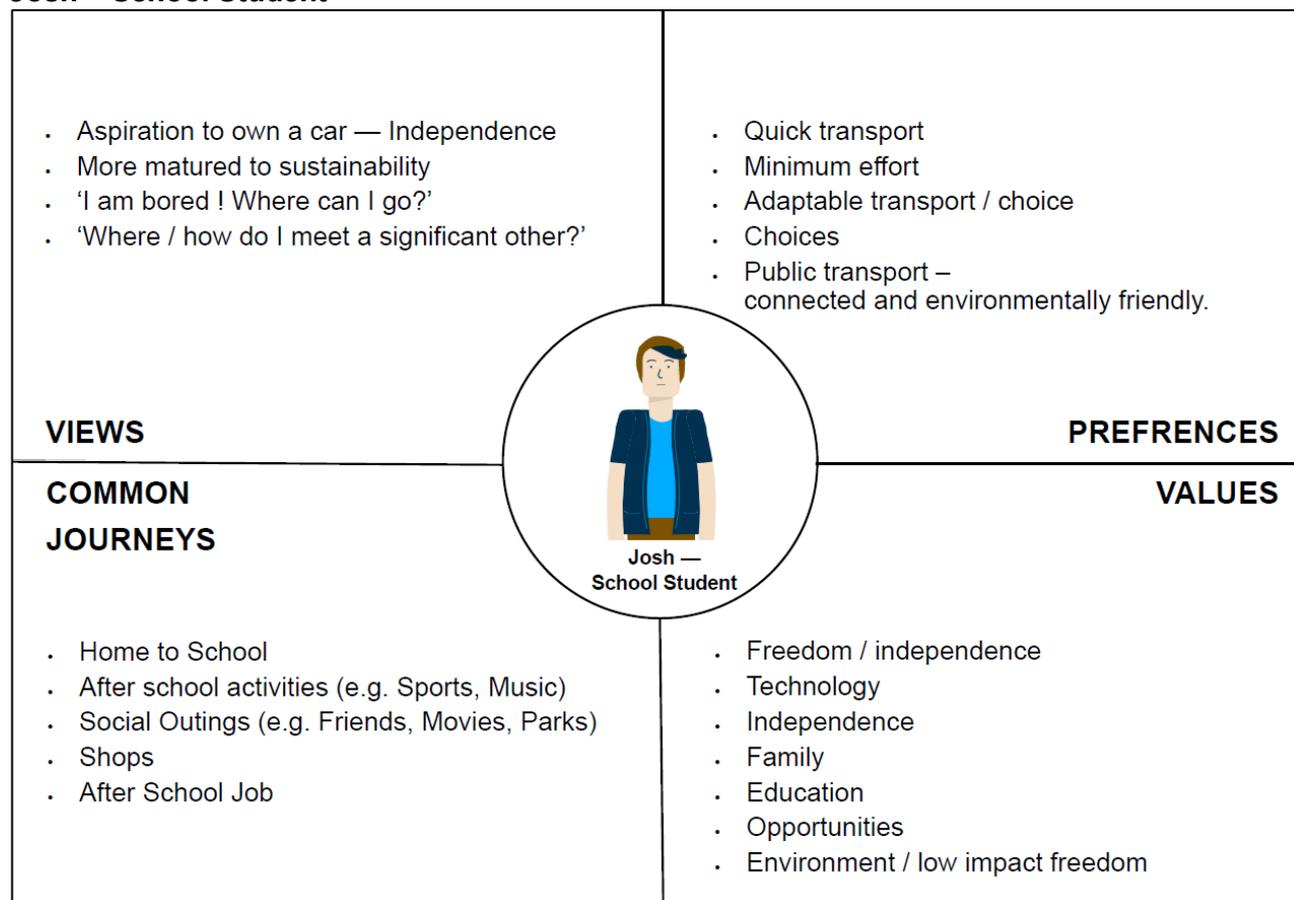
- Partner with State Government to lead on innovation for reducing reliance on cars by incentivising public transport, increasing walking / cycling, and addresses healthy living policies etc.
- Encourage cultural change to move away from a heavy reliance on cars – along with education for life stage usage (e.g. priority for young families and cars; older people MAAS transit electric bikes).

Other comments:

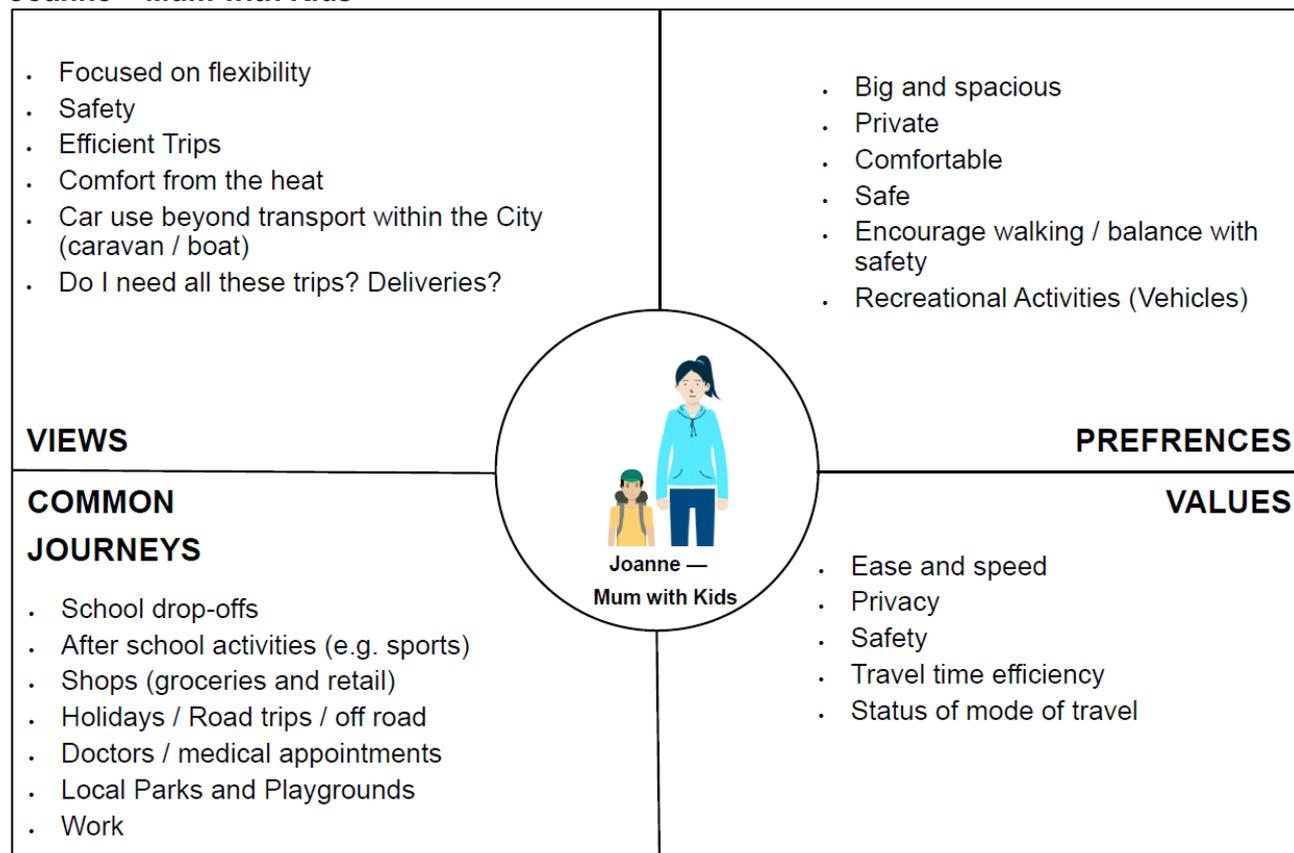
- Review road safety and access on aerial roads.
- Bridge over Lake Joondalup for pedestrian access and enjoyment.
- Rethink park and ride beyond school use.

Appendix 1: Community Member Personas

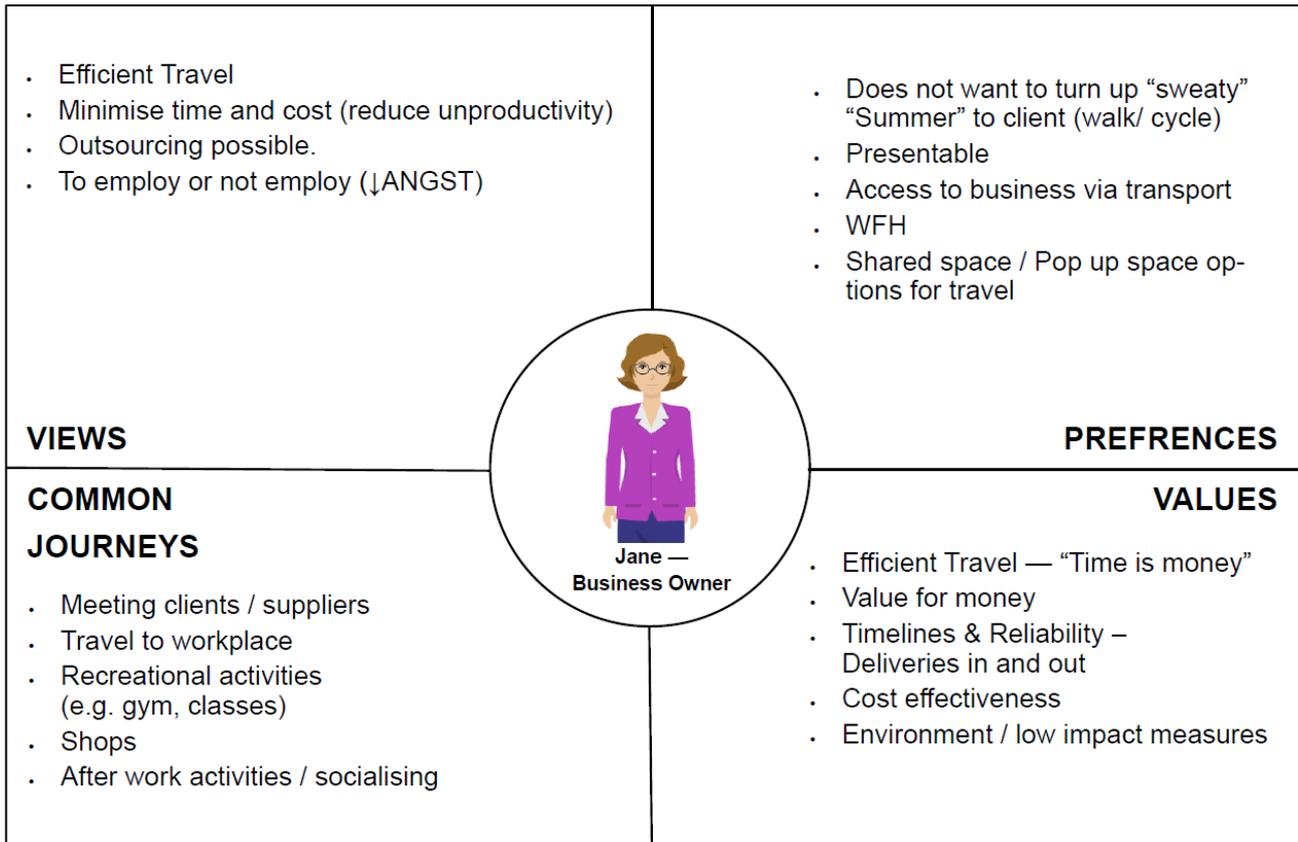
Josh – School Student



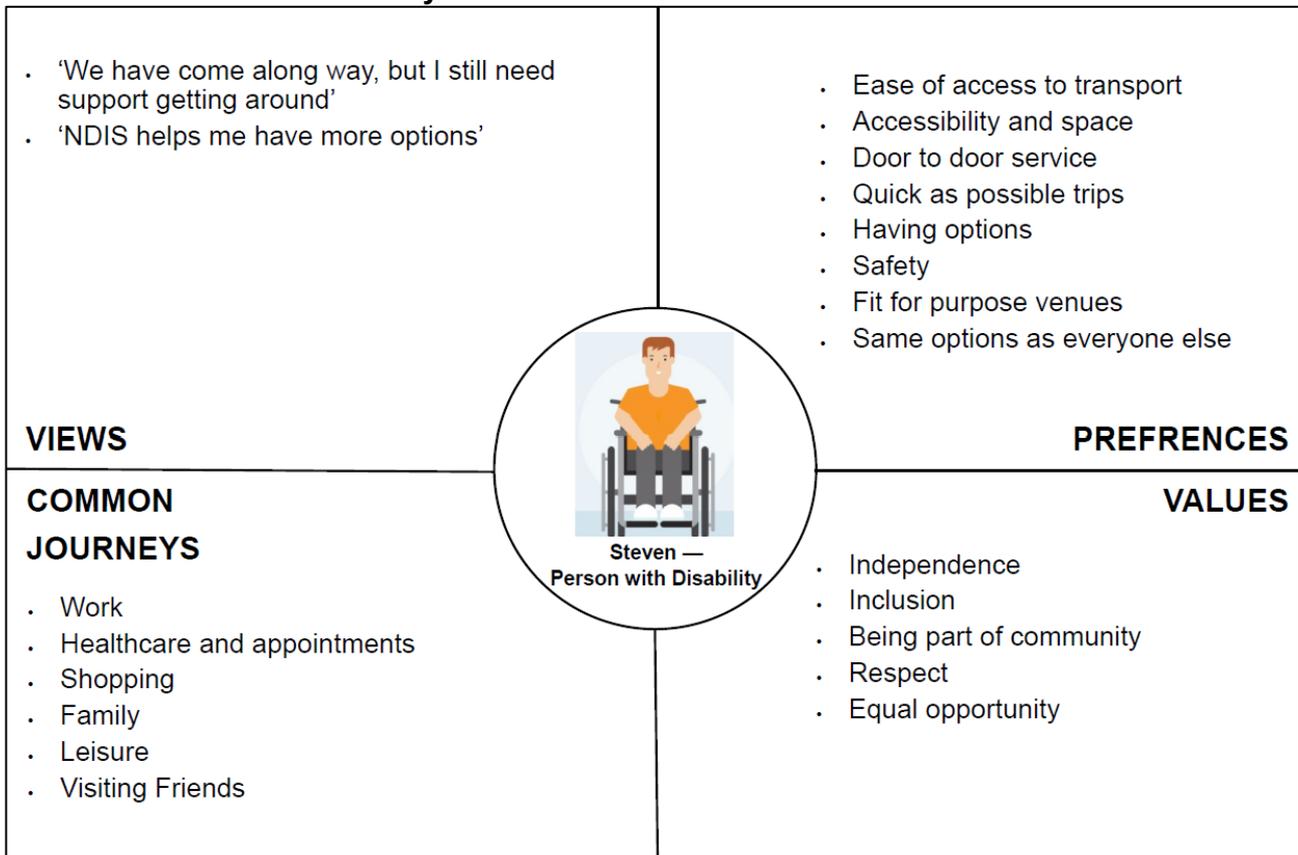
Joanne – Mum with Kids



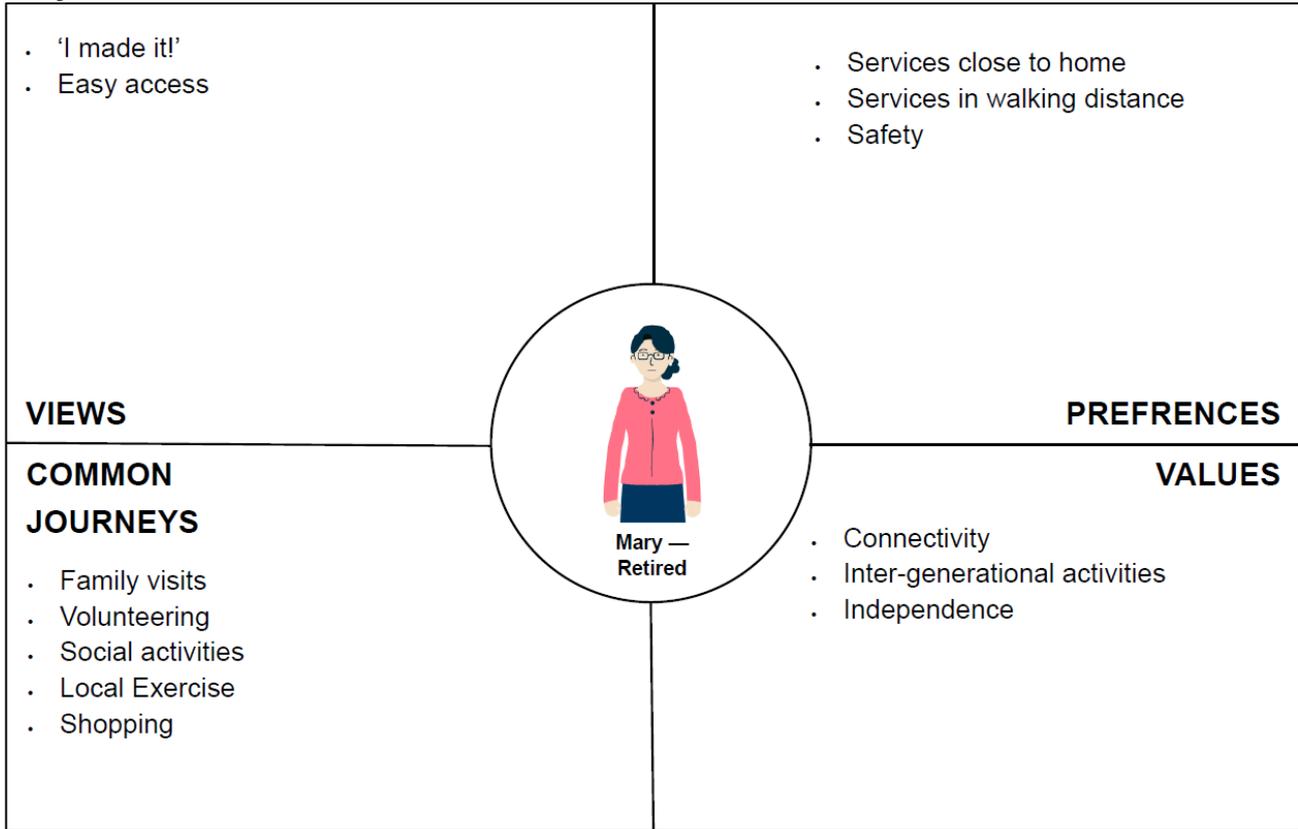
Jane – Business Owner



Steven – Person with Disability



Mary - Retired



MEETING REPORT

Review of the Integrated Weed Management Plan

Date: Monday, 31 May 2021
Time: 6.00 pm – 8.30 pm
Location: Joondalup Reception Centre, 102 Boas Avenue Joondalup 6027
Facilitator: Will Bessen, Tuna Blue Facilitation

ATTENDEES

Presiding Member:

Mayor Albert Jacob JP

Elected Member representatives:

Cr John Chester South-East Ward
Cr Suzanne Thompson South Ward

Community Members representatives:

Ms Danielle Griffiths	North Ward	Mr Brian Yearwood	South-West Ward
Captain Simon Walker	North-Central Ward	Mr Allan Connolly	South-East Ward
Ms Fay Gilbert	Central Ward	Ms Teresa Gepp	South-East Ward
Ms Meredith Blais	South-West Ward	Mr Liam O'Connor	South Ward

Subject Matter Experts:

Mr Greg Keighery	Senior Principal Research Scientist, Department of Primary Industries and Regional Development
Mr Steve Easton	Acting Director Horticulture and Conservation, Botanic Gardens and Parks Authority
Ms Mirella Goetzman	Principal Toxicologist, Environmental Health Directorate, Department of Health (WA)
Dr Peter Di Marco	Adjunct Associate Professor and Toxicologist, Edith Cowan University
Dr Martyn Cross	Senior Lecturer and Toxicologist, Edith Cowan University

City Officers:

Mr Nico Claassen	Director Infrastructure Services
Mr Michael Hamling	Manager Operation Services
Mr Keith Armstrong	Team Leader Natural Areas
Mr John Newton	Coordinator Park Operations
Mr Adrian Koh	Strategic Policy Development Coordinator
Ms Danielle Bowler	Acting Environmental Development Coordinator
Ms Nina Jurak	Policy Officer Strategic and Organisational Development

Apologies:

Mr James Pearson	Chief Executive Officer
Mr Jamie Parry	Director Governance and Strategy
Ms Rebecca Maccario	Manager Strategic and Organisational Development

Cr Russell Poliwka	Elected Member Representative
Mr Brian Yearwood	South West Ward
Ms Meredith Blais	South West Ward
Ms Danielle Griffiths	North Ward
Ms Susan Metcalfe	North Ward
Ms Astrid Lee	Central Ward
Mr Allan Connolly	South-East Ward
Ms Tiffany Tonkin	South Ward

OVERVIEW

On 31 May 2021, the Strategic Community Reference Group (SCRG) met to consider the City's strategic integrated weed management approach and identify opportunities to inform the review of the Weed Management Plan.

During the meeting, a series of activities/sessions were undertaken to:

- Build understanding by discussing what makes weed management a complex topic and practice in 2021.
- Voice community concerns by gauging the level of concern as a community member regarding weed management.
- Explore management tensions by discussing values regarding weed management and how to compromise/build consensus.
- Articulate improvements by identifying key initiatives, improvements, and priorities for the next Weed Management Plan.

The SCRG meeting addressed the complexity of weed management, community concerns and weed management values. Key initiatives and improvements were also identified for consideration in the development of the City's new Weed Management Plan, such as increased community education and communications regarding weed management risks and benefits.

This Meeting Report captures the outputs from the meeting, including details of the small group work.

Key issues and concerns

An open discussion with experts on what makes weed management a complex topic and practice in 2021 aimed to build participant's understanding of weed management. Participants were then asked to gauge levels of concern as a community member regarding weed management. The following key issues and concerns were highlighted:

- Community perception:
 - Understanding factual and science-based evidence regarding herbicides.
 - A lack of trust in authorities to provide the truth about herbicides.
 - Wanting a choice in the method of weed management, and where herbicides are used and when, or deciding not to use them.
- Impact of not using herbicides:
 - If the Council listens to community perception and does not use herbicides what are the impacts, risks, and legal ramifications?
 - What will be the cost to use other methods and the financial impact on rates?
- Communication:
 - The issue of using herbicides and the potential health impacts requires more dialogue.
 - Information on the use of herbicides needs to be based on science, incorporating risk vs reward and the costs.
 - How does the City provide information on the use of herbicides to the community that is timely, accessible, easy to understand, and credible?

Key initiatives and improvements

By considering the integrated weed management values, participants had to consider how to compromise and build consensus, and then identify initiatives, improvements, and priorities for the next Weed Management Plan, with the following being recommended:

- Use technology to provide timely information, such as live maps to show where herbicide spraying will occur/occurred.
- Give residents the option to opt out or in for herbicide spraying near their homes.
- Provide community education and awareness programs based on scientific evidence.
- Undertake risk assessments, trials, and continuous improvement measures.
- Consider the benefits of Aboriginal weed control methods.
- Develop key performance indicators related to herbicide use.

Session 1: Building our understanding

Discussion

Following an interactive session to engage with the pre-reading material in pairs, the participants held an open discussion to consider the focus question 'What makes weed management a complex topic and practice in 2021?'

The key issues raised included:

- Residents' concerns with chemical use and wanting a cleaner way to live.
 - Occupational Health and Safety (OHS) practices should be implemented in regard to herbicide use.
 - Herbicide resistant weeds may cause management issues in the future.
- There are community perception issues with glyphosate and public health impacts.
 - Glyphosate is one of a variety of chemicals that are used for weed control.
 - There is misinformation regarding herbicide use and safety issues.
- What is happening in other countries?
 - Glyphosate is banned in some municipalities in the United States and a European country (Austria) because of social pressures, not because of its toxicity.
 - Social pressure is based on concerns about glyphosate being carcinogenic to humans.
- It has become almost politically incorrect to assert that glyphosate is safe.
- In the local context:
 - The Department of Health (WA) has regulations around how to use registered chemicals such as glyphosate.
 - The Department of Health (WA) has a guideline for the development of a local government pest control program, including guidance on undertaking community consultation.
- There are concerns that the City is listening to community perceptions rather than doing proper risk management.
 - Concerns about the process the City takes to communicate risk.
 - The City needs a technical plan that is based on scientific information, not community perceptions.
- Concerns about weed management communications.
 - Difficult for the community to establish trust from authorities given the misinformation that is floating around on social media.
 - How will the City make integrated weed management easy to understand?
 - Does the City need to make weed management easy to understand?
- The community would like to have choices regarding herbicide use:
 - The choice can be simply whether we use the chemicals and / or where we use chemicals.
 - The choice must be balanced by risk though - what is the risk / benefit of the decision?

- Weed management at Kings Park and Botanic Gardens (KPBG) aspects:
 - KPBG is mainly bushland areas.
 - Management and communication are tailored to user groups (e.g. in natural areas all that is required is herbicide use signage).
 - Need to determine the least toxic approach for weed control.
 - Focus on reporting.
 - Establish a direct communication strategy (e.g. signage).
- There is a trade-off in weed management values.
 - It is not as simple as cost vs health vs biodiversity. Values are often interconnected.
 - How do we test our community values?
 - Balance the risk benefit with the risk assessment (e.g. DDT was banned for its toxicity and now more people die of malaria without mosquito control).
- There are community questions on the validity and rigour of herbicide testing requirements if they are done by the manufacturer.
 - All drugs and chemicals are tested by the manufacturers. The system requires that authorities such as the APVMA then regulate and review the testing process and standards.
 - There is a misconception that the APVMA only collects data from manufacturers.
 - Current regulations ensure that manufacturers are held accountable.
 - Testing is also reviewed by an independent party.
 - Authorities such as the APVMA belong to a network of international scientists that share data.
- If the public understand the potential loss of biodiversity due to weeds, then they may be more positive towards chemical use.
 - “The chemical dose makes the poison. Lots of natural alternatives to chemicals can be poisonous.”
- The cost of different weed control methods is challenging as:
 - Hand removal of weeds costs more due to the labour time.
 - Sustainability is an issue for some alternative weed control methods (e.g. steam and the use of diesel generators for the machine).
 - We must look at the whole lifecycle of products. There are sustainability impacts from glyphosate for more than just the application (e.g. manufacturing, packaging, transport).
- There is a perceived lack of trust in authorities; for example, cigarettes and asbestos were previously assumed to be safe.
 - People are also subject to biases by searching for glyphosate on the internet.
 - Contradiction – City of Joondalup does not use glyphosate near schools but the schools in the City of Joondalup use it on their grounds directly as they are managed by the Department of Education.
- The need to balance the most effective way to manage weeds.

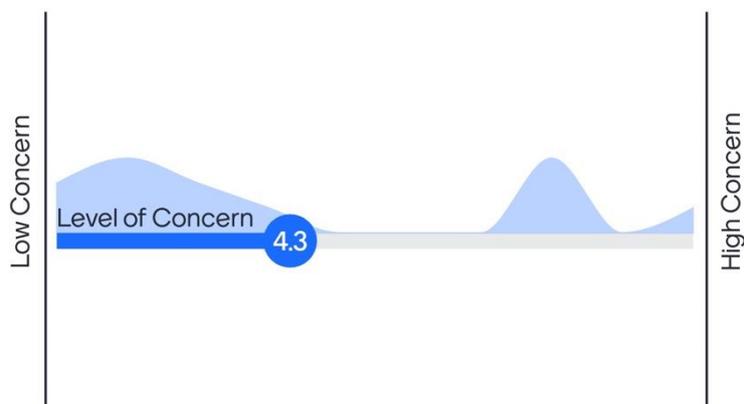
Session 2: Voicing our community concerns

Concerns rating

The participants rated their level of concern regarding weed management in the City using Mentimeter on their smartphones. There was a lack of consensus regarding the concern with some members rating low (1-4) and some rating high (8-9). It must also be noted one of the experts participated and rated low, thereby reducing the average.

What is your level of concern as a community member regarding weed management in the city?

Mentimeter



12

Discussion

A group discussion of the weed management concern rating identified:

- Concern that the Council is pandering to social pressures and not using the right management approach based on risk.
- Community want a choice of whether chemicals are used where they live.
- There is an erosion of trust with authorities and experts and pressures on Elected Members from community members who want a choice about whether herbicides are used and where and also would prefer to err on the side of caution regardless of the AVPMA's position.
- The City needs to focus on their legal responsibilities above social pressures, that is why we pay rates. For instance, if a bushfire goes through because the City stopped weeding, what are the legal ramifications?
- This Mentimeter poll is pretty indicative of the larger community. It's a polarising issue with people at either end of the spectrum.

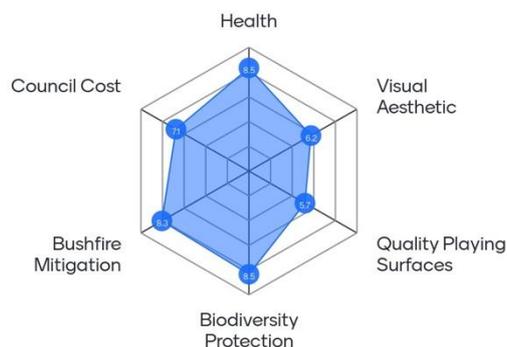
Session 3: Exploring the management tensions

Values rating

Participants rated the importance of weed management values utilising Mentimeter.

How important are these values to you on a scale of 1-10?

Mentimeter



12

Discussion

A group discussion of the weed management values rating identified:

- The data collection method is not statistically relevant, but it gives an indication.
 - The values are not mutually exclusive and are interconnected.
 - No one is going to say health is not important (how about less chemical exposure).
 - Another value to consider is mental health.
 - Biodiversity protection and bushfire mitigation is indirectly linked to health.
- If the community want all these values, is it feasible to achieve this?
 - There are measures that you can put on chemical use. For instance, people might be concerned about chemical application near schools, so you could change the spraying hours and dates.
 - Training programs for herbicide application need to consider applicator OHS and community exposure.
- There is also an interplay with eco-toxicity and how it affects overall biodiversity.
- This is all about risk vs reward and community education on this balance.
 - How can we communicate this in an easy way?
 - We need a different approach to engage the community.
- Communicating the progress of the weed control trials and the overall decline in the use of glyphosate in the City is important.
 - Alternative weed control methods need to be highlighted to the community.
 - The City is currently trialling steam as weed control method to determine its effectiveness and costs.

Session 4: Articulating the improvements

Workshop

Participants worked in small groups to consider the focus question 'What are the key initiatives, improvements and priorities you would like to see in the next Weed Management Plan?'

The issues raised included:

- Build greater community awareness and accessibility to information during the implementation stage of weed management.
 - Through live maps on the City's website showing weed control areas.

- Awareness campaign on the removal of weeds before seeds set.
- Timing of weed treatment is essential but needs to be balanced with the aspect of exposure to people.
- Weed Management Plan should show the actual areas the city does weed management in (e.g. not in schools).
- Conduct and communicate continuous improvement and trials in weed management.
 - Conduct continuous improvement, trials, adaptive management and make this publicly available.
 - Indigenous methods to undertake weed management could be considered (non-European way).
 - Develop a key performance indicator regarding chemical use and show reductions.
 - Spray chemicals at night (or alternative times) and communicate this.
 - Monitor deliverables on contracts for weed spraying.
- Community education and communications.
 - Clearly acknowledge the perceptions in the community and address major concerns with targeted residents.
 - Do you gear the plan according to where the most complaints come from?
 - Bring the community on board and on the journey.
 - Balance of representation in the room - polarised voices.
 - Communication of how much exposure is lethal - managing perceptions.
 - Examples of different weed management according to the areas and the types of weeds.
 - Community education on managing weeds on their own property with various methods.
 - Opportunities for volunteering - must be linked for passionate people.
 - Partnerships - it's not just the City's problem, so how can the community be part of the solution?
 - Promotion of being able to opt out for verge weed spraying (Council owned verge).
- Risk assessments.
 - Qualitative and quantitative risk assessments.
 - Independent reviews of the approach.
 - Conduct a benefit - cost analysis.
 - Communications showing risks and benefits.
 - Needs an external guideline document (Australian Standard document) to support the Weed Management Plan.
 - Acknowledge that Council policies are not the same as executing the plan.
 - Weed Management Plan could be peer reviewed.
- Succinct and accessible summary documents of the weed management approach.
 - Communication methods - how is it accessible to community?
 - Communications - more succinct summary documents and community engagement.
 - How to ensure community voices are heard?
 - Perceptions to be matched with peer review research.
 - Confidence in the perspective and the way that it is communicated.
 - Examples of consequences of not doing weed management in various types of areas.
 - Frequently asked questions that are simple and easy to understand.
 - Simple statistics that outline the facts.
 - Communication with trade-offs (we can do this, but this is the result).
 - Communicate integrated weed management hierarchy / strategy and show glyphosate is a part of the strategy.
 - Fire in the absence of weed management is a downhill slide.
 - Communications - how to outline factual health impacts from glyphosate? City hearing community concerns and show continuous improvement.
 - Communicate financial impacts from different types of weed control.
 - A risk matrix can be subjective; prefer facts, costs, environmental implications.

Reflection discussion

Participants reflected on the workshop results:

- Overall confirmation that the current Weed Management Plan is good. From an outside expert's perspective, the Plan is comprehensive but there is a need to continue to manage and work on community perceptions.
- Suggestion to include a 'Public Health' section in the Plan to acknowledge the potential impacts to public health.
- How do we sell the overall story of weed management?
 - Trusted experts to endorse the Weed Management Plan.
 - Need to keep balancing the long-term implications of short-term decisions.
- Climate change will have an impact on weeds in the future.
 - How are we going to cope with the surprises on the way?
 - Concerned about climate change and how it will drive weed issues; there will be a change in costs and benefits and require adaptive management.
 - Wetlands are getting less 'wet' and in a 10-year timeframe, there will be impacts to weeds.
 - Unpredictability of a changing climate balanced with having a set time to spray (e.g. school holidays) is a challenging situation.
- There is a need for a regional approach across LGA boundaries; what are other local governments doing?
- Local Government is in a tough situation legislatively.
 - State and Federal government follows legislative requirements (this is the guideline).
 - Local Government needs to take a more consultative approach with the community.

MEETING REPORT

Review of the Climate Change Strategy

Date: Monday, 23 August 2021

Time: 6.00 pm – 8.30 pm

Location: Joondalup Reception Centre, 102 Boas Avenue Joondalup 6027

Facilitator: Will Bessen, Tuna Blue Facilitation

ATTENDEES

Presiding Member:

Mayor Albert Jacob JP

Elected Member representatives:

Cr John Chester	South-East Ward
Cr Russell Poliwka	Central Ward
Cr Suzanne Thompson	South Ward

Elected Member observers:

Cr John Logan	South-East Ward
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Community Member representatives:

Ms Danielle Griffiths	North Ward
Ms Susan Metcalfe	North Ward
Captain Simon Walker	North-Central Ward
Ms Astrid Lee	Central Ward
Ms Fay Gilbert	Central Ward
Ms Meredith Blais	South-West Ward
Mr Allan Connolly	South-East Ward
Ms Teresa Gepp	South-East Ward
Mr Liam O'Connor	South Ward

Subject Matter Experts:

Dr Katrina O'Mara	Senior Lecturer, Environmental Management and Sustainability, Edith Cowan University
Gemma Cook	Program Coordinator Regional Climate Alliance, WA Local Government Association
James Duggie	Principal Policy Officer, Adaptation - Climate Change Unit, Department of Water and Environmental Regulation
Helen Griffiths	Senior Planning Officer, Department of Planning, Lands and Heritage

City Officers:

Mr Jamie Parry	Director Governance and Strategy
Ms Rebecca Maccario	Manager Strategic and Organisational Development
Mr Adrian Koh	Strategic Policy Development Coordinator
Ms Danielle Bowler	A/Environmental Development Coordinator
Dr Lucy Sheehy	A/Principal Environmental Project Officer
Ms Nina Jurak	Policy Officer

Apologies:

Mr James Pearson	Chief Executive Officer
Cr Christine Hamilton-Prime	South-West Ward
Cr Tom McLean	North Ward
Nola Joy Wolski	North Central Ward
Brian Yearwood	South West Ward
Tiffany Tonkin	South Ward

OVERVIEW

On 23 August 2021, the Strategic Community Reference Group (SCRG) met to consider the City's strategic approach to climate change and identify opportunities to inform the review of the *Climate Change Strategy 2014-2019*.

The meeting was facilitated by Will Bessen from Tuna Blue Facilitation and focused on exploring the community appetite for different strategy target scenarios, identifying issues and opportunities for responding to climate change, and prioritising areas in which the City can act upon. Will also introduced the subject matter experts and explained their role as participating members that were to be called upon for further information.

Members were provided pre-reading information to set the meeting context and participated in several facilitated activities that explored discussion on climate change targets (no, low, modest, ambitious) and scenarios (temperature, sea level, rainfall), identified issues and opportunities for mitigation and adaptation, as well as outlined several priorities that the City could incorporate into the development of its new Climate Change Strategy.

Participants agreed that the climate change discussion had evolved over the last five years and the concept of climate change was no longer debatable with most participants supportive of the City setting an ambitious carbon emissions reduction target and wanting the City to demonstrate leadership and action in climate change mitigation and adaptation.

This Meeting Report captures the meeting's outputs, including details of the small group work.

Activity 1: Targets and scenarios

Members were given 15 minutes to review information provided at 8 different tabletop stations:

- 3 climate change scenarios (temperature, sea level, rainfall)
- 1 station that outlined the City's key achievements in the last 5 years
- 4 stations that outlined climate change target options (no, low, modest, ambitious)

Participants were asked to consider the following question: *'What interested you about the tabletop materials? Were there any facts that surprised you?'*

Members indicated that there were no major surprises from the tabletop content. Participants agreed that the climate change discussion had evolved over the last five years and the concept of climate change was no longer debatable.

Participants were then asked to stand at the target they supported and partake in a general discussion. Most participants supported an ambitious climate change target, with one supportive of the low / modest target.

Some of the common themes that were raised throughout the activity included:

- **Change in rainfall patterns** – Participants had noticed a reduction in rainfall at times but then more severe and significant periods of rainfall at unusual times of the year. Experts confirmed that average rainfall may decline but intense rainfall can put pressure on drainage and stormwater systems.
- **Risks of impacts to coastal infrastructure** – Planning for coastal erosion can be challenging and adaptive measures can be costly. Most coastal areas are also heavily utilised tourist areas that will be affected by climate change. There is a risk that coastal assets and infrastructure could become a lost investment.
- **Rising temperature changes pose a major health issue** – Temperature changes not only increase the likelihood of bushfires and smoke impacts but could pose a greater health risk to the elderly and other at-risk communities.
- **Concern for unsustainable housing design** – Participants highlighted the need to analyse how the design of future housing developments within the suburbs can be influenced. Experts indicated that a trial with climate sensitive design was done with the Kingsley Estate subdivision in the 1990s however, was unsure whether the success of the trial was evaluated.
- **Need for action on climate change** – Recognised that the timeframe for acting on climate change is now, and that time is running out. Feels like nothing has been done or achieved in the last 20 years from all spheres of government and industry.
- **Climate change goes beyond cost benefit analysis** – While it was recognised that a more ambitious emissions reduction target would financially cost more and may have minimal impacts on investor levels in the City, climate change was an existential risk that goes beyond basic cost benefit analysis. Some aspects of influencing climate change may fall outside of a local government's control. The City should integrate climate change mitigation and adaptation measures across all services and planning.
- **Accountability of individuals** – Participants agree there was a need to revisit adaptive measures at a household level as programs such as the Leafy City Program has received community pushback and complaints. There was a general desire for the broader community to take ownership but also questions on how they can become more engaged and active about climate change adaptation.
- **Greater levels of education and community buy-in** – Should rates increase due to climate change targets, the general community will want to know why and seek cost benefit analysis and information. A strong PR campaign will be needed to explain and educate community on the wellbeing benefits from reducing emissions.
- **City's role in climate change** – It was noted that Council was trying to do it all and needed to shift responsibility and accountability to be community led. The City should be supporting community led initiatives and advocating for State and Federal government leadership.

Activity 2: Issues and opportunities

Participants then worked in table groups to consider and categorise issues and opportunities through the following discussion question: *'Given the target appetite and climate scenarios for 2030 and 2090, what opportunities and issues do you see for climate change mitigation and adaptation by the City over the next 10 years?'*

Table facilitators captured comments for climate change adaptation and mitigation on Group Map across six focus areas:

1. Parks & Reserves
2. Natural Environment
3. Land Use Planning & Development
4. Infrastructure & Assets
5. Corporate Responsibility & Good Governance
6. Community Wellbeing

Some of the common themes that were raised throughout the activity included:

Parks and reserves

- *Increase tree planting and biodiversity protection:*
 - Establish / maintain partnership with community organisations (i.e. Trillion Trees).
 - Expand the current delivery of the Leafy City Program.
 - Research and plant different types of plants.
 - Plant more trees in our existing parks to provide some natural areas.
 - Encourage understorey vegetation to occupy spaces under the canopy of taller trees.
 - Use natural plants to provide erosion control.
- *Investigate better ways to manage and recycle water:*
 - Continue hydro-zoning and eco-zoning within parks and public open spaces.
 - Encourage the use of recycled water.
- *Utilise low energy lighting options within parks and public open spaces whilst reducing materials and costs*

Natural environment

- *Monitor and budget for adaptive measures to protect natural areas:*
 - Monitor impacts of climate change by establishing longitudinal native vegetation monitoring within the City's natural areas.
 - Budget for and implement adaptive management based on longitudinal native vegetation monitoring data.
 - Monitor the survival of large trees that may be impacted by decreased rainfall and water.
- *Preserve and restore the City's natural bushland areas*
 - Prevent development / sale of Bush Forever sites.
 - Prioritise the importance of biodiversity (flora and fauna).

Land use planning and development

- *Mandate the retention of trees and bushland in housing infill developments:*
 - Establish a policy that mandates tree retention on private property developments (may also require advocacy from the City).
 - Retain trees and bushland on private properties, particularly within housing infill development areas.
 - Ensure developments retain large trees and only clear vegetation that requires clearing when developing houses.
- *Enforce and act upon residents whose verges have more than 50% hardstand.*
 - Promote and encourage no / less hardstand on verges.

- *Advocate for policy changes to mandate sustainable building design and construction:*
 - Mandate the use of sustainable building materials for residential, commercial developments and land subdivisions.
 - Advocate for stronger sustainability standards changes to State Government planning policies and guidelines (i.e., energy and water efficiency for building design).
 - Provide incentives / rebates for private properties that use / apply sustainable measures (i.e., water tanks, solar panels, energy ratings, composting etc.)
 - Advocate for improved residential building regulations.
- *Other comments:*
 - Encourage use of pool blankets to reduce evaporation.
 - Provide education to corporations and builders on the impacts of climate change.
 - Plan and design walkable neighbourhoods that have access to local services.

Infrastructure and assets

- *Implement sustainable transport options, including electric vehicle infrastructure and bike paths:*
 - Transition the City's fleet to electric vehicles.
 - Include yearly goals in Climate Change Strategy related to electric vehicles.
 - Invest and develop more electric vehicle charging infrastructure.
 - Encourage and reduce ability for short car trips to offset carbon emissions.
 - Increase development of walking and bike path infrastructure.
 - Design pedestrian friendly areas within the City (i.e., no car access).
- *Provide sustainable community facilities and infrastructure, including community battery storage:*
 - Build community facilities that are powered by renewable energy (e.g., Mills Park Community facility is a 6 Green Star rated building).
 - Advocate for opportunities to implement community battery storage.
 - Encourage and showcase investment opportunities in passive energy use (cost neutral).
 - Continue to replace street lighting with LED.
 - Explore opportunities to use passive solar power.
 - Ensure floodlighting in parks is used efficiently and only on when parks are in use.
 - Highlight the challenges exporting power and problems with tariffs.
 - Power City buildings using 100% renewable energy and make money exporting power.
- *Reduce resource consumption through sharing of facilities and infrastructure:*
 - Share the City's existing assets and infrastructure with other local governments.
 - Reduce consumption by dual use of public facilities.
- *Implement sustainable building standards and use recycled materials for Council assets:*
 - Encourage the use of recycled construction and demolition waste when constructing local footpaths and roads.
 - Ensure sustainable design is incorporated into the upgrades to City buildings.
 - Implement NABERS ratings on City buildings by meeting and exceeding them.
- *Other comments:*
 - Raise awareness of additional risk management and mitigation burning.
 - Provide incentives for businesses who can align their operations to meet the City's climate targets (i.e. fast track and support businesses willing to meet targets)
 - Invest in more incubator hubs.

Corporate responsibility and good governance

- *Implement sustainable procurement strategies:*
 - Restrict interstate / overseas corporate travel.
 - Make a conscious effort to reduce 'food miles' of corporate catering.

- Ensure sustainable practices are upheld by sub-contractors.
- Incorporate and apply sustainable assessment criteria when projects go out for tender.
- *Become leaders in advocating for climate change:*
 - Take leadership role with other local governments and declare a climate emergency.
 - Establish a climate change position and sign up to the Climate Declaration.
 - Establish regional partnership that act on climate change, energy, and sustainability projects (i.e., Regional Climate Alliance.)
 - Be responsive and flexible to State Governments' leadership on climate change.
 - Promote and educate all sustainable actions and changes the City has achieved.
- *Consider sustainable investment and financing options for Council spend:*
 - Set aside a reserve fund dedicated to climate change activities.
 - Offer voluntary opt-in rates to fund sustainability and climate change initiatives.
 - Provide alternative options for Council investment that meet environmental, social and governance goals (Environmental, Social and Governance goals).
 - Ensure that the City does not invest in companies that use fossil fuel.
- *Include economic development as a separate theme within the Climate Change Strategy:*
 - Develop a policy / position statement that focuses on sustainable development.
 - Ensure economic development is included as a theme within the Strategy as it has both mitigation and adaptation and a flow on effect (e.g., tourism).

Community wellbeing

- *Incentivise waterwise and sustainable household practices:*
 - Provide incentives for households to implement a native verge garden.
 - Educate households on the benefits of native waterwise planting.
 - Encourage households to use solar hot water.
 - Encourage the broader community to strive for green energy.
- *Enable more sustainable waste and recycling options:*
 - Adopt a Food Organics and Garden Organics waste bin (FOGO).
 - Develop a waste management policy that sets ambitious targets and strategies to reduce waste and emissions for individual households, businesses, and the City.
- *Encourage households to be more sustainable:*
 - Empower the community to take individual ownership on climate change strategies.
 - Link the community to evidence-based information to alleviate any anxiety around climate change.
 - Provide households with educational materials and grass roots initiatives.
 - Simplify climate change facts and information and conduct an ongoing PR campaign.
- *Prepare and plan for extreme events, such as heatwaves:*
 - Develop a heatwave plan that can identify vulnerable communities so they can be warned and assisted in extreme heatwave situations.
- *Design walkable and cyclable neighbourhoods close to local services and amenities:*
 - Provide and design neighbourhoods that encourage buying and living local to reduce the need for travel.
 - Encourage and promote more bike sharing / hire options.
- *Manage and highlight cost implications of climate change to the community.*

Activity 3: City priorities

For the last activity of the night, participants were asked the following question: *What are the three initiatives you would like the City to act upon and prioritise over the next 10 years?*

Table facilitators used Group Map to capture their table's top three initiatives. Each table was then allocated five votes to help prioritise the top initiatives.

The initiatives and votes are listed in the table below:

Initiative	Votes
Monitor and report on community emissions and implement initiatives to encourage emission reductions.	3
Set an ambitious emission reduction target (i.e., net zero by 2050) as well as setting an interim emission reduction target for 2030 that aligns.	3
Include environmentally responsible criteria in the City's procurement practices and governance.	3
Be a leader in sustainable development (resources, changes, setting targets, policies and planning, assets like electric vehicles).	2
Build community buy-in and ownership of household initiatives through greater education and information provision.	2
Incentivise, educate and advocate to increase energy efficient and climate resilient housing.	2
Encourage and plan for sustainable housing design within local communities through the development of policy and set tangible and visible targets.	2
Conserve, restore and educate on all things to do with the sustainable, natural environment, from community street level to City's assets, to commercial and built environment.	1
Increase green canopy within/throughout the City and advocate / educate through appropriate policy, programs, and targets (stretch target).	1
Ensure climate change actions are incorporated and integrated across all areas of the Strategic Community Plan (i.e., major developments, waste management plans, community wellbeing, economic development).	1
Reduce mitigation and environmental impacts through green energy initiatives (green assessment of contractors, recycled materials)	0
Introduce FOGO as soon as possible	0

The activity finished with an open plenary discussion that reflected on the prioritisation exercise. Comments reinforced the view that the City should set an ambitious carbon emissions reduction target and demonstrate leadership and action in climate change mitigation and adaptation. Other comments included a suggestion to incorporate an Economic Development theme within the Climate Change Strategy as well as ensuring the Strategy contains measurable and numeric sustainable rating targets. It was also noted that declaring a Climate Change Emergency did not make the priority list.

Conclusion

City Officers informed the SCRG that feedback and input received from the session as well as outcomes from the recent climate change survey will be used to inform the major review of the Climate Change Strategy, which is scheduled to be undertaken in 2021-22. City Officers then outlined that once a draft Plan is developed, it will be presented to Council with a recommendation to release for public comment / community consultation. Outcomes from the consultation will be incorporated into the development of the final Plan, which will be presented to Council for endorsement.

The Presiding Member informed SCRG members that this meeting marks the end of their two-year term as Community and Elected Member representatives, with their term concluding in October in line with the Council election cycle. The Presiding Member thanked all members and experts for their valuable input and contribution to the discussions.

Appendix: Additional input from SCRG member unable to attend meeting

Target

- I support the City to continue with its target of a minimum of 5% reduction in CO₂ per year.
- I do not support the use of carbon offsets to achieve reductions.

Three issues for the City

- Provide a service for the recycling of solar panels.
- Provide charging facilities for electric vehicles in all City car parks.
- Facilitate the installation of community batteries.