

NOTICE OF COUNCIL MEETING

PUBLIC AGENDA

An Ordinary Meeting of City of Parramatta Council will be held via Audio-Visual Link on Monday, 23 August 2021 at 6.30pm.

Note: Members of the public will not be able to attend the meeting in person but will be able to view the live stream video on Council's website.

Brett Newman
CHIEF EXECUTIVE OFFICER

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17 INNOVATIVE

- 17.1 FOR NOTATION: Minutes of the Smart City Advisory
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18 NOTICES OF MOTION

Nil

19 QUESTIONS WITH NOTICE

Nil

20 CLOSED SESSION

- 20.1 QUESTION WITH NOTICE: Questions Taken on Notice
from Council Meeting - 9 August 2021

This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

- 20.2 FOR APPROVAL: Tender 18/2021 Parramatta Food
Services - Meals on Wheels Service (Deferred Item)

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- 20.3 FOR APPROVAL: Lake Parramatta Cafe - Future Use and
Licence Options

This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

- 20.4 FOR APPROVAL: Shop 7/4-14 Hunter Street, Parramatta -
PARI - Request For Reduction in Rent

This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct)

business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

21 PUBLIC ANNOUNCEMENT OF RESOLUTIONS PASSED IN CLOSED SESSION

22 CONCLUSION OF MEETING

After the conclusion of the Council Meeting, and if time permits, Councillors will be provided an opportunity to ask questions of staff

MINUTES OF THE MEETING OF CITY OF PARRAMATTA COUNCIL HELD VIA
AUDIO-VISUAL ON MONDAY, 9 AUGUST 2021 AT 6.30PM

These are draft minutes and are subject to confirmation by Council at its next meeting. The confirmed minutes will replace this draft version on the website once confirmed.

PRESENT

The Lord Mayor, Councillor Bob Dwyer and Councillors Benjamin Barrak, Phil Bradley, Donna Davis, Pierre Esber, Michelle Garrard (Deputy Lord Mayor), Steven Issa, Andrew Jefferies, Sameer Pandey, Dr Patricia Prociv, Bill Tyrrell, Andrew Wilson, Lorraine Wearne and Martin Zaiter.

1. OPENING MEETING

The Lord Mayor, Councillor Bob Dwyer, opened the meeting at 6.30PM.

2. ACKNOWLEDGEMENT OF THE TRADITIONAL LAND OWNERS

The Lord Mayor, acknowledged the Burramattagal people of The Darug Nation as the traditional custodians of this land, and paid respect to their ancient culture and their elders past and present.

3. WEBCASTING ANNOUNCEMENT

The Lord Mayor, advised that this public meeting is being recorded and streamed live on the internet. The recording will also be archived and made available on Council's website.

4. OTHER RECORDING OF MEETING ANNOUNCEMENT

Nil

5. CONFIRMATION OF MINUTES

SUBJECT: Minutes of the Council Meeting held on 26 July 2021

3380 RESOLVED (Tyrrell/Bradley)

That the minutes be taken as read and be accepted as a true record of the Meeting.

6. APOLOGIES/REQUESTS FOR LEAVE OF ABSENCE

3381 RESOLVED (Esber/Wilson)

That the request to attend the Ordinary Council Meeting dated 9 August 2021 via remote means submitted by the following Councillors due to personal reasons, be accepted:

- Councillor Barrak
- Councillor Bradley
- Councillor Davis

- Councillor Esber
- Councillor Garrard
- Councillor Issa
- Councillor Jefferies
- Councillor Pandey
- Councillor Prociv
- Councillor Tyrrell
- Councillor Wearne
- Councillor Wilson
- Councillor Zaiter

7. DECLARATIONS OF INTEREST

There were no Declarations of Interest made at this meeting.

8. MINUTES OF THE LORD MAYOR

8.1 SUBJECT Condolence Motion: Ronald 'Ron' Wright OAM

REFERENCE F2019/03630 - D08176729

REPORT OF Lord Mayor, Councillor Bob Dwyer

3382 RESOLVED (Dwyer/Wilson)

- (a) **That** Council acknowledge the passing of Ronald 'Ron' Wright OAM, offering our condolences to his family, friends and the Parramatta District Cricket Club.
- (b) **That** Council note a memorial service will be held by the Parramatta District Cricket Club following the lifting of COVID-19 restrictions.
- (c) **That** Council write to the Parramatta District Cricket Club offering our sincere condolences on Ron Wright's passing.
- (d) **Further, that** a minute's silence be observed by the Chamber as a gesture of respect on his passing and in recognition of his dedication and contributions to the Parramatta and Western Sydney community.

Note: Council observed a minutes' silence.

9. PUBLIC FORUM

There were no public forums submitted for this meeting.

10. PETITIONS

There were no petitions tabled at this meeting.

11. RESCISSION MOTIONS

Nil

PROCEDURAL MOTION

MOTION (Tyrrell/Esber)

That Items 12.1, 12.2, 12.3 and 16.1 be resolved en bloc.

AMENDMENT (Wilson/Bradley)

That Items 12.1, 12.2 and 12.3 be resolved en bloc.

During debate, the mover of the motion accepted the wording of the amendment, which then became the motion.

The motion moved by Councillor Tyrrell and seconded by Councillor Esber on being put was declared CARRIED.

3383 RESOLVED (Tyrrell/Esber)

That Items 12.1, 12.2 and 12.3 be resolved en bloc.

12. FAIR

12.1 SUBJECT FOR NOTATION: Major Projects Advisory Committee (MPAC) Annual Report

REFERENCE F2014/00413 - D08129752

REPORT OF Business Governance Officer

3384 RESOLVED (Tyrrell/Esber)

That the Major Projects Advisory Committee (MPAC) Annual Report 2020/21 at Attachment 1 be received and noted.

12.2 SUBJECT FOR APPROVAL: Council Meeting Schedule for September - December 2021

REFERENCE F2021/00521 - D08162316

REPORT OF Governance Manager

3385 RESOLVED (Tyrrell/Esber)

(a) **That** Council adopt the revised schedule of Ordinary Council Meeting dates from September through to December 2021 as follows:

Date	Notes
Monday, 13 September	New
Monday, 27 September	New
Monday, 11 October	Existing

Monday, 25 October	Existing
Monday, 8 November	Existing
Monday, 22 November	Existing
Monday, 6 December	Cancel
Monday, 13 December	Cancel

- (b) **That**, in the event that *stay at home orders* are lifted and in person face to face meetings can resume, the above Council Meetings be held at St Patrick's Cathedral, 1 Marist Place, Parramatta.
- (c) **Further, that** notice be provided to the public of all Council Meetings, including Extraordinary Meetings, in accordance with Part B, Section 3.5 of Council's Code of Meeting Practice.

12.3 SUBJECT FOR APPROVAL: Minutes of the Aboriginal and Torres Strait Islander Advisory Committee

REFERENCE F2021/00521 - D08112485

REPORT OF Community Capacity Building Officer

3386 RESOLVED (Tyrrell/Esber)

- (a) **That** Council note the minutes of the Aboriginal and Torres Strait Islander Advisory Committee Meetings held on 27 April and 25 May 2021.
- (b) **That** Council delegate authority to the Chairperson of the Aboriginal and Torres Strait Islander Advisory Committee to make representation by sending a letter to the Museum of Art and Applied Sciences conveying the Committee's resolution in support of the rights of the traditional custodians of the Parramatta area, the Dharug people, to have a voice in whatever happens on the Willow Grove land and the area around it.
- (c) **That** Council note the Committee's endorsement of the renaming of the 'Sorry Day Garden' in Lake Parramatta to the 'Marcia Donovan Sorry Day Garden'.
- (d) **Further, that** Council note the Committee's resolution to congratulate and commend the Council and its officers on its achievements in Reconciliation over the past term of Council.

12.4 SUBJECT FOR APPROVAL: Aboriginal Deaths in Custody: Report of the Aboriginal and Torres Strait Islander Advisory Committee

REFERENCE F2021/00521 - D08125049

REPORT OF Community Capacity Building Officer

MOTION (Esber/Davis)

- (a) **That** Council notes the report prepared by the Aboriginal and Torres Strait Advisory Committee on Aboriginal Deaths in Custody and the recommendations contained within that report.
- (b) **That** Council thanks Advisory Committee members for their ongoing concern on this matter and effort in preparing the report.
- (c) **That** Council acknowledges with sadness the ongoing tragedy of Aboriginal deaths in custody and disproportionate rates of incarceration and offers our condolences to those families and communities experiencing trauma or otherwise impacted by these deaths.
- (d) **That** Council notes the work underway to develop a First Nations Strategy as part of the development and consultation on a new Community Strategic Plan within which the report's recommendations will be considered.
- (e) **Further, that** Council submit the following motion proposed by the Aboriginal and Torres Strait Islander Advisory Committee to the 2021 LGNSW Annual Conference:

That Local Government NSW calls on the NSW Government to adopt / implement all cross-jurisdictional reform recommendations contained within the Royal Commission into Aboriginal Deaths in Custody Report that seek to prevent Aboriginal Deaths in Custody and the resultant family trauma.

AMENDMENT (Issa/Wearne)

That Council receive and note the report.

3387 RESOLVED (Tyrrell/Zaiter)

That the motion be put.

The amendment moved by Councillor Issa and seconded by Councillor Wearne on being put was declared CARRIED on the Lord Mayor's casting vote.

The amendment then became the motion.

The motion moved by Councillor Issa and seconded by Councillor Wearne on being put was declared CARRIED on the Lord Mayor's casting vote.

3388 RESOLVED (Issa/Wearne)

That Council receive and note the report.

Note: Councillors Barrak, Bradley and Davis requested that their names be recorded as having voted against the decision taken in Item 12.4.

13. ACCESSIBLE

13.1 SUBJECT FOR APPROVAL: Response to Notice of Motion -
Celebration of International Day of People with Disability

REFERENCE F2021/00521 - D08054910

REPORT OF Community Capacity Building Officer, Community
Capacity Building

3389 RESOLVED (Pandey/Issa)

(a) **That** Council endorse the following activities to acknowledge the International Day of People with Disability (IDPwD) on 3 December 2021:

1. Develop a social media campaign, with the Access Advisory Committee, coinciding with IDPwD 2021 to raise awareness of the Committee, its role in Council, and draw attention to the achievements of the Committee in contributing to more inclusive services and facilities in Parramatta, and that calls for other members of the community with disability to contribute their stories of achievement to the campaign.
2. Deliver a Discovering Parramatta Week through the Heritage Centre to coincide with IDPwD 2021, to raise awareness of accessible activities offered by the Heritage Centre and increase participation in programs.
3. Deliver an Inclusion at Parramatta month (December) of Library based activities and opportunities to raise awareness and participation in inclusive programs of the Library, including education opportunities to increase knowledge of NDIS and facilitate links to relevant support services.
4. Implement a Celebrating Inclusion at Riverside campaign to coincide with IDPwD 2021 to promote Riverside's year-round accessible and inclusive services. Explore the delivery of a Concert and Panel Discussion event as a focal point for this campaign.
5. Council makes a public statement in support of people with disability and the need to address key challenges faced at this time with:

"The City of Parramatta Council calls upon services and all the community to keep the needs and interests of people with disabilities at the centre of each person's support and participation, as everyone is an individual, with individual needs, challenges and goals. There is no single experience of disability."

Note: Councillor Wilson was not present in the meeting for the vote taken in Item 13.1.

14. GREEN

Nil

15. WELCOMING

Nil

16. THRIVING

16.1 SUBJECT FOR APPROVAL: Works on Private Land - Bungaree Road Shops Better Neighborhood Project

REFERENCE F2021/00521 - D08124993

REPORT OF Place Manager

MOTION (Garrard/Zaiter)

That Council approve works to be carried out on private land at Bungaree Road Shops, Toongabbie, in accordance with the Concept Plan shown at Attachment 1.

AMENDMENT (Pandey/Bradley)

That Council approve works to be carried out on private land at Bungaree Road Shops, Toongabbie, in accordance with the Concept Plan shown at Attachment 1 and that Council continue discussions with the landowner to provide access to all six (6) shops.

During debate, the mover of the motion accepted the wording of the amendment, which then became the motion.

The motion moved by Councillor Garrard and seconded by Councillor Zaiter on being put was declared CARRIED.

3390 RESOLVED (Garrard/Zaiter)

That Council approve works to be carried out on private land at Bungaree Road Shops, Toongabbie, in accordance with the Concept Plan shown at Attachment 1 and that Council continue discussions with the landowner to provide access to all six (6) shops.

Note: Councillor Barrak requested that his name be recorded as having voted against the decision taken in Item 16.1.

16.2 SUBJECT FOR APPROVAL: Phillip Street Smart Street Stage 2 Works (Deferred Item)

REFERENCE F2021/00521 - D08160836

REPORT OF Place Manager

3391 RESOLVED (Zaiter/Tyrrell)

- (a) **That** Council approve the Phillip Street Smart Street - Stage 2 detailed concept plan at Attachment 1.
- (b) **That** Council approve the project budget of \$4,321,508 from the CBD Infrastructure Special Rate and Internal CBD Infrastructure Reserve and \$750,000 from 'Your High Street' grant funding (only applicable to this project) for a total project budget of \$5,071,508 as detailed in paragraph 9.
- (c) **Further, that** Council approve the accompanying project delivery plan for completion in December 2022 as outlined in Attachment 2.

Note: Councillors Barrak, Davis and Prociv requested that their names be recorded as having voted against the decision taken in Item 16.2.

16.3 SUBJECT FOR APPROVAL: Naming of 5 Parramatta Square Building (Deferred Item)

REFERENCE F2021/00521 - D08160839

REPORT OF Place Manager

3392 RESOLVED (Issa/Tyrrell)

- (a) **That** Council note the community feedback received on the public exhibition of the proposed names for the 5 Parramatta Square building.
- (b) **That** Council approve further investigation to identify a broader selection of naming options for the 5 Parramatta Square building.
- (c) **Further, that** Council approve:
 - a. a consultant be appointed to coordinate further investigation identified in part (b);
 - b. that the brief provided to the consultant be circulated to Councillors for feedback;
 - c. that Councillors be provided an opportunity to meet with the consultant to provide feedback on naming options.

Note: Councillors Barrak and Jefferies requested that their names be recorded as having voted against the decision taken in Item 16.3.

17. INNOVATIVE

17.1 SUBJECT FOR NOTATION: Minutes of the Heritage Advisory Committee Meeting held on 17 June 2021

REFERENCE F2013/00235 - D08118198

REPORT OF Project Officer Land Use

MOTION (Davis/Issa)

- (a) **That** Council receive and note the minutes of the Heritage Advisory Committee meeting of 17 June 2021.
- (b) **That** Council acknowledges the Advisory Committee's support for Ann Warr Heritage Consulting and Geoffrey Britton's recommendation to proceed with Option 2 East of Wharf for relocating the Subiaco Columns to Eric Primrose Reserve, as the most viable options or installation.
- (c) **Further, that** Council note in point 14 of the report *Committee* should be replaced with *report back to Council*.

AMENDMENT (Tyrrell/)

That Council defer consideration of this matter to the next Council Meeting for further information.

The amendment moved by Councillor Tyrrell was WITHDRAWN.

The motion moved by Councillor Davis and seconded by Councillor Issa on being put was declared CARRIED.

3393 RESOLVED (Davis/Issa)

- (a) **That** Council receive and note the minutes of the Heritage Advisory Committee meeting of 17 June 2021.
- (b) **That** Council acknowledges the Advisory Committee's support for Ann Warr Heritage Consulting and Geoffrey Britton's recommendation to proceed with Option 2 East of Wharf for relocating the Subiaco Columns to Eric Primrose Reserve, as the most viable options or installation.
- (c) **Further, that** Council note in point 14 of the report *Committee* should be replaced with *report back to Council*.

17.2 SUBJECT FOR NOTATION: Minutes of the 5/7 Parramatta Square Advisory Group Meeting held on 17 June 2021

REFERENCE F2021/00521 - D08134326

REPORT OF Business Governance Officer

3394 RESOLVED (Issa/Tyrrell)

That Council receive and note the minutes of the 5/7 Parramatta Square Advisory Group meeting held on 17 June 2021.

17.3 SUBJECT FOR APPROVAL: Public Exhibition - Draft Planning Agreement for land at 1 Windsor Road, North Rocks

REFERENCE F2021/00521 - D07916641

REPORT OF Project Officer Land Use

3395 RESOLVED (Esber/Tyrrell)

(a) **That** Council authorise the Chief Executive Officer to finalise the draft Planning Agreement in accordance with the Letter of Offer as provided in Attachment 1 and terms outlined in this report on behalf of Council, and place the draft Planning Agreement on public exhibition.

(b) **Further, that** Council delegate authority to the Chief Executive Officer to correct any minor inconsistencies or anomalies of an administrative nature relating to the draft Planning Agreement documentation that may arise during the drafting and exhibition process.

DIVISION A division was called, the result being:-

AYES: Councillors Barrak, Bradley, Davis, Dwyer, Esber, Garrard, Issa, Jefferies, Pandey, Prociv, Tyrrell, Wearne, Wilson and Zaiter

NOES: Nil

18. NOTICES OF MOTION

Note: Item 18.1 NOTICE OF MOTION: Moving Art in the Parramatta Local Government Area was moved into Closed Session in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the staff response contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

19. QUESTIONS WITH NOTICE

19.1 SUBJECT QUESTION WITH NOTICE: Powerhouse Museum

REFERENCE F2021/00521 - D08162958

FROM Councillor Davis

At the meeting of 30 November 2020, Council supported the proposal from the Museum of Applied Arts and Sciences for a Community Information Centre to temporarily activate Council's Parramatta Square Retail 6 tenancy and adjoining public domain under a license agreement for a period of 6 months.

QUESTION

1. What date was the licence agreement and associated documents signed in connection to this matter?
2. When does the licence agreement expire?
3. How much money has the Museum of Applied Arts and Sciences paid the City of Parramatta for this 6-month lease?
4. Has the Museum of Applied Arts and Sciences approached Council to extend this lease?

EXECUTIVE DIRECTOR, PROPERTY & PLACE RESPONSE

1. The licence agreement commenced on 7 December 2020.
2. Council at its meeting of 30 November 2020 resolved at the agreement was to expire after a maximum of six (6) months, the expiry of the agreement was therefore 7 June 2021.
3. Council at its meeting of 30 November 2020 resolved that the license agreement be at a 'peppercorn' rate, therefore Council has received one dollar (\$1) as consideration of the agreement.
4. Yes, the Museum of Applied Arts and Sciences has approached Council to extend the license agreement. Council officers sort full commercial rental and as a result, an agreement was unable to be reached. The Museum of Applied Arts and Sciences will vacate in August 2021 or when the NSW Health orders will allow them to do so.

19.2 SUBJECT QUESTION WITH NOTICE: Willow Grove

REFERENCE F2021/00521 - D08162969

FROM Councillor Davis

In relation to the Powerhouse Parramatta Response to Submissions, at the 9 November 2020 Council meeting it was resolved:

- (c) *That Council note the Response does not include sufficient information on the method of relocation, future location or the impact of the heritage significance of Willow Grove to allow for an assessment of the proposed relocation.*
- (d) *That, if the Proponent's final submission proposes to relocate Willow Grove, then Council conditionally support the relocation of Willow Grove, rather than its demolition, subject*

to an assessment of the method of relocation, future location and the impact of the heritage significance of Willow Grove.

QUESTION

1. Has Council received and reviewed any correspondence relating to the deconstruction of Willow Grove including a detailed Relocation Framework and Methodology Plan (RFMP) for the site selection, deconstruction, and relocation of Willow Grove?
2. If Council has received any correspondence from or engaged in any discussions with Infrastructure NSW and the NSW Government about the storage site for Willow Grove what, if anything, has been discussed/resolved to this point?
3. If Council has received any correspondence from or engaged in any discussions with Infrastructure NSW and the NSW Government about site selection for the relocation of Willow Grove what, if anything, has been discussed/resolved to this point?
4. If Council has received any correspondence from or engaged in any discussions with Infrastructure NSW and the NSW Government about the proposed adaptive reuse of St George's Terrace what, if anything, has been discussed/resolved to this point?

EXECUTIVE DIRECTOR, PLANNING & DESIGN RESPONSE

1. Council received correspondence relating to this matter when it was consulted on the Department of Planning, Industry and Environment's publicly exhibited draft Westmead Place Strategy that was the subject of a report to the Council meeting on 22 March 2021. The draft Strategy noted that it supports "the relocation of Willow Grove to the Parramatta North sub-precinct, outside the heritage core, ensuring its future uses and siting integrates with surrounds. Willow Grove reconstruction will be subject to planning approvals." Council's submission on the draft Strategy in response to consultation that was approved at that Council meeting stated that "it is considered premature for the Draft Strategy to identify Parramatta North as the location for Willow Grove at this stage."
2. Council also received a copy of the photographic archival recording of Willow Grove from InfrastructureNSW in March 2021 which was submitted for information purposes only in accordance with the requirements of Condition B1 of the Powerhouse proposal development consent.
3. As far as Council officers are aware, there has been no other correspondence with InfrastructureNSW in relation to this matter since November 2020. However, a detailed search of all Council records held in relation to this matter is being finalised and Councillors will be advised if any further correspondence that is identified.

19.3 SUBJECT QUESTION WITH NOTICE: Industrial Relations

REFERENCE F2021/00521 - D08162974

FROM Councillor Davis

QUESTION

Broken down by year (ie, 2020, 2021):

1. Have any City of Parramatta staff been stood down under the Splinter Award, and for how long?
2. How many casual staff were stood down? Of these casual staff, how many were employed via labour hire?

EXECUTIVE DIRECTOR, CORPORATE SERVICES RESPONSE

1. Please find below information in response to the questions raised:

Year	Casuals Stood Down	Permanent Staff Stood Down (Splinter Award)
2020	169	0
2021	75	118

2. Casual staff received Special Leave for forward shifts in 2021 and for up to four (4) weeks for regular casuals in 2020 prior to being stood down.
3. Permanent staff currently stood down may not be stood down full time as they are rotating shifts amongst teams to minimise stand down impacts.
4. Permanent staff members have been placed on Special Leave pursuant to the Splinter Award for the following reasons:
 - a. Shutdown of service, no alternate suitable duties available, no opportunity to work from home (sections of library, Riverside Theatre, Aquatics etc);
 - b. Unable to perform duties from home, no alternate suitable duties available (Sections of regulatory services, etc)
 - c. Work not deemed essential/not an authorised worker, no opportunity to work from home, no alternate suitable duties available (Sections of Parks, Civil, etc).
5. Where there is no useful work/suitable alternative duties, an employee is entitled to four (4) weeks paid COVID-19 special leave under the Splinter Award.
6. If Council is unable to provide useful work and a permanent employee is stood down for greater than four (4) weeks they may be entitled to job retention allowance for up to 13 weeks.

7. Job Retention Allowance shall be paid at the rate of \$888.50 per week.
8. Employees may supplement payment of the Job Retention Allowance by applying to take accrued annual leave or long service leave at the same time.
9. Council has also provided paid additional Special Leave for permanent staff in circumstances where an employee has been directed to self isolate by NSW Health and they are unable to work remotely. This provision is made above the Splinter Award and does not contribute to the four (4) weeks special leave related to staff being stood down.
10. Council is supporting staff with this above Award leave payment to ensure sick leave is not exhausted due to forced isolation health orders.
11. Council is also providing additional Special Leave for staff that receive COVID-19 vaccinations during work hours to promote this initiative.
12. Executive Directors are managing redeployment opportunities for staff stood down within their respective area to ensure alternate suitable work is provided as available. This includes rotating available shifts amongst staff to ensure paid Special Leave is spread consistently across the team where lower staffing levels are required.

19.4 **SUBJECT** **QUESTION WITH NOTICE: Delegations**

REFERENCE F2021/00521 - D08161200

FROM Councillor Wilson

QUESTION

1. Where would the CEO anticipate needing to have delegated authority in excess of \$250k?
2. Why can't Councillors have a list of projects you expected to approve and show the expected value?
3. What possible emergency could occur to negate the need for Council to consider the expenditure?

EXECUTIVE DIRECTOR CORPORATE SERVICES RESPONSE

1. The Chief Executive Officer (CEO) is delegated to spend any amount within the adopted Operational Plan. During the estimated four (4) week period where no Council exists (being 4 December through to Oath / Affirmation Ceremony of the new Council), if an unforeseeable emergency were to occur then the CEO will not be

able to respond without a prior delegation from Council. This is the intention of the proposed temporary delegations during the (anticipated) four weeks post Local Government Election.

2. It is not the intention of the recommendation to provide delegation to the CEO to approve specific business as usual projects. The intention is to provide delegations for unforeseeable and unbudgeted emergencies. Therefore, it is not possible to provide a list of projects.
3. During the period that is proposed to be requested (ie, 4 December through to Oath / Affirmation Ceremony), there is no Council to consider expenditure or make a decision on any matter. If no delegation is provided to the CEO for this period, then decisions of an unforeseeable or emergency nature (that are outside of the adopted Operational Plan) will not be able to be made.

19.5 **SUBJECT** **QUESTION WITH NOTICE: Questions Taken on Notice from Council Meeting - 26 July 2021**

REFERENCE F2021/00521 - D08162287

FROM Governance Manager

QUESTIONS TAKEN ON NOTICE FROM THE COUNCIL MEETING OF 26 JULY 2021

Item	Subject	Councillor	Question
12.1	Investment Report for June 2021	Bradley	<p>1. In reference to Council 26 July 2021 Item 12.1, pages 36, 43-44, & 47-48, why do we have (in round \$ figures) only \$719,000 invested in top S&P rated AAA Suncorp Covered ADI, only \$6.6m in A+ high rated Credit Suisse AG, only \$2.5m in A+ Suncorp, \$6.3m in A+ rated UBS AG, only \$1.0m in A rated Bank China (all fossil fuel free highly rated ADIs - for a total \$17.1m), when we have \$51.2m in much lower BBB+ rated higher risk BoQ and \$25.1m in even lower BBB rated AMP Bank (both fossil fuel exposed, lower rated higher risk ADIs totalling \$76.3m!)? Please provide a copy of the questions asked of Council's investment consultants in respect of the Fossil Fuel related investments.</p> <p>2. Why also as page 36 says "the highest rates amongst the A rated ADIs was yielding between 0.70% – 1.50% per annum" and "the highest deposit rates amongst the BBB and unrated ADIs was yielding [lower] between 0.40% and 1.10% p.a."? NOTE: Council's primary Investment policy objective is to preserve capital of low risk whilst maximising its returns.</p>

			<p>3. In the item 12.1 Investment Report there is a section on Fossil Fuel Investments which formed the basis of the Executive Director Corporate Services' Response to my item 18.1 Notice of Motion on Smart Progressive Divestment from Fossil Fuel Investing Financial Institutions.</p> <p>Could Council please be provided with the questions that were asked of Council's investment advisers to provide the basis of the Executive Director's Response to my Notice of Motion and the related section of the Item 12.1 Investment Report?</p>
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EXECUTIVE DIRECTOR, CORPORATE SERVICES RESPONSE

1. Staff responses to the questions taken on notice at the Council Meeting of 26 July 2021 are provided below:

Item 12.1 – Investment Report for June 2021 (Councillor Bradley)

Question 1

In reference to Council 26 July 2021 Item 12.1, pages 36, 43-44, & 47-48, why do we have (in round \$ figures) only \$719,000 invested in top S&P rated AAA Suncorp Covered ADI, only \$6.6m in A+ high rated Credit Suisse AG, only \$2.5m in A+ Suncorp, \$6.3m in A+ rated UBS AG, only \$1.0m in A rated Bank China (all fossil fuel free highly rated ADIs - for a total \$17.1m), when we have \$51.2m in much lower BBB+ rated higher risk BoQ and \$25.1m in even lower BBB rated AMP Bank (both fossil fuel exposed, lower rated higher risk ADIs totalling \$76.3m!)?

Please provide a copy of the questions asked of Council's investment consultants in respect of the Fossil Fuel related investments.

Answer

Council is required to invest within the Policy limits at the time of investment. The market moves continuously, where the offers on complying products change on a daily basis. Some complying products such as FRNs issued by institutions are only offered within a small window of opportunity and on small volumes e.g. new issuances of securities. The likes of AAA rated covered bonds and senior FRNs issued by the likes of Credit Suisse and UBS are very limited. Fund managers and institutional clients who run billions of dollars are the big investors of such securities and are allocated a larger portion compared to the likes of Parramatta Council.

Council purchases its investments at the time of investment, seeking the best relative value on the day of investment. The investments with AMP (BBB) and BOQ (BBB+) were yielding an attractive yield compared to other complying products at the time of investment. I have summarised Council's outstanding investments with AMP and BOQ here:

AMP (BBB) outstanding investments as at 28/07/2021:

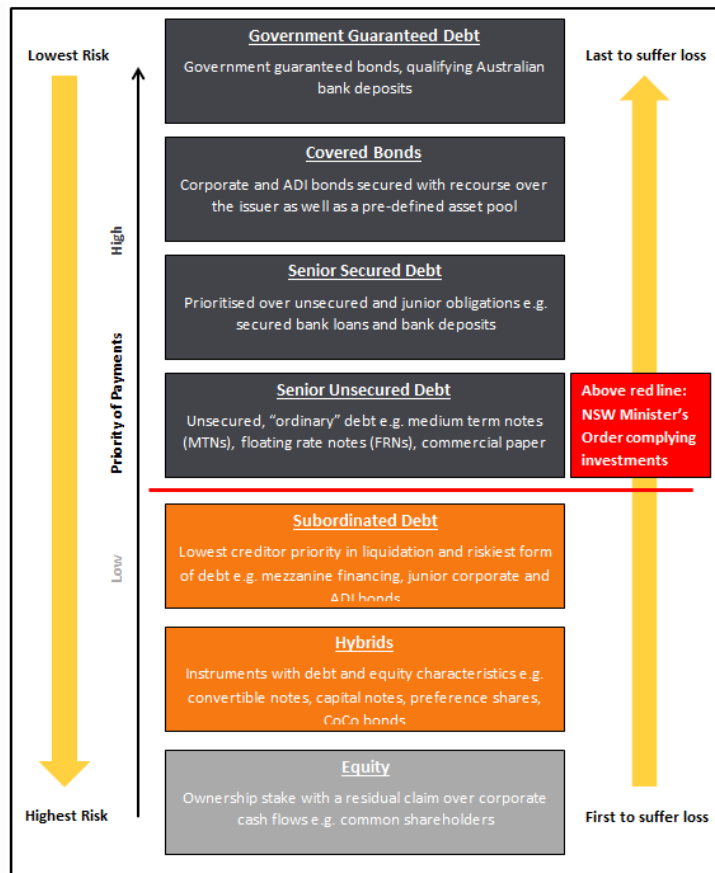
- *\$4m in Cash Account earning 0.75% p.a. (NAB earning 0.55% p.a. and cash rate of 0.10% p.a.) -> very attractive*
- *~\$21m in fixed T/Ds and senior FRNs: weighted average yield of 1.27% p.a. and a weighted average duration of 204 days (less than 7 months). Note the highest rate you can get from any rated bank for a 7 month term (fossil fuel or non-lending fossil fuel bank) is around 0.40% p.a. So Council is currently earning around 3 times the current market rate*

BoQ (BB+) outstanding investments as at 28/07/2021

- *~\$52m in fixed T/Ds and senior FRNs: weighted average yield of 2.18% p.a. and a weighted average duration of 312 days (less than 11 months). Note the highest rate you can get from any rated bank for a 11 month term (fossil fuel or non-lending fossil fuel bank) is around 0.50% p.a. So Council is currently earning more than 4 times the current market rate. The highest rate available today for a 5 year fixed investment from any rated institution is around 1.50% p.a.*

It is important to remind Council that the Minister's Order (regulations) ensures that capital preservation is paramount. The combination of the following key points:

1. *The very strict list of approved investments set by the NSW Minister's Order -> NSW councils can only invest in 'senior-ranked' assets issued by authorised deposit-taking institutions (ADIs) regulated by the Australian Prudential Regulation Authority (APRA), or otherwise State or Commonwealth Government securities (the only other exception for investments is through managed funds with TCorp - see the Bank Capital Structure as follows);*



2. *High regulation from APRA across all ADIs that Council invests with (that's all rated, unrated, domestic and international banks, building societies and credit unions). APRA's primary mandate is to "provide financial stability" and "protect depositors".*

Note the lower and unrated ADIs in particular are highly scrutinised by APRA and are forced to hold higher levels of capital against their balance sheet as a proportion of their assets relative to the higher rated banks. The unrated ADIs are only 'unrated' as they receive the majority of their funding through retail deposits and do not need to raise significant amounts of money through the wholesale debt market and pay a rating's agency hundreds of thousands of dollars a year just to get rated;

3. *Unprecedented monetary policy support from the RBA (note the cash rate is at emergency levels of 0.10%, they have provided cheap loans to all ADIs at 0.10% fixed for 3yrs, introducing their bond buying programs to keep rates low for a long period of time), as well as the fiscal support from the Federal Government.*

This has made it very difficult for any fixed interest investor, including the City of Parramatta Council, to lose any capital on its 'senior-ranked' investments, including those with the likes of AMP (BBB) and BoQ (BBB+). That is, with the strict regulation set by the Minister's Order, given NSW Councils can only invest in 'senior-ranked' (direct) assets with ADIs, or otherwise State or Federal Government securities, capital preservation has and always will be paramount, assuming the majority

of Council's investment portfolio will continue to be placed in such 'senior-ranked' assets.

Any ADI, rated or unrated, domestic or international (all are regulated by APRA), can issue different types of securities as depicted by the various boxes in the Bank Capital Structure chart above. The Minister's Order prohibits any NSW Council to invest in the higher risk categories i.e. any assets that are not deemed 'senior-ranked' assets, highlighted by the assets below the red line (with the exception through a managed fund investment through NSW Treasury Corporation).

Question 2

Why also as page 36 says “the highest rates amongst the A rated ADIs was yielding between 0.70% – 1.50% per annum” and “the highest deposit rates amongst the BBB and unrated ADIs was yielding [lower] between 0.40% and 1.10% p.a.”?

NOTE: Council's primary Investment policy objective is to preserve capital of low risk whilst maximising its returns.

Answer

Please note you've cut out the last part where it says “dependent on term”.

The market changes continuously and the rates on offer from most complying products change daily. Capital preservation is one of the key primary objectives and also the reason why Council has predominately invested with the higher rated banks over the past year. Following the RBA's decision to cut rates to emergency levels of 0.10% and offering their term funding facility (TFF) to all ADIs (rated or unrated) at a cost of 0.10% fixed for 3 years, most of the banks are heavily funded and hold too much liquid capital/cash on their balance sheets. This is the reason why the rates on offer from some of the lower rated banks have been lower than the higher rated banks – some of these lower rated banks don't need the funding from 'wholesale' investors such as Council. Naturally, Council has allocated a higher proportion of new investments to the higher rated banks over the past 12 months.

Since 01/07/2020, Council placed around \$172m across fixed T/Ds, senior FRNs and fixed bonds, of which only \$39m (or 23%) has been placed with BBB or BBB+ rated ADIs. Overwhelmingly, the majority of assets have been placed with the higher rated ADIs.

Currently, some of BBB rated ADIs are offering slightly higher rates than the higher rated ADIs for terms up to 12 months. In contrast, the major banks or other AA rated entities are offering slightly higher rates than the BBB rated ADIs for 2-5 year (longer-term) investments. Naturally, for the longer-term, our advisors have recommended placing with the higher rated banks in the current market environment. Should the offer on complying products / market circumstances changes, their recommendations would change accordingly.

Question 3

In the item 12.1 Investment Report there is a section on Fossil Fuel Investments which formed the basis of the Executive Director Corporate Services' Response to my item 18.1 Notice of Motion on Smart Progressive Divestment from Fossil Fuel Investing Financial Institutions.

Could Council please be provided with the questions that were asked of Council's investment advisers to provide the basis of the Executive Director's Response to my Notice of Motion and the related section of the Item 12.1 Investment Report?

Answer

Council's advisors, are regularly consulted about Fossil Fuel investments by the Treasury & Tax Accountant, and have been subsequently asked to include a permanent section of Fossil Fuels as part of our monthly report. Refer to page 13-14 of our June 2021 monthly investment report to council.

The Executive Director of Corporate Services has not requested any information in regard to Councillor Bradley's questions, as the Monthly Comprehensive Investment Report already includes a section on Fossil Fuels and has done so since May 21. Historically Council advisors answered Council questions on an adhoc basis as required.

Fossil Fuel Investments

What is Council's current exposure to institutions that fund fossil fuels?

Using the following link <http://www.marketforces.org.au/banks/compare>, based on the Council's investment portfolio balance as at 30/06/2021 (\$547.45m), we can roughly estimate that ~84% of the investments have some form of exposure. This is likely to drift higher given the new Policy limits imposed by NSW Treasury Corporation.

How would Council modify its Investment Policy to cater for divestment of fossil fuels?

If the major banks were withdrawn from investments, some members of the community may look at that remaining list of ADIs (banks) and say "Why do we have all our money with those no-name institutions? I've never even heard of them. We don't want to take risks with our money after councils lost \$100's of millions speculating in the GFC". It will be difficult to please everyone. We suggest starting the discussion with all Councillors asking "are you comfortable investing all the money with the lower rated regionals and credit unions?" If not, then a full divestment campaign will be complicated.

Some ways to potentially 'make changes' to the policy, or at least have a discussion, includes:

- *"Where possible within policy and without compromising the risk and return profile, we favour..."*
- *"We have not yet made a decision to divest because it will have implications on credit quality, ratings and income, but we are actively discussing..."*

What would be implications on our portfolio credit rating?

By adopting a free fossil fuel policy or an active divestment strategy, this would eliminate the major banks rated "AA-" as well as some other "A" rated banks (AMP, Citigroup and ING). Council would be left with a smaller sub-sector of banks to choose to invest with.

What would be risks and implications on Council's portfolio performance?

Some implications include:

- High concentration risk – limiting Council to a selected number of banks;
- Increased credit/counterparty risk;
- May lead to a reduction in performance (most of the senior FRN issues are with the higher rated ADIs) which could result in a significant loss of income generated – could be in excess of hundreds of thousands of dollars per annum;
- Underperformance compared to other Councils.

It may actually be contrary to Council's primary objective to preserve capital as the investment portfolio's risk would increase (all things being equal). Council may not be maximising its returns – this is one of the primary objectives written in the Investment Policy.

Council's exposure is summarised as follows:

Counterparty	Credit Rating	Funding Fossil Fuel
BoQ Covered	AAA	Yes
Suncorp Covered	AAA	No
TCorpIM Cash Fund ^{^^}	AA+	Yes
ANZ	AA-	Yes
CBA (BankWest)	AA-	Yes
HSBC	AA-	Yes
NAB	AA-	Yes
Northern Territory	AA-	Yes
Westpac	AA-	Yes
Citibank NA	A+	Yes
Credit Suisse	A+	No
Macquarie	A+	Yes
Suncorp	A+	No
UBS AG	A+	No
Bank China Aus.	A	No
CFS Global Credit ^{^^}	A	Yes
ICBC	A	No
ING Bank	A	Yes
Societe Generale	A	No
Bank of Communications	A-	No
Aus Military Bank	BBB+	No
BOQ	BBB+	Yes
Bendigo-Adelaide	BBB+	No
QT Mutual Bank	BBB+	No
AMP Bank	BBB	Yes
Auswide Bank	BBB	No
Bank Australia	BBB	No
CUA	BBB	No
ME Bank	BBB	No
MyState Bank	BBB	No
Newcastle PBS	BBB	No
P&N Bank	BBB	No
Teachers Mutual	BBB	No
QBANK	BBB-	No
Bank of Us	Unrated	No
BNK Bank	Unrated	No
Community First	Unrated	No
Judo Bank	Unrated	No
Warwick CU	Unrated	No
T-CorpIM LTG Fund ^{^^}	Unrated	Yes

^{^^}The underlying exposure in these managed funds includes the domestic major banks.

Source: <https://www.marketforces.org.au/info/compare-bank-table/>

Summary	Amount	Invested %
Yes	\$458,402,693	84%
No	\$89,042,937	16%
	\$547,445,630	100%

Reducing the exposure in BBB/Unrated ADIs and switching into A/AA or higher rated ADIs largely contradicts having a fossil fuel free or transitioning to a fossil fuel free lending investment portfolio. As you can see in the above table, most of the banks/ADIs that are funding fossil fuel are generally the higher rated ADIs including the domestic major banks, TCorp, BoQ, Macquarie, ING, etc. That is, it is currently very difficult to have a fossil fuel free investment portfolio while predominately investing with the higher rated ADIs (A rated or higher), particularly given the lack of complying 'green' assets that Council could invest in.

If the major banks were withdrawn from the investment portfolio, some members of the community may look at that remaining list of ADIs (banks) and say, "Why do we have all our money with those no-name institutions? I've never even heard of them. We don't want to take risks with our money after other councils lost \$100's of millions speculating in the GFC". It will be difficult to please everyone. Our advisors suggest starting the discussion with all Councillors asking "are you comfortable investing the majority of Council's money with the lower rated regionals and credit unions?" If not, then a full divestment campaign will be complicated.

Some ways to potentially 'make changes' to the policy, or at least have a discussion, includes:

- "Where possible within policy and without compromising the risk and return profile, we favour green assets should they be available...."*
- "We have not yet made a decision to divest because it will have implications on credit quality, ratings and income, but we are actively discussing..."*

Another suggestion would be to optimise the returns of the investment portfolio with the current Policy framework and if Council determines it has a pool of surplus funds excess to requirements, then allocate these funds and invest directly in physical assets/projects such as the following, when they become available:

- Sustainable water management*
- Renewable energy*
- Green commercial or residential buildings*
- Clean transportation*
- Pollution prevention and control*
- Climate change adaptation*

This form of investment would generally be offered by the major banks in the form of an FRN or bond; however, such offers are rare.

Please provide a copy of the questions asked of Council's investment consultants in respect of the Fossil Fuel related investments.

The Treasury & Tax Accountant communicates with Council advisors on a weekly basis. These discussions entail review of current market offers, optimum sell timelines on current investment held, and review of policy and strategy.

Most recently in our online policy review, meeting Council asked our advisors to provide additional information concerning;

- What percentage of the portfolio were free of Fossil fuels*
- What the impacts were for both rating and interest income by divesting the current portfolio*
- What opportunities existed in the current market to invest in fossil fuel free investments*

In conclusion, the impact of divesting in the current market would most likely

- *We could invest more with lower rated banks and credit unions thus reducing the overall credit rating of the overall portfolio*
- *Funds would need to be redeemed from all 4 majors, including NSW Treasury Corp and CFS Global Managed fund*
- *The current estimated loss of interest income if Council were to divert 40% of the portfolio to Fossil Fuel free investments is estimated to be approximately \$2.5m per annum – or 0.46%*
- *Limited Fossil Fuel Free investments are offered in the current market. By way of example, Council has invested \$33m in CBA Green Term Deposits in the last 12 months. CBA has now advised council that as these deposit mature, council will need to redeem or roll into standard deposits. CBA siting that insufficient Fossil Fuel free opportunity now exists, thus withdrawing these offers going forward.*
- *Westpac currently offer some Green term deposits ranging from 6 months to 5 years, but are 50-70 basis points below standard term deposits*

PROCEDURAL MOTION

3396 RESOLVED (Davis/Dwyer)

That the meeting be adjourned for five (5) minutes.

Note: The meeting was adjourned at 8:03pm for a short recess.

PROCEDURAL MOTION

3397 RESOLVED (Dwyer/Davis)

That the meeting resume.

The meeting resumed at 8:09pm with the following Councillors in attendance: The Lord Mayor, Councillor Bob Dwyer and Councillors Benjamin Barrak, Phil Bradley, Donna Davis, Pierre Esber, Michelle Garrard (Deputy Lord Mayor), Steven Issa, Andrew Jefferies, Sameer Pandey, Dr Patricia Prociv, Bill Tyrrell, Andrew Wilson and Martin Zaiter.

20. CLOSED SESSION

3398 RESOLVED (Esber/Garrard)

That members of the press and public be excluded from the meeting of the Closed Session and access to the correspondence and reports relating to the items considered during the course of the Closed Session be withheld. This action is taken in accordance with Section 10A(s) of the Local Government Act, 1993 as the items listed come within the following provisions:-

- 1 FOR NOTATION: Legal Status Report as at 30 June 2021. (D08111772) - *This report is confidential in accordance with section 10A (2) (g) of the Local Government Act 1993 as the report contains advice concerning litigation, or advice that would*

otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

- 2 FOR APPROVAL: Tender 15/2021 Parramatta Road at Marsh Street, Clyde - Traffic Control Signal Upgrade. (D07941697) - *This report is confidential in accordance with section 10A (2) (d) of the Local Government Act 1993 as the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*
- 3 FOR APPROVAL: Tender 18/2021 Parramatta Food Services - Meals on Wheels Service. (D08084060) - *This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*
- 4 FOR APPROVAL: Tender 19/2021 Provision of Internal Audit Services. (D08153639) - *This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*
- 5 FOR APPROVAL: Tender 25/2021 Alfred Street at Alice Street Harris Park – Construction of a Raised Pedestrian Crossing and Associated Work. (D08038135) - *This report is confidential in accordance with section 10A (2) (d) of the Local Government Act 1993 as the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*
- 6 FOR APPROVAL: Town Hall Redevelopment, 5PS Forecourt and Budget (Deferred Item). (D08160844) - *This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*
- 7 FOR APPROVAL: Parramatta Aquatic & Leisure Centre (ALCP) Operating Model (Deferred Item). (D08160845) - *This report is*

confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

- 8 NOTICE OF MOTION: Moving Art in the Parramatta Local Government Area. (D08158300) - *This report is confidential in accordance with section 10A (2) (c) (d) of the Local Government Act 1993 as the report contains information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.*

PROCEDURAL MOTION

3399 RESOLVED (Esber/Garrard)

That Items 20.1, 20.2, 20.4, 20.5 and 20.6 be resolved en bloc.

20.1 SUBJECT FOR NOTATION: Legal Status Report as at 30 June 2021

REFERENCE F2021/00521 - D08111772

REPORT OF Group Manager Legal Services

3400 RESOLVED (Esber/Garrard)

That Council note the Legal Status Report as at 30 June 2021

20.2 SUBJECT FOR APPROVAL: Tender 15/2021 Parramatta Road at Marsh Street, Clyde - Traffic Control Signal Upgrade

REFERENCE F2021/00564 - D07941697

REPORT OF Manager Capital Projects

3401 RESOLVED (Esber/Garrard)

- (a) **That** Council approve the appointment of the preferred proponent for the upgrade of the traffic control signals and associated works on Parramatta Road at Marsh Street, Clyde for the contract sum as outlined in paragraph 11 of this report.

- (b) **That** all unsuccessful tenderers be advised of Council's decision in this matter.
- (c) **That** Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents.
- (d) **Further, that** Council approve a budget of \$881,674 for the financial year of 2021/22 to be adjusted during the Q1 Quarterly Budget Review.

20.3 SUBJECT FOR APPROVAL: Tender 18/2021 Parramatta Food Services - Meals on Wheels Service

REFERENCE F2021/00722 - D08084060

REPORT OF Business Coordinator

MOTION (Garrard/Barrak)

- (a) **That** Council approve the appointment of the preferred proponent for the supply of Pre-Packaged Meal Services (Meals on Wheels) for the cost outlined in paragraph 9 of this report.
- (b) **Further, that**, Council delegate authority to Chief Executive Officer to finalise and execute all necessary documents.

AMENDMENT (Tyrrell/Esber)

That Council defer consideration of this matter to the next Council Meeting for further information.

During debate, the mover of the motion accepted the wording of the amendment, which then became the motion.

The motion moved by Councillor Garrard and seconded by Councillor Barrak on being put was declared CARRIED.

3402 RESOLVED (Garrard/Barrak)

That Council defer consideration of this matter to the next Council Meeting for further information.

20.4 SUBJECT FOR APPROVAL: Tender 19/2021 Provision of Internal Audit Services

REFERENCE F2021/00710 - D08153639

REPORT OF Coordinator Internal Audit

3403 RESOLVED (Esber/Garrard)

- (a) **That** Council approve the appointment of the preferred proponent for the provision of internal audit services for the fixed contract sum as outlined in paragraph 16 of this report.
- (b) **That** all unsuccessful tenderers be advised of Council's decision in this matter.
- (c) **Further, that** Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents.

20.5 SUBJECT FOR APPROVAL: Tender 25/2021 Alfred Street at Alice Street Harris Park – Construction of a Raised Pedestrian Crossing and Associated Work

REFERENCE F2021/01230 - D08038135

REPORT OF Manager Capital Projects

3404 RESOLVED (Esber/Garrard)

- (a) **That** Council approve the appointment of the preferred proponent for the construction of a raised pedestrian crossing and associated works in Alfred Street, Harris Park, south of Alice Street, for the contract sum as outlined in paragraph 12 of the report.
- (b) **That** all unsuccessful tenderers be advised of Council's decision in this matter.
- (c) **Further, that** Council delegate authority to the Chief Executive Officer to finalise and execute all necessary documents.

20.6 SUBJECT FOR APPROVAL: Town Hall Redevelopment, 5PS Forecourt and Budget (Deferred Item)

REFERENCE F2019/01435 - D08160844

REPORT OF Project Manager

3405 RESOLVED (Esber/Garrard)

- (a) **That** Council not proceed with the "Activate Parramatta" proposal that was endorsed by the chamber at a Council Meeting on 11th May 2015.
- (b) **That** Council approve the design concept for the 7 Parramatta Square Project (7PS) at Attachment 1.
- (c) **That** Council approve a total budget of \$20M to deliver the current design concept for 7PS as detailed at paragraph 15 of this report.
- (d) **That** Council delegate authority to the Chief Executive Officer to lodge Development Applications and all related applications for the 7PS, consistent with the design provided at Attachment 1.

- (e) **That** Council approve the current concept for the 5 Parramatta Square forecourt, as at Attachment 2.
- (f) **That** Council approve the increase in the 5 Parramatta Square project budget by an additional \$5,900,000 to supplement project contingency as detailed at paragraph 24 of this report.
- (g) **Further, that** Council delegate authority to the Chief Executive Officer to negotiate, execute contracts and sign all necessary documentation required for the design and construction for the 5 & 7 Parramatta Square Project to maximum value of \$156m allocated from the Property Reserve as detailed at paragraph 33 of this report.

20.7 SUBJECT FOR APPROVAL: Parramatta Aquatic & Leisure Centre (ALCP) Operating Model (Deferred Item)

REFERENCE F2021/00521 - D08160845

REPORT OF Client Side Senior Project Manager

MOTION (Garrard/Wilson)

- (a) **That** Council approve Option A: An In-house service delivery model, as the ALCP operating model, noting the financial implications of the chosen model.
- (b) **That** Council approves the financial model and associated operating forecast to guide the long-term operation of the ALCP detailed in the Financial Implications section of this report.
- (c) **That** Council notes that that any delay to the operating model decision later than August 2021 has the potential to impact in a delay (of up to three months) to the opening of the ALCP if direction is not obtained by this time.
- (d) **Further, that** Delegation is given to the CEO to initiate procurement approval / recruitment processes based on the operating model and financial model approval.

AMENDMENT (Issa/Tyrrell)

- (a) **That** Council approve Option B: An outsourced service delivery model for a period of 4 years, with a further option of four years to be exercised at Council's sole discretion, as the ALCP operating model, noting the financial implications of the chosen model.
- (b) **That** Council approves the financial model and associated operating forecast to guide the long-term operation of the ALCP detailed in the Financial Implications section of this report.

- (c) **That** Council notes that that any delay to the operating model decision later than August 2021 has the potential to impact in a delay (of up to three months) to the opening of the ALCP if direction is not obtained by this time.
- (d) **Further, that** Delegation is given to the CEO to initiate procurement approval / recruitment processes based on the operating model and financial model approval.

The amendment moved by Councillor Issa and seconded by Councillor Tyrrell was WITHDRAWN.

The motion moved by Councillor Garrard and seconded by Councillor Wilson on being put was declared CARRIED.

3406 RESOLVED (Garrard/Wilson)

- (a) **That** Council approve Option A: An In-house service delivery model, as the ALCP operating model, noting the financial implications of the chosen model.
- (b) **That** Council approves the financial model and associated operating forecast to guide the long-term operation of the ALCP detailed in the Financial Implications section of this report.
- (c) **That** Council notes that that any delay to the operating model decision later than August 2021 has the potential to impact in a delay (of up to three months) to the opening of the ALCP if direction is not obtained by this time.
- (d) **Further, that** Delegation is given to the CEO to initiate procurement approval / recruitment processes based on the operating model and financial model approval.

Note: Councillors Dwyer, Barrak, Issa, Jefferies, Tyrrell and Zaiter requested that their names be recorded as having voted against the decision taken at Item 20.7.

18.1 SUBJECT NOTICE OF MOTION: Moving Art in the Parramatta Local Government Area

REFERENCE F2021/00521 - D08158300

FROM Councillor Wilson

3407 RESOLVED (Wilson/Davis)

That Council prepare a report examining the installation and moving of artwork and examine if contractual arrangements can be made so that if Council decides to move the bus or any other artwork, Council is not charged again.

PROCEDURAL MOTION

3408 RESOLVED (Esber/Tyrrell)

That the meeting resume into Open Session.

21. REPORTS OF RESOLUTIONS PASSED IN CLOSED SESSION

The Chief Executive Officer read out the resolutions for Items 20.1 to 20.7 and 18.1.

22. CONCLUSION OF MEETING

The meeting terminated at 9:12 pm.

THIS PAGE AND THE PRECEDING 29 PAGES ARE THE MINUTES OF THE ORDINARY COUNCIL MEETING HELD ON MONDAY, 9 AUGUST 2021 AND CONFIRMED ON MONDAY, 23 AUGUST 2021.

Chairperson

FAIR

23 AUGUST 2021

12.1	FOR NOTATION: Investment Report for July 2021	38
12.2	FOR NOTATION: Response to Notice of Motion - Newington Anglican Church	89

FAIR

ITEM NUMBER	12.1
SUBJECT	FOR NOTATION: Investment Report for July 2021
REFERENCE	F2021/00521 - D08174029
REPORT OF	Tax and Treasury Accountant

PURPOSE:

The purpose of this report is to inform Council of the investment portfolio performance and compliance for the month of July 2021.

RECOMMENDATION

That Council receive the Investment Report for July 2021.

BACKGROUND

1. In accordance with clause 212 of the Local Government (General) Regulation 2005 (the Regulation), a report setting out details of all money invested must be presented to Council on a monthly basis.
2. The report must include a certificate as to whether or not the investments have been made in accordance with the Local Government Act 1993 (the Act), the Local Government (General) Regulation 2005 and Council's Investment Policy.

ISSUES/OPTIONS/CONSEQUENCES**Investment Portfolio Summary**

3. The investment portfolio closing balance as at 31 July 2021 was \$518.4m. The average portfolio holdings held throughout the month was \$533m.
4. The majority of Council's investment portfolio is in term deposits (63%). The portfolio also includes liquid floating rate notes (FRNs), cash, and the TCorp Long Term Growth Fund (LTGF).
5. Approximately 9% of the portfolio are less conservative long-term investments. The investment portfolio is well diversified and weighted towards higher-rated institutions.
6. The table below lists the diversified range of investments held by Council as at 31 July 2021:

Table 1: Summary of investment portfolio

Investment Product	000's	% Held	Monthly Return	Annualised Return
Term Deposits	328,105	0.63	0.10	1.24
Floating Rate Notes / Bonds	82,202	0.16	0.11	1.29
Cash at Call	59,550	0.11	0.05	0.54
31 Day Notice Funds	4,000	0.01	0.05	0.65
CFS Global Managed Funds (CFS)	14,350	0.03	-0.25	-2.88
TCorp Long Term Growth Fund (LTGF)	30,162	0.06	1.94	25.35
Total Investment Funds	518,368	1.00	0.13	1.50
Ausbond Bank Bill Index Benchmark				0.04
(Underperformance) / Outperformance				1.46

Performance Summary

- Investment performance for the month.** The investment portfolio reported an annualised return of 1.50%% in July, outperforming the AusBond Bank Bill Index benchmark by 146 basis points. The LTGF (1.94% return for the month) and Councils Floating Rate Notes (FRN's) (1.29% return for the month) were the main contributors towards the performance this month.
- Historical investment performance.** The table below provides year-to-date and historical investment performance compared to the Ausbond Bank Bill Index.

Table 2: Historical investment portfolio performance

Past and Present Performance	FYTD	1 Year	2 Year	3 Year
Total Portfolio	1.50	1.96	2.00	2.41
Ausbond Bank Bill Index Benchmark	0.04	0.05	0.39	0.89
Outperformance	1.46	1.91	1.61	1.52

- Investment income.** As at 31 July 2021, year-to-date investment income was **\$1.016m, exceeding the year to date budget by approximately \$570k**. The outperformance is primarily due to the LTGF (1.94% actual for the month), equating to approximately \$550k in additional Capitalised interest income.

Table 3: Year-to-date cumulative interest income

Month-End	Cumulative Budget	Cumulative Interest	Difference (\$)
Jul 2021	\$446,083	\$1,016,808	\$570,725
Aug 2021			
Sep 2021			
Oct 2021			
Nov 2021			
Dec 2021			
Jan 2022			
Feb 2022			
Mar 2022			
Apr 2022			
May 2022			
Jun 2022			

Performance by Investment Type

Floating rate notes (FRNs)

10. Council's senior FRNs made up around 11% of the total investment portfolio at month-end. The market value of Councils FRNs collectively rose by approximately 0.08% equating to approximately \$44k in dollar terms.

Table 4: Floating rate note investments (A- to AAA rated)

Summary	30 Jun 2021	31 Jul 2021	Net Flow (\$)	Net Difference (%)
Face Value	\$60,900,000	\$57,900,000	-\$3,000,000	-4.93%
Market Value	\$61,551,662	\$58,571,195	-\$3,024,650	+0.08%

11. Council's A- to AAA-rated FRNs are senior (high) ranked assets in the bank capital structure. It is expected that, if held to maturity, the FRNs will pay back their original face value, along with its quarterly coupons, throughout the life of the FRN.
12. Council's advisors do not anticipate Council to lose any capital or interest payments from its current holding of these senior FRNs as all banks continue to maintain high capital buffers as required by the Australian Prudential Rating Agency (APRA). At month-end, Councils FRNs are now marked at an **unrealised capital gain of \$690k.**
13. On a mark-to-market basis, BBB FRNs fell by approximately \$3k in dollar terms for the month, or -0.01%. During the month, Council sold \$3m in BBB FRNs, which resulted in a realised capital gain of \$25k. The total **unrealised capital gain is approximately \$170k.**

Table 5: Floating rate note investments (BBB rated)

Summary	30 Jun 2021	31 Jul 2021	Net Flow (\$)	Net Difference (%)
Face Value	\$29,400,000	\$26,400,000	-\$3,000,000	-10.20%
Market Value	\$29,597,711	\$26,570,435	-\$3,024,650	-0.01%

Northern Territory Treasury Corporation senior bonds (NTTC bonds)

14. NTTC bonds comprise 4.5% (\$23.5m) of Council's investment portfolio and are yielding between 0.90% and 1.00% for two- to five-year terms. NTTC bonds are a 'retail' offering and not 'wholesale' issuances. Given the lack of liquidity and high penalty costs if they were to be sold/redeemed prior to the maturity date, they are considered to be a hold-to-maturity investment and will be marked at face value throughout the term of the investment.

Term deposits

15. Term Deposits account for around 63% of the total investment portfolio. Council's term deposit portfolio was yielding 1.25% p.a. at month-end, with a weighted-average duration of around 569 days, or 1.5 years. The longer average duration will provide some income protection against the low interest rate environment for the next twelve months. However, as existing deposits mature, they will inevitably be reinvested at much lower prevailing rates. To illustrate the strong yield of Council's term deposit portfolio, current market leading offers range from 0.35% to 1.30%, with the higher end representing durations of 5 years or longer. Current market 1-2 year rates are sitting at around 0.35% to 0.60% for major institutions.
16. Given interest rates have fallen to all-time lows, Council is likely to see a rapid decline in interest income over the next few financial years, with reinvestment offers likely to range between 0.40% and 0.80%, especially if placed under durations of around three years.

TCorp Long Term Growth Fund

17. The TCorp Long Term Growth Fund accounts for around 6% of Council's total investment portfolio. The fund returned 1.94% for the month, or 25% annualised, as both domestic and international markets continued their positive momentum.

Table 6: TCorp Long Term Growth Fund

Summary	30 Jun 2021	31 Jul 2021	Investment (\$)	Net Return (\$)	Net Return (%)
Market Value	\$29,588,225	\$30,161,574	\$0	+\$573,349	+1.94%

18. According to Council's advisors, it is anticipated that there will be a sustained level of volatility in equity markets, particularly as downside risks to global growth remain, particularly in relation to the continuing impact of COVID-19. The Delta variant continues to result in temporary lockdowns both locally and abroad halting the speed of economic recovery, and continued rise in unemployment.

19. This fund has a long-term view (7+ years). Given the exposure to volatile equity markets, Council should expect in some months to report negative returns, but over the long-term, it is expected to outperform TDs and FRNs.

CFS Global Credit managed fund

20. This fund accounts for around 2.75% of Council's total investment portfolio. The fund returned -0.25% actual in July, as the market valuation of the fund's assets in global credit securities (FRNs and bonds) as credit spreads widened.

Table 7: CFS Global Credit Managed Fund

Summary	30 Jun 2021	31 Jul 2021	Difference (\$)	Difference (%)
Market Value	\$14,385,450	\$14,349,828	-\$35,622	-0.25%

21. The fund holds a diverse range of securities across the global credit market. It remains very well diversified by issuer in order to mitigate default risk. It invests in nearly 600 corporate bonds from issuers in various countries and industry sectors. This grandfathered fund has a current running yield of 1.5% and is a strong compared to cash, FRN's and Term deposits.

Cash-at-call

22. Cash-at-call makes up approximately 12.5% of the investment portfolio. Council has negotiated a special rate with National Australia Bank (cash rate plus 45 basis points, currently 0.55%). This rate is higher than most market TDs of one to twelve months. The holdings in this fund (\$63m) are much higher than usual in preparation of potential property purchases in September 21.

Maturities

23. Council has a substantial investment allocation to securities and bonds, as well as the CFS Global Credit Managed Fund. The portfolio is well spread across maturities, utilising capacity available in short- to medium-term maturities.
24. Overall, the portfolio remains well diversified from a maturity perspective, with around 31% of assets directed to medium term (2-5 years). Capacity remains in the medium term horizon, where advisors believe the most attractive yield can be found.

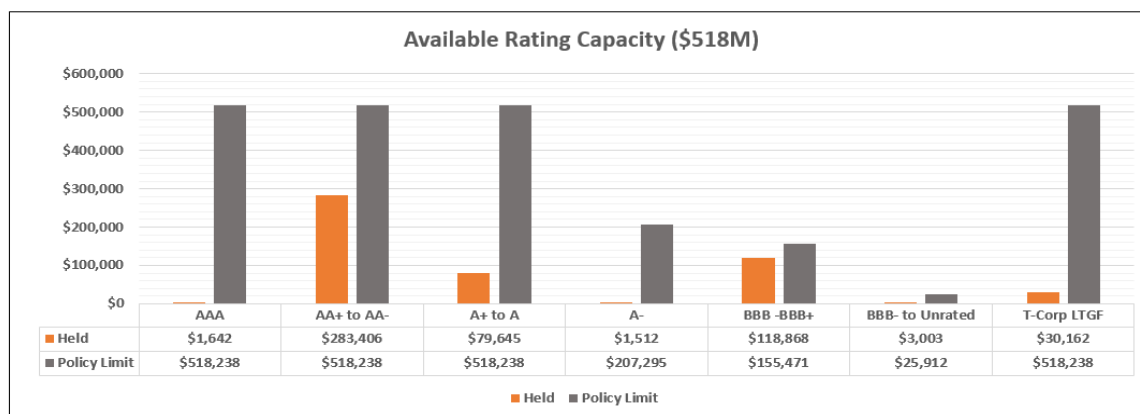
Table 8: Maturity profile

Compliant	Horizon	Invested (\$)	Invested (%)	Min. Limit (%)	Max. Limit (%)	Available (\$)
✓	0 - 365 days	\$216,271,915	41.73%	20%	100%	\$301,966,052
✓	1 - 2 years	\$110,910,953	21.40%	0%	70%	\$251,855,624
✓	2 - 5 years	\$160,893,526	31.05%	0%	50%	\$98,225,458
✓	5 - 10 years	\$30,161,574	5.82%	0%	25%	\$99,397,918
		\$518,237,967	100.00%			

Compliance

25. The portfolio complies with Council's Investment Policy rating limits, with ample investment opportunity still available in A-rated institutions, and approx. \$59m capacity in BBB+/unrated institutions.

Graph 1: Investment Policy rating capacity



*BBB+/BBB limits combined under Council's investment policy.

26. **Counterparty Limits.** All individual counterparty limits comply with council's investment policy, with the following exceptions:

Table 8: Exceptions to counterparty limits

Institution	Policy Limit (\$'000)	Held (\$'000)	Overweight (\$'000)	Reason	Compliance Date
Q Bank	1,000	1,004	3	This is technically NOT a breach of counterparty limits. Funds placed prior to current investment policy and are considered "grandfathered". This will be brought back into compliance with new policy by the end of 2021 as \$500k matures on 14 December 2021.	14 Dec 2021
Judo Bank	250	1,000	750	This is technically NOT a breach of counterparty limits. Funds placed prior to current investment policy and are considered "grandfathered". This will be brought back into compliance with the new policy by 26 September 2022 though the maturing of TDs.	26 Sept 2022

27. None of the counterparties listed in the table above are in technical breach of counterparty limits due to 'grandfathering' of these investments prior to the new investment policy. However, these are listed above in order to provide full transparency around when Council expects all 'grandfathered' counterparties to be brought back into compliance with the new investment policy.

28. **Fossil Fuel Investments (FFI)** Based on balances as at 31 July 21, approximately 84% of the portfolio has some form of FFI exposure. Council has approximately \$256m invested in the four major Institutions AA- (CBA, NAB, and Westpac & ANZ) all of which have exposure to FFI. Divestment from these majors would increase Councils risk profile and leave a smaller sub sector of banks available for investment. Apart from potential loss of investment income, divestment from FFI institutions may be contrary to Councils primary objective to preserve capital. Finance are currently in discussions with Councils advisors (Imperium Markets) to identify green friendly opportunities as they become available. Further commentary is available in the Imperium Comprehensive Report for July 21 on page 13.
29. Council engage Imperium Markets for assistance in all investment matters relating to advice, risk and portfolio weighting. Imperium monitor the portfolio daily and conduct a monthly health check review. This confirms that Council's portfolio is being conducted in accordance with the Act, the Regulation and the Investment Policy.

Certification of Investments

30. I hereby certify that the investments for the month of July 2021 have been made in accordance with the Act, the Regulations and Council's Investment Policy:

Michael Tzimoulas, Executive Director Corporate Services.

CONSULTATION & TIMING

Stakeholder Consultation

31. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
31 July 2021	Imperium Markets	All Investments are within Policy guidelines and supported by Councils independent advisor. Refer Imperium Comprehensive Report	Noting the grandfathered counterparty overweight position listed in this report, All remaining Investments are within Policy limits and reconcile to the General Ledger as at 31 July 21	Finance Team Michael Tzimoulas Executive Director Corporate Services Bruce MacFarlane Treasury & Tax Accountant

Councillor Consultation

32. The following Councillor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
N/A	N/A	N/A	N/A	N/A

FINANCIAL IMPLICATION FOR COUNCIL







33. Interest income as at 31 July 2021 exceeded the financial year to date investment interest budget by approximately \$570k. This outperformance is attributed to the TCorp Long Term Growth Fund, which has exposure to foreign and domestic shares. This fund can be volatile in the short term, and the investment interest forecast will be further analysed at the September 21 quarterly review.

Bruce MacFarlane
Tax and Treasury Accountant

Michael Tzimoulas
Executive Director Corporate Services

Brett Newman
Chief Executive Officer

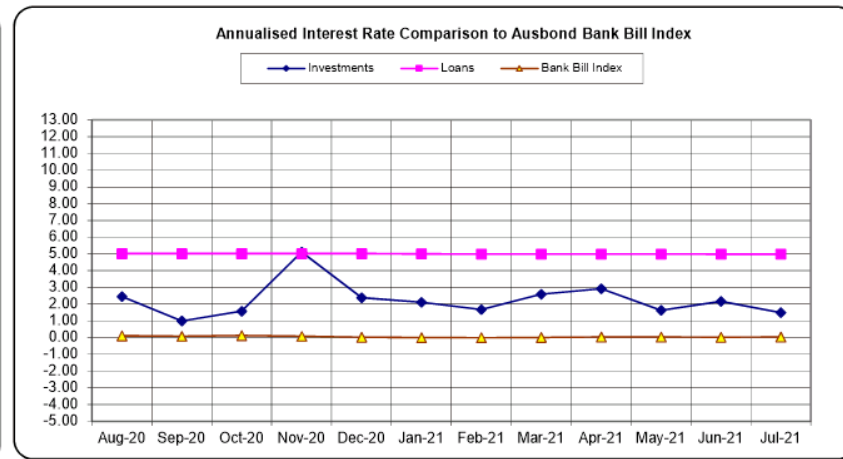
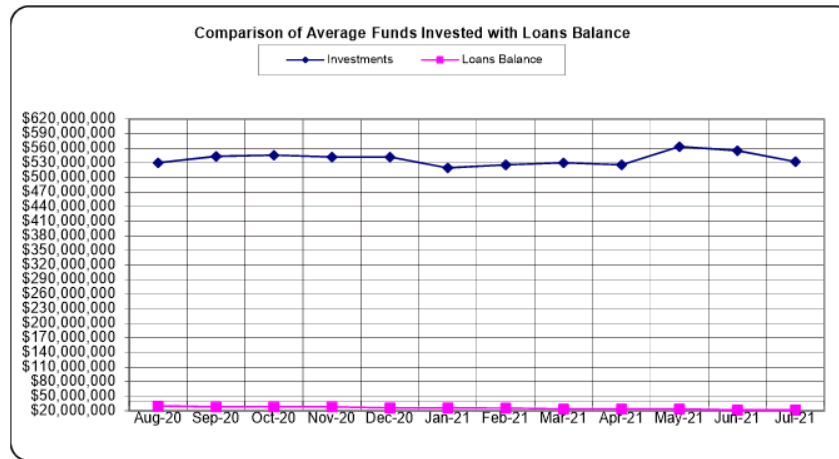
ATTACHMENTS:

- | | | | |
|---|---|--|----------|
| 1 |   | Investment and Loans Performance Graph July 2021.pdf | 1 Page |
| 2 |   | List of Council Investments by maturity July 2021.pdf | 8 Pages |
| 3 |   | Imperium Comprehensive Investment Report - July 21.pdf | 34 Pages |

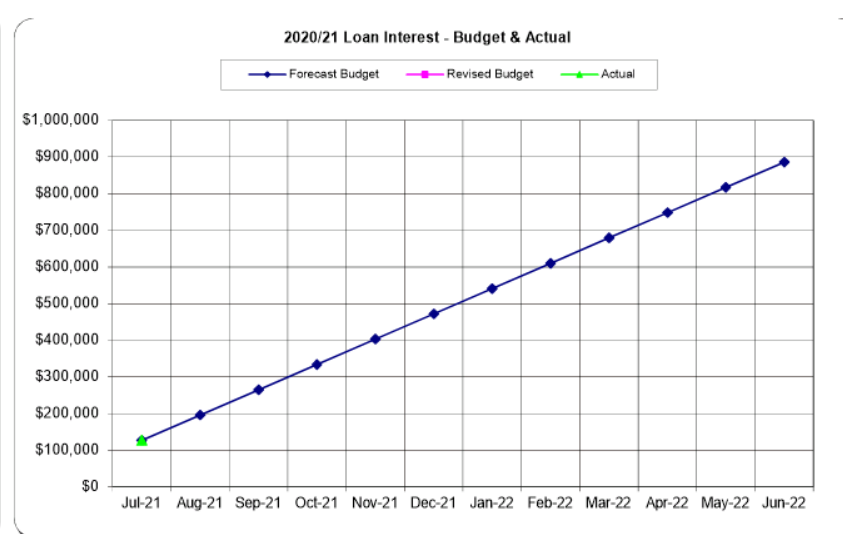
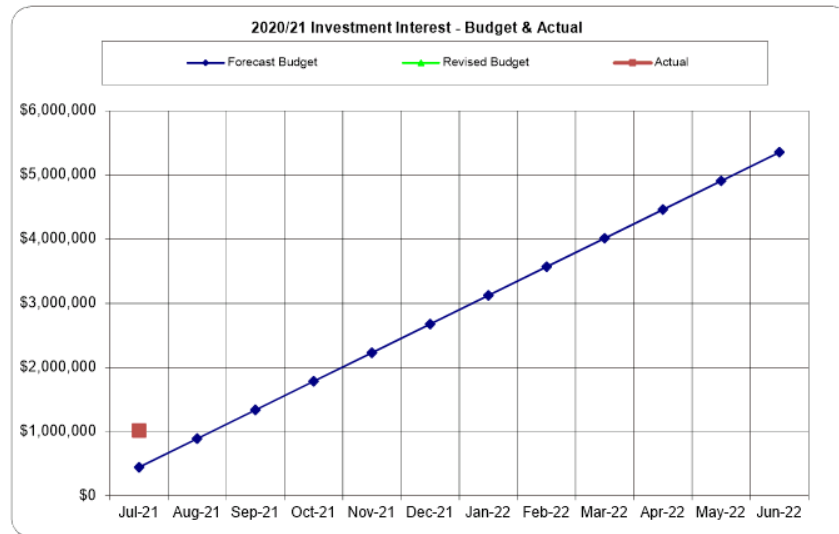
REFERENCE MATERIAL

ATTACHMENT 1

CL..... Governance & Corporate



Investments and Loans Interest - Year to Date Budget Performance





Investment Report

01/07/2021 to 31/07/2021



Portfolio Valuation as at 31/07/2021

Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
BOQ	BBB+	TD	GENERAL	At Maturity	01/12/2020	05/08/2021	0.4900	3,000,000.00	9,786.58	1,248.49
BOQ	BBB+	TD	GENERAL	At Maturity	01/12/2020	12/08/2021	0.4900	3,000,000.00	9,786.58	1,248.49
BOQ	BBB+	TD	GENERAL	At Maturity	01/12/2020	19/08/2021	0.5400	3,000,000.00	10,785.21	1,375.89
Bank Australia	BBB	FRN	GENERAL	Quarterly	30/08/2018	30/08/2021	1.3360	1,000,786.00	2,269.37	1,134.68
Australian Military Bank	BBB+	TD	GENERAL	Annual	07/09/2018	09/09/2021	3.1600	1,500,000.00	42,595.07	4,025.75
AMP Bank	BBB	FRN	GENERAL	Quarterly	01/11/2018	10/09/2021	1.1045	500,195.50	786.77	469.03
AMP Bank	BBB	FRN	GENERAL	Quarterly	18/09/2018	10/09/2021	1.1045	3,001,173.00	4,720.60	2,814.21
AMP Bank	BBB	FRN	GENERAL	Quarterly	01/11/2018	10/09/2021	1.1045	2,500,977.50	3,933.84	2,345.17
AMP Bank	BBB	FRN	GENERAL	Quarterly	10/09/2018	10/09/2021	1.1045	3,001,173.00	4,720.60	2,814.21
BOQ	BBB+	TD	GENERAL	At Maturity	08/12/2020	16/09/2021	0.5400	3,000,000.00	10,474.52	1,375.89
BOQ	BBB+	TD	GENERAL	At Maturity	08/12/2020	23/09/2021	0.5400	3,000,000.00	10,474.52	1,375.89
Commonwealth Bank	AA-	TD	GENERAL	At Maturity	08/12/2020	30/09/2021	0.4500	3,000,000.00	8,728.77	1,146.58
Bendigo and Adelaide	BBB+	TD	GENERAL	At Maturity	08/12/2020	07/10/2021	0.4500	3,000,000.00	8,728.77	1,146.58
Bank of Us	Unrated	TD	GENERAL	At Maturity	08/02/2021	14/10/2021	0.5000	250,000.00	595.89	106.16
Commonwealth Bank	AA-	TD	GENERAL	At Maturity	08/02/2021	14/10/2021	0.3700	3,000,000.00	5,291.51	942.74
ICBC Sydney Branch	A	TD	GENERAL	Annual	18/10/2019	21/10/2021	1.6700	4,000,000.00	52,341.92	5,673.42
Warwick Credit Union	Unrated	TD	GENERAL	At Maturity	08/02/2021	28/10/2021	0.5000	250,000.00	595.89	106.16
Commonwealth Bank	AA-	TD	GENERAL	At Maturity	08/02/2021	28/10/2021	0.3700	3,000,000.00	5,291.51	942.74



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
BOQ	BBB+	TD	GENERAL	Annual	16/11/2017	16/11/2021	3.3700	4,000,000.00	95,283.29	11,448.77
BOQ	BBB+	TD	GENERAL	Annual	23/11/2017	23/11/2021	3.3700	3,000,000.00	69,523.56	8,586.58
Community First	Unrated	TD	GENERAL	At Maturity	25/11/2020	25/11/2021	0.6500	250,000.00	1,108.56	138.01
NAB	AA-	TD	GENERAL	Annual	30/11/2018	02/12/2021	3.0100	3,000,000.00	60,364.93	7,669.32
BOQ	BBB+	TD	GENERAL	Annual	08/12/2017	08/12/2021	3.3700	1,000,000.00	21,789.59	2,862.19
ING Direct	A	TD	GENERAL	Annual	10/12/2019	09/12/2021	1.5500	2,000,000.00	19,873.97	2,632.88
Rural Bank (Bendigo and Adelaide Bank)	BBB+	TD	GENERAL	Annual	03/12/2018	09/12/2021	3.0500	2,500,000.00	50,345.89	6,476.03
QBANK	BBB-	FRN	GENERAL	Quarterly	14/12/2018	14/12/2021	1.5243	501,454.00	981.40	647.31
BNK Bank	Unrated	TD	GENERAL	At Maturity	13/05/2021	16/12/2021	0.5500	250,000.00	301.37	116.78
Macquarie Bank	A+	TD	GENERAL	At Maturity	10/02/2021	16/12/2021	0.6000	1,000,000.00	2,827.40	509.59
Westpac	AA-	FRTD	GENERAL	Quarterly	23/12/2016	23/12/2021	1.4050	2,500,000.00	3,753.08	2,983.22
Macquarie Bank	A+	TD	GENERAL	At Maturity	12/02/2021	06/01/2022	0.6000	1,000,000.00	2,794.52	509.59
Macquarie Bank	A+	TD	GENERAL	At Maturity	12/02/2021	13/01/2022	0.6000	1,000,000.00	2,794.52	509.59
Newcastle Permanent	BBB	TD	GENERAL	Annual	24/01/2019	27/01/2022	3.0500	2,000,000.00	31,419.18	5,180.82
BOQ	BBB+	TD	GENERAL	Annual	02/02/2018	03/02/2022	3.4500	3,000,000.00	51,041.10	8,790.41
BOQ	BBB+	TD	GENERAL	Annual	05/02/2018	04/02/2022	3.4500	4,205,435.62	70,357.51	12,322.50
ING Direct	A	TD	GENERAL	Annual	06/02/2020	10/02/2022	1.6500	2,000,000.00	15,731.51	2,802.74
Newcastle Permanent	BBB	TD	GENERAL	Quarterly	13/02/2019	14/02/2022	3.0500	1,000,000.00	6,684.93	2,590.41
AMP Bank	BBB	TD	GENERAL	At Maturity	18/02/2021	17/02/2022	0.7500	4,000,000.00	13,479.45	2,547.95
Macquarie Bank	A+	TD	GENERAL	At Maturity	17/02/2021	17/02/2022	0.5900	1,000,000.00	2,667.12	501.10



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
BOQ	BBB+	TD	GENERAL	Annual	26/02/2018	28/02/2022	3.4500	2,000,000.00	29,490.41	5,860.27
ING Direct	A	TD	GENERAL	At Maturity	23/02/2021	10/03/2022	0.5400	3,000,000.00	7,056.99	1,375.89
Macquarie Bank	A+	TD	GENERAL	At Maturity	23/02/2021	10/03/2022	0.5400	1,000,000.00	2,352.33	458.63
Macquarie Bank	A+	TD	GENERAL	At Maturity	25/02/2021	17/03/2022	0.5400	1,000,000.00	2,322.74	458.63
QBANK	BBB-	FRN	GENERAL	Quarterly	25/03/2019	25/03/2022	1.4316	501,942.50	725.61	607.94
AMP Bank	BBB	FRN	GENERAL	Quarterly	01/11/2018	30/03/2022	1.0803	2,001,034.00	1,894.22	1,835.03
AMP Bank	BBB	FRN	GENERAL	Quarterly	30/05/2019	30/03/2022	1.0803	3,001,551.00	2,841.34	2,752.55
Macquarie Bank	A+	TD	GENERAL	At Maturity	04/03/2021	01/04/2022	0.4900	1,000,000.00	2,013.70	416.16
Auswide Bank	BBB	TD	GENERAL	At Maturity	04/03/2021	07/04/2022	0.5000	4,000,000.00	8,219.18	1,698.63
Macquarie Bank	A+	TD	GENERAL	At Maturity	04/03/2021	14/04/2022	0.4900	1,000,000.00	2,013.70	416.16
ING Direct	A	TD	GENERAL	At Maturity	04/03/2021	14/04/2022	0.4200	4,000,000.00	6,904.11	1,426.85
ING Direct	A	TD	GENERAL	At Maturity	04/03/2021	21/04/2022	0.4200	4,000,000.00	6,904.11	1,426.85
MyState Bank	BBB	TD	GENERAL	At Maturity	31/03/2021	28/04/2022	0.5000	5,000,000.00	8,424.66	2,123.29
RACQ Bank	BBB+	FRN	GENERAL	Quarterly	23/05/2019	23/05/2022	1.0906	1,006,258.00	2,061.68	926.26
Westpac	AA-	FRTD	GENERAL	Quarterly	02/06/2017	02/06/2022	1.1309	2,000,000.00	3,718.03	1,920.98
BOQ	BBB+	TD	GENERAL	Annual	30/05/2018	02/06/2022	3.5000	3,000,000.00	17,835.62	8,917.81
BOQ	BBB+	TD	GENERAL	Annual	29/05/2019	02/06/2022	2.4000	5,000,000.00	20,383.56	10,191.78
Westpac	AA-	FRTD	GENERAL	Quarterly	16/06/2017	16/06/2022	1.0721	2,000,000.00	2,702.28	1,821.10
Westpac	AA-	TD	MAAS	Quarterly	25/06/2020	30/06/2022	0.9700	25,000,000.00	24,582.19	20,595.89
Westpac	AA-	FRTD	GENERAL	Quarterly	14/07/2017	14/07/2022	1.0750	1,000,000.00	530.14	530.14



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
Westpac	AA-	FRTD	GENERAL	Quarterly	17/08/2017	17/08/2022	1.0894	3,000,000.00	6,805.02	2,775.73
Westpac	AA-	FRTD	GENERAL	Quarterly	07/09/2017	07/09/2022	1.0249	6,000,000.00	9,266.22	5,222.78
JUDO BANK	Unrated	TD	GENERAL	Annual	25/09/2019	26/09/2022	2.1000	1,000,000.00	17,835.62	1,783.56
Bank of China, Sydney Branch	A	FRN	GENERAL	Quarterly	17/04/2019	17/10/2022	1.0252	1,009,202.00	365.14	365.14
Bank of Communications	A-	FRN	GENERAL	Quarterly	28/10/2019	28/10/2022	0.9099	1,511,685.00	149.57	149.57
Bank Australia	BBB	FRN	GENERAL	Quarterly	02/12/2019	02/12/2022	0.9309	1,006,940.00	1,530.25	790.63
P&N Bank	BBB	TD	GENERAL	Annual	03/12/2018	02/12/2022	3.2500	2,500,000.00	53,647.26	6,900.68
Westpac	AA-	FRTD	GENERAL	Quarterly	05/12/2017	05/12/2022	0.9749	3,000,000.00	4,407.08	2,483.99
ICBC Sydney Branch	A	TD	GENERAL	Annual	09/12/2019	08/12/2022	1.6000	4,000,000.00	41,205.48	5,435.62
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	10/09/2020	15/12/2022	0.9000	2,000,000.00	11,293.15	1,528.77
Newcastle Permanent	BBB	FRN	GENERAL	Quarterly	04/06/2018	06/02/2023	1.4400	1,014,117.00	3,432.33	1,223.01
Newcastle Permanent	BBB	FRN	GENERAL	Quarterly	06/02/2018	06/02/2023	1.4400	2,535,292.50	8,580.82	3,057.53
Newcastle Permanent	BBB	FRN	GENERAL	Quarterly	24/09/2018	06/02/2023	1.4400	405,646.80	1,372.93	489.21
UBS AG	A+	FRN	GENERAL	Quarterly	07/03/2018	08/03/2023	0.9249	3,033,642.00	4,105.04	2,356.59
NAB	AA-	TD	GENERAL	Annual	30/03/2021	30/03/2023	0.5500	5,000,000.00	9,342.47	2,335.62
AMP Bank	BBB	TD	GENERAL	Annual	05/04/2019	05/04/2023	2.8000	3,000,000.00	26,926.03	7,134.25
NAB	AA-	TD	GENERAL	Annual	30/03/2021	06/04/2023	0.5500	5,000,000.00	9,342.47	2,335.62
BOQ	BBB+	TD	GENERAL	Annual	03/05/2019	03/05/2023	2.7000	3,500,000.00	23,301.37	8,026.03
Credit Suisse AG	A+	FRN	GENERAL	Quarterly	26/05/2020	26/05/2023	1.1900	6,609,557.50	14,198.49	6,569.45
Westpac	AA-	FRTD	GENERAL	Quarterly	30/05/2018	30/05/2023	1.0360	2,000,000.00	3,519.56	1,759.78



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
ICBC Sydney Branch	A	TD	GENERAL	Annual	01/06/2020	01/06/2023	1.4500	5,000,000.00	12,116.44	6,157.53
ICBC Sydney Branch	A	TD	GENERAL	Annual	02/06/2020	01/06/2023	1.4600	4,000,000.00	9,600.00	4,960.00
ING Direct	A	TD	MAAS	Annual	25/06/2020	29/06/2023	1.1000	5,000,000.00	5,575.34	4,671.23
Westpac	AA-	TD	MAAS	Quarterly	25/06/2020	29/06/2023	1.0400	11,400,000.00	12,018.41	10,069.48
NAB	AA-	TD	MAAS	Annual	25/06/2020	29/06/2023	1.1500	18,600,000.00	21,683.01	18,166.85
NAB	AA-	TD	GENERAL	Annual	25/06/2020	29/06/2023	1.1500	7,000,000.00	8,160.27	6,836.99
Societe Generale	A	FRN	MAAS	Quarterly	15/07/2020	17/07/2023	0.9550	2,784,870.00	1,223.18	1,223.18
BOQ	BBB+	TD	GENERAL	Annual	03/09/2020	07/09/2023	1.0500	3,000,000.00	28,652.05	2,675.34
P&N Bank	BBB	TD	GENERAL	Annual	05/10/2018	05/10/2023	3.4500	1,500,000.00	42,392.47	4,395.21
Australian Military Bank	BBB+	TD	GENERAL	Annual	11/10/2019	10/10/2023	1.8200	3,000,000.00	43,829.59	4,637.26
P&N Bank	BBB	TD	GENERAL	Annual	19/10/2018	18/10/2023	3.4800	1,000,000.00	27,267.95	2,955.62
NAB	AA-	TD	GENERAL	Annual	30/11/2020	30/11/2023	0.6800	12,000,000.00	54,549.04	6,930.41
NAB	AA-	TD	GENERAL	Annual	26/11/2020	30/11/2023	0.7000	4,000,000.00	19,024.66	2,378.08
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	30/09/2020	15/12/2023	1.0000	2,000,000.00	12,547.95	1,698.63
NAB	AA-	TD	GENERAL	At Maturity	17/12/2020	18/12/2023	0.7000	1,400,000.00	6,094.79	832.33
NAB	AA-	TD	GENERAL	Annual	17/12/2020	21/12/2023	0.7000	5,000,000.00	21,767.12	2,972.60
NAB	AA-	TD	GENERAL	Annual	21/12/2020	21/12/2023	0.7000	4,000,000.00	17,106.85	2,378.08
NAB	AA-	TD	GENERAL	Annual	20/01/2021	25/01/2024	0.7000	15,000,000.00	55,520.55	8,917.81
Westpac	AA-	FRTD	GENERAL	Quarterly	05/04/2019	05/04/2024	1.0250	12,000,000.00	9,098.63	9,098.63
Westpac	AA-	FRTD	GENERAL	Quarterly	08/04/2019	08/04/2024	1.0250	3,000,000.00	2,021.92	2,021.92



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
Australian Military Bank	BBB+	TD	GENERAL	Annual	13/04/2021	17/04/2024	0.7600	5,000,000.00	11,452.05	3,227.40
NAB	AA-	TD	GENERAL	Annual	13/04/2021	18/04/2024	0.7700	5,000,000.00	11,602.74	3,269.86
BOQ	BBB+	TD	GENERAL	Annual	03/05/2019	03/05/2024	2.8000	3,500,000.00	24,164.38	8,323.29
NAB	AA-	TD	GENERAL	At Maturity	12/05/2021	16/05/2024	0.7600	3,000,000.00	5,059.73	1,936.44
Westpac	AA-	FRTD	GENERAL	Quarterly	30/05/2019	30/05/2024	0.9960	6,000,000.00	10,151.01	5,075.51
Westpac	AA-	FRTD	GENERAL	Quarterly	06/06/2019	06/06/2024	1.0149	3,500,000.00	5,352.55	3,016.89
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	12/05/2021	17/06/2024	0.8000	3,000,000.00	3,090.41	2,038.36
NAB	AA-	FRN	GENERAL	Quarterly	19/06/2019	19/06/2024	0.9481	1,327,250.60	1,384.49	1,046.81
Suncorp	A+	FRN	GENERAL	Quarterly	15/08/2019	30/07/2024	0.8005	2,533,440.00	109.66	109.66
Westpac	AA-	FRN	GENERAL	Quarterly	21/06/2019	16/08/2024	0.9194	1,633,329.60	3,062.99	1,249.38
ANZ Bank	AA-	FRN	GENERAL	Quarterly	29/08/2019	29/08/2024	0.8060	1,526,617.50	2,053.64	1,026.82
Bendigo and Adelaide	BBB+	FRN	GENERAL	Quarterly	06/09/2019	06/09/2024	0.9950	1,783,297.25	2,623.80	1,478.87
HSBC Bank Australia	AA-	FRN	GENERAL	Quarterly	27/09/2019	27/09/2024	0.8600	2,030,078.00	1,602.19	1,460.82
Credit Union Australia	BBB	FRN	GENERAL	Quarterly	24/10/2019	24/10/2024	1.1450	1,785,185.50	329.38	329.38
BOQ	BBB+	FRN	GENERAL	Quarterly	30/10/2019	30/10/2024	1.1205	1,023,411.00	61.40	61.40
Citibank, N.A.	A+	FRN	GENERAL	Quarterly	15/11/2019	14/11/2024	0.9228	1,017,909.00	1,997.29	783.75
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	24/11/2020	16/12/2024	0.9000	1,000,000.00	5,646.58	764.38
NAB	AA-	FRN	GENERAL	Quarterly	21/01/2020	21/01/2025	0.7958	2,035,138.00	479.66	479.66
Suncorp	AAA	FRN	GENERAL	Quarterly	27/04/2020	24/04/2025	1.1450	719,593.70	131.75	131.75
BOQ	AAA	FRN	GENERAL	Quarterly	14/05/2020	14/05/2025	1.1128	922,183.20	2,167.67	850.61



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Accrued	Accrued MTD
NAB	AA-	TD	GENERAL	Annual	12/05/2021	15/05/2025	1.0500	3,000,000.00	6,990.41	2,675.34
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	20/05/2021	16/06/2025	1.1000	3,500,000.00	4,957.53	3,269.86
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	16/02/2021	16/06/2025	0.9000	1,000,000.00	1,158.90	764.38
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	12/05/2021	16/06/2025	1.1000	3,000,000.00	4,249.32	2,802.74
UBS AG	A+	FRN	MAAS	Quarterly	30/07/2020	30/07/2025	0.8905	3,306,264.00	158.58	158.58
NAB	AA-	TD	GENERAL	At Maturity	04/03/2021	05/03/2026	1.3400	3,000,000.00	16,520.55	3,414.25
NAB	AA-	TD	GENERAL	Annual	12/05/2021	14/05/2026	1.3000	3,000,000.00	8,654.79	3,312.33
NAB	AA-	TD	GENERAL	Annual	20/05/2021	21/05/2026	1.3000	3,500,000.00	9,100.00	3,864.38
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	12/05/2021	15/06/2026	1.3000	3,000,000.00	5,021.92	3,312.33
Northern Territory Treasury	AA-	BOND	GENERAL	Annual	16/02/2021	15/06/2026	1.0000	5,000,000.00	6,438.36	4,246.58
Commonwealth Bank	AA-	CASH	GENERAL	Monthly	31/07/2021	31/07/2021	0.0000	109,972.27	22.03	22.03
AMP Bank	BBB	CASH	GENERAL	Monthly	31/07/2021	31/07/2021	0.7500	4,095,920.32	2,607.87	2,607.87
CFS WGCIF	A	FUND	GENERAL	Monthly	30/06/2016	05/08/2024	0.0000	14,349,828.15	-	-
NSWTC IM LTGF	Unrated	FUND	GENERAL	Annual	31/10/2017	06/08/2026	0.0000	30,161,574.16	-	-
NAB	AA-	CASH	GENERAL	Monthly	31/07/2021	31/07/2021	0.5500	57,502,676.85	31,718.98	31,718.98
NSW Treasury Corp	AA+	CASH	GENERAL	Monthly	31/07/2021	31/07/2021	0.1260	1,841,365.43	490.61	490.61
TOTALS								518,237,967.45	1,719,497.11	441,900.75



Monthly Investment Report

July 2021

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Summary

COVID-19 has adversely impacted financial markets, which in turn, has also affected Council's investment portfolio. We provide a quick summary in this section.

With regards to financial markets, shares (equities) experienced a significant correction in March 2020 but have recently reached all-time highs due to the unprecedented fiscal and monetary policy support from global central banks and governments. **The RBA cut rates to record lows on 3rd November 2020 to 0.10%, consistent with most global central banks resetting their rates back to emergency levels.** Despite the Delta variant causing a surge in global infections (including Australia), equity markets have continued their rally over the course of 2021, focusing on the multiple vaccines available and ongoing fiscal and monetary policy easing measures. Longer-term bond yields have fallen significantly over the past few months, with the market pushing back on expectations of global central banks tightening in the immediate future.

With regards to the medium-longer term outlook for financial markets, of importance is the RBA's outlook and expectations for the Australian economy. They would like to see the following three economic indicators improve before they even consider increasing interest rates:

1. The unemployment rate to drop to around 4.5% (currently it sits at 4.9% and has not been below 4.5% since 2008);
2. *"Until actual (underlying) inflation is sustainably within the 2-3% target range"* (it has not been within their target band for the past 5 years); and
3. Wage growth to surpass +3% (it has not been above this level for the past 8 years).

Their current forward guidance and base case suggests conditions for a rate rise ***"will not be met until 2024"***.

Term Deposits

Term Deposits (fixed and floating) account for around 63% of the total investment portfolio at month-end.

Council's term deposit portfolio was yielding 1.25% p.a. at month-end, with a weighted average duration of around 569 days or 1½ years. The long average duration will provide some income protection against the low interest rate environment for the next 12 months. As existing deposits mature however, they will inevitably be reinvested at much lower prevailing rates.

- The highest deposit rate from any rated ADI in the market is now ~1.30% p.a. for 5 years;
- The highest deposit rates amongst the "AA-" rated ADIs (major banks) is now yielding between 0.35%-1.10% p.a. (depending on term);
- The highest deposit rates amongst the "A" rated ADIs was yielding between 0.65%-1.30% p.a. (depending on term);
- The highest deposit rates amongst the "BBB" and unrated ADIs was yielding between 0.45%-1.15% p.a. (depending on term).



Given official rates have fallen to all-time lows, in conjunction with the covenants placed by NSW Treasury Corporation (largely limiting CoP to "A" or higher rated ADIs going forward and a shorter duration), Council is likely to see a rapid decline in interest income over future financial years.

For the foreseeable future, the majority of term deposits are likely to be invested between a range of 0.40%-0.80% p.a. (especially if placed under 3 years) and this may become "the norm" over future financial years given the restrictions in place from NSW TCorp. Council is likely to invest future term deposits at the lower end of this range if it continues to have a strong bias towards the higher rated domestic banks.

Senior FRNs

Council's senior floating rate notes (FRNs) make up around 11% of the total investment portfolio at month-end. The market valuation of Council's FRNs collectively rose around **+0.08% (actual)** during July 2021 (**or +\$44,182 in dollar terms**). Two more FRNs (ME Bank and Teachers Mutual) were sold during the month, with Council realising capital gains of ~\$24,650.

Summary	30 Jun 2021	31 Jul 2021	Net Flow (\$)	Net Difference (%)
Face Value	\$60,900,000	\$57,900,000	-\$3,000,000	-4.93%
Market Value	\$61,551,662	\$58,571,195	-\$3,024,650	+0.08%

We highlight that Council's FRNs are senior ranked assets and high in the bank capital structure. We expect that, if held to maturity, the FRNs will pay back its original face value (\$100.00), along with its quarterly coupons throughout the life of the security. That is, we do not expect Council to lose any capital or interest payments from its current holding in its senior FRNs given all banks continue to maintain high capital buffers as required by APRA.

At month-end, Council's FRNs are now marked at an **unrealised capital gain of ~\$690,113** (noting a handful of FRNs were purchased at a discount/premium to par in the secondary market).

BBB rated senior FRNs

As per all FRNs, we have no issues with Council's investments in "BBB" rated senior FRNs given all counterparties continue to hold robust balance sheets with high levels of capital. On a mark-to-market basis, collectively they fell around **-\$2,627 in dollar terms or -0.01% (actual)** for the month:

Summary	30 Jun 2021	31 Jul 2021	Net Flow (\$)	Net Difference (%)
Face Value	\$29,400,000	\$26,400,000	-\$3,000,000	-10.20%
Market Value	\$29,597,711	\$26,570,435	-\$3,024,650	-0.01%

At month-end, Council's "BBB" rated FRNs are now marked at an **unrealised capital gain of ~\$170,435**.

Senior Bonds

During September 2020, Council placed two parcels of \$2m (totalling \$4m) with the Northern Territory Treasury Corporation (NTTC) "issue 109", locking in yields of 0.90% p.a. and 1.00% p.a. for a 2 and 3



year term respectively. Council placed an additional parcel of \$1m in November 2020, locking in a 4 year deal at 0.90% p.a.

In February 2021, Council placed \$5m in "issue 110" with NTTC (AA-) for ~5yrs at 1.00% p.a. and \$1m for ~4yrs at 0.90% p.a. As these two parcels were introduced by Imperium Markets (the previous parcels were invested directly), Council received the full rebated commission of 0.25% on the face value of investment i.e. \$6m x 0.25% = \$15,000 (plus GST).

During May 2021, Council purchased additional parcels totalling \$12.5m, locking in 3-5 year fixed bonds with NTTC (AA-) at 0.80%-1.30% p.a. As these parcels were also introduced by Imperium Markets, Council will receive the full rebated commission of 0.25% on the face value of investment i.e. \$12.5m x 0.25% = \$31,250 (plus GST) in mid-June 2021.

We believe these investments were sensible given the unprecedented low rate environment.

We reiterate that the NTTC bonds are a 'retail' offering and not 'wholesale' issuances. Given the lack of liquidity and high penalty costs if they were to be sold/redeemed prior to the maturity date, they are considered to be a hold-to-maturity investment and will be marked at par value (\$100.00) throughout the term of investment.

TCorp Long-Term Growth Fund

The NSW TCorp Fund accounts for just under 6% of Council's total investment portfolio. **The Fund returned +1.94% (actual) during July** as both domestic and international shares continued their positive momentum:

Summary	30 Jun 2021	31 Jul 2021	Investment (\$)	Net Return (\$)	Net Return (%)
Market Value	\$29,588,225	\$30,161,574	\$0	+\$573,349	+1.94%

We anticipate a sustained level of volatility in equity markets, particularly as downside risks to global growth remain, dictated by how long the effects of COVID-19 will remain. The Delta variant continues to result in temporarily lockdowns both domestic and abroad, halting the speed of the economic recovery. Unemployment globally has risen considerably over the past year, with the collective economic impact likely to be more severe than the global financial crisis (GFC). The strong rebound in rally in shares has been boosted by the unprecedented fiscal stimulus led by governments and central banks across the globe.

The Fund should be looked at with a long-term view, with a minimum holding period of +7 years. Given the exposure to the volatile asset of shares, Council should expect to see, on average, a negative month once every 3 months over a long-term holding period.



CFS Global Credit Income

The CFS Global Credit Income Fund accounts for around 2¾% of Council's total investment portfolio. **The Fund returned -0.25% (actual) in July**, as the market valuation of the fund's assets in global credit securities (e.g. FRNs and bonds) fell as spreads widened.

Summary	30 Jun 2021	31 Jul 2021	Difference (\$)	Difference (%)
Market Value	\$14,385,450	\$14,349,828	-\$35,622	-0.25%

The Fund holds a diverse range of securities across the global credit market. It remains very well diversified by issuer in order to mitigate default risk. It invests in nearly 600 corporate bonds from issuers in various countries and industry sectors. Any spread contraction going forward allows credit and asset-backed holdings to enjoy significant capital gains.

With a running yield of around +1¼% p.a., we recommend Council retains this "grandfathered" Fund given the alternative to invest in cash and deposits (Council's approval list) are yielding much lower.

Cash Accounts

Cash accounts make up around 12¼% of Council's investment portfolio at month-end. With the RBA cutting rates again in November to 0.10%, Council's cash accounts are likely to yield between 0.10%-0.45% p.a. (at most) above the official cash rate over coming years i.e. yield between 0.20%-0.55% p.a. for the foreseeable future, at best.



Council's Budgeted Income for FY2021-2022

Council's budgeted income for FY2021-2022 has been set at \$5.353m. Based on an average total investment portfolio size of around \$500m, that equates to a budgeted yield of around 1.07% for the financial year.

For the month of July, the actual interest earned exceeded the budgeted income by around +\$571k:

Month-End	Cumulative Budget	Cumulative Interest	Difference (\$)
Jul 2021	\$446,083	\$1,016,808	\$570,725
Aug 2021			
Sep 2021			
Oct 2021			
Nov 2021			
Dec 2021			
Jan 2022			
Feb 2022			
Mar 2022			
Apr 2022			
May 2022			
Jun 2022			

During the current financial year, we remain cautious in targeting such a high budget figure, given that risks remain to the downside, particularly if there is a selloff in equities, which have reached all-time highs. While a proportion of longer-dated deposits (yielding above 1½% p.a.) will protect and aim to achieve/outperform its budgeted yield for the upcoming financial year, most fixed interest assets are now most likely to be invested at yields well below 1% p.a.

The decision to adopt TCorp's Policy, whereby it has restricted the universe of complying investments and particularly the duration of investments - this has compounded and resulted in the significant drop in returns over the past year.

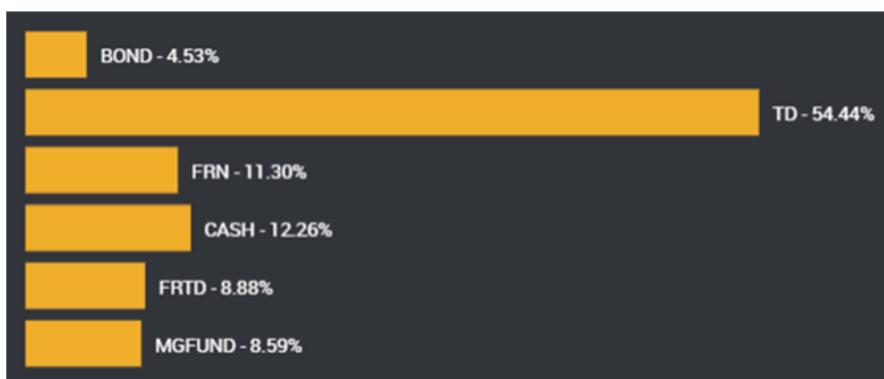


Council's Portfolio & Compliance

Asset Allocation

As at the end of July 2021, the portfolio was mainly directed to fixed and floating rate term deposits (63%). The remaining portfolio is directed to FRNs (11%), overnight cash accounts (12%), bonds (4%), and the managed funds with CFS Global Credit Income Fund and NSW T-Corp Long Term Growth Fund (9%, combined).

With the RBA cutting interest rates in November 2020 to 0.10%, the priority should be to lock in any remaining attractive medium-longer dated fixed deposits or fixed bonds that may still be available to address reinvestment risk as margins continue to compress.





Term to Maturity

Overall, the portfolio remains well diversified from a maturity perspective with around 31% of assets directed to medium-term assets (2-5 years). There is still capacity to invest in the medium-term horizon and this is where we believe the most attractive value is along the curve. All minimum and maximum criteria meet within the Policy guidelines:



Where liquidity permits, we recommend new surplus funds be directed to 2-5 year horizons given this is where the most attractive value can be found. We suggest this be allocated to any remaining attractive fixed term deposits or fixed bonds available in the marketplace (refer to respective sections below).

Compliant	Horizon	Invested (\$)	Invested (%)	Min. Limit (%)	Max. Limit (%)	Available (\$)
✓	0 - 365 days	\$216,271,915	41.73%	20%	100%	\$301,966,052
✓	1 - 2 years	\$110,910,953	21.40%	0%	70%	\$251,855,624
✓	2 - 5 years	\$160,893,526	31.05%	0%	50%	\$98,225,458
✓	5 - 10 years	\$30,161,574	5.82%	0%	25%	\$99,397,918
		\$518,237,967	100.00%			



Counterparty

As at the end of July 2021, following the adoption of the Policy in mid-April 2020 (which was motivated by NSW Treasury Corporation), Council now has an overweight position to a handful of the BBB and Unrated ADIs (QBank and Judo). These assets are likely to be above Policy limits until they mature.

Overall, the portfolio is well diversified across the entire credit spectrum, including some exposure to the unrated ADIs.

Compliant	Issuer	Rating	Invested (\$)	Invested (%)	Max. Limit (%)	Available (\$)
✓	BoQ Covered	AAA	\$922,183	0.18%	100.00%	\$517,315,784
✓	Suncorp Covered	AAA	\$719,594	0.14%	100.00%	\$517,518,374
✓	TCorpIM Cash	AA+	\$1,841,365	0.36%	100.00%	\$516,396,602
✓	ANZ	AA-	\$1,526,618	0.29%	100.00%	\$516,711,350
✓	CBA (BankWest)	AA-	\$9,109,972	1.76%	100.00%	\$509,127,995
✓	HSBC	AA-	\$2,030,078	0.39%	100.00%	\$516,207,889
✓	NAB	AA-	\$161,365,065	31.14%	100.00%	\$356,872,902
✓	Northern Territory	AA-	\$23,500,000	4.53%	100.00%	\$494,737,967
✓	Westpac	AA-	\$84,033,330	16.22%	100.00%	\$434,204,638
✓	Citibank NA	A+	\$1,017,909	0.20%	30.00%	\$154,453,481
✓	Credit Suisse AG	A+	\$6,609,558	1.28%	30.00%	\$148,861,833
✓	Macquarie	A+	\$8,000,000	1.54%	30.00%	\$147,471,390
✓	Suncorp	A+	\$2,533,440	0.49%	30.00%	\$152,937,950
✓	UBS AG	A+	\$6,339,906	1.22%	30.00%	\$149,131,484
✓	Bank China Aus.	A	\$1,009,202	0.19%	30.00%	\$154,462,188
✓	CFS Global CI	A	\$14,349,828	2.77%	30.00%	\$141,121,562
✓	ICBC	A	\$17,000,000	3.28%	30.00%	\$138,471,390
✓	ING Bank Aus.	A	\$20,000,000	3.86%	30.00%	\$135,471,390
✓	Societe Generale	A	\$2,784,870	0.54%	30.00%	\$152,686,520
✓	Bank of Commun.	A-	\$1,511,685	0.29%	20.00%	\$102,135,908
✓	Aus. Military Bank	BBB+	\$9,500,000	1.83%	10.00%	\$42,323,797
✓	BoQ	BBB+	\$51,228,847	9.89%	10.00%	\$594,950
✓	Bendigo-Adelaide	BBB+	\$7,283,297	1.41%	10.00%	\$44,540,499
✓	QT Mutual Bank	BBB+	\$1,006,258	0.19%	10.00%	\$50,817,539
✓	AMP Bank	BBB	\$25,102,024	4.84%	5.00%	\$809,874
✓	Auswide Bank	BBB	\$4,000,000	0.77%	5.00%	\$21,911,898
✓	Bank Australia	BBB	\$2,007,726	0.39%	5.00%	\$23,904,172
✓	CUA	BBB	\$1,785,186	0.34%	5.00%	\$24,126,713
✓	MyState Bank	BBB	\$5,000,000	0.96%	5.00%	\$20,911,898
✓	Newcastle PBS	BBB	\$6,955,056	1.34%	5.00%	\$18,956,842
✓	P&N Bank	BBB	\$5,000,000	0.96%	5.00%	\$20,911,898
X	QBank	BBB-	\$1,003,397	0.19%	0.19%	-\$3,397



Compliant	Issuer	Rating	Invested (\$)	Invested (%)	Max. Limit (%)	Available (\$)
✓	Bank of Us	Unrated	\$250,000	0.05%	0.05%	\$0
✓	BNK Bank	Unrated	\$250,000	0.05%	0.05%	\$0
✓	Community First	Unrated	\$250,000	0.05%	0.05%	\$0
X	Judo Bank	Unrated	\$1,000,000	0.19%	0.05%	-\$750,000
✓	Warwick CU	Unrated	\$250,000	0.05%	0.05%	\$0
✓	TCorpIM LTG	Unrated	\$30,161,574	5.82%	100.00%	\$488,076,393
			\$518,237,967	100.00%		

With regards to changes to the counterparty limits imposed by NSW Treasury Corporation, the major changes were as follows:

- A+ and A rated term deposits have maximum duration of 3 years;
- BBB+ rated assets have a maximum duration of 3 years;
- Limit of 5% to be placed with any BBB rated ADI with a maximum duration of 12 months;
- Limit of \$1m to be placed with any BBB- rated ADI with a maximum duration of 12 months;
- Limit of \$250k to be placed with any Unrated ADI with a maximum duration of 12 months;

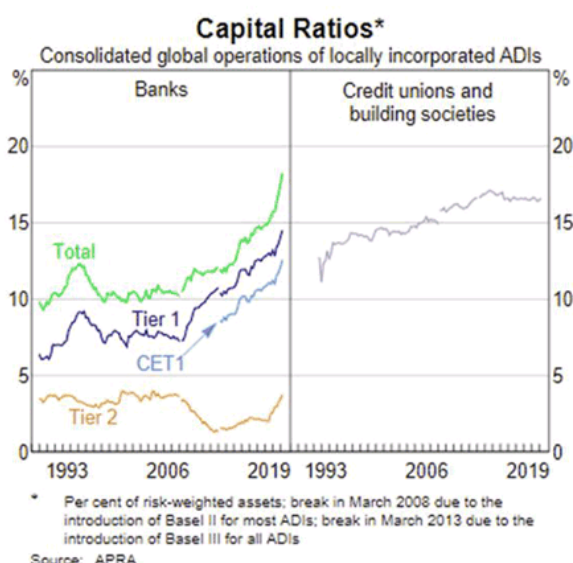
We remain supportive of the regional and unrated ADI sector (and have been even throughout the GFC period). They continue to remain solid, incorporate strong balance sheets, while exhibiting high levels of capital – typically, much higher compared to the higher rated ADIs. Some unrated ADIs have up to 25-40% more capital than the domestic major banks, and well above the Basel III requirements.

APRA's Chairman affirmed that the banks had satisfactorily moved towards an '*unquestionably strong*' capital position and that bank's stress testing contingency plans were now far better positioned than was previously the case years ago. ***RBA Governor Lowe has commented that they have not seen any signs of stress in the financial system and that unlike during the GFC, the banks now have cash, are well capitalised and are acting as "shock absorbers" in the current crisis.***

Overall, the lower rated ADIs (BBB and unrated) are generally now in a better financial position than they have been historically (see the Capital Ratio figure below). We believe that deposit investments with the lower rated ADIs should be continued going forward, particularly when they offer 'above market' specials. Not only would it diversify the investment portfolio and reduce credit risk, it would also improve the portfolio's overall returns.

In the current environment of high regulation and scrutiny, all domestic ADIs continue to carry high levels of capital, particularly amongst the lower ("BBB") and unrated ADIs. There is minimal (if any) probability of any ADI defaulting on their deposits going forward – this was stress tested during the GFC. ***APRA's mandate is to "protect depositors" and provide "financial stability".***

The biggest single risk that depositors face in the current low interest rate environment is not capital or credit risk, but reinvestment risk. Interest rates are now at their effective lower bound of 0.10%.



We do not understand the covenants imposed by NSW Treasury Corporation and their concerns surrounding the “BBB” and unrated ADIs. The adopted Policy will not only increase concentration risk, but also lead to lower returns on Council’s surplus investments over the long-term.

Given Council can only invest in senior-ranking assets with ADIs regulated by APRA, fundamentally, their concerns surrounding Council’s investment in “BBB” rated senior ranking assets and deposits with the local credit unions are unsubstantiated. RBA Governor Lowe has on multiple occasions highlighted the strength of all ADIs in the current crisis, saying that all banks are well capitalised (have cash), are acting as “*shock absorbers*” for the broader economy and that there are no signs of stress to the financial system.

While any potential future loans offered by TCorp are likely to be competitive against the traditional method through the major banks, any proposed recommendations led by TCorp needs to be weighed against the opportunity cost i.e. the loss of income throughout the term of which the covenants are imposed on Council. In the long-term, we believe the opportunity cost to Council in the form of lost interest would amount in the millions of dollars, per annum. This loss of income may also have a detrimental effect on the local community in terms of economic activity and employment.

(Other NSW Councils are in fact now getting a cheaper borrowing rate from the major banks compared to TCorp).



Domestic versus International

Noting Council's (internationally) demographic ratepayer base, we summarise where its investments are currently placed:

ADI Category by APRA / Country of Region	Amount Invested	Percentage
Australian Owned ADI	\$415,423,358	80.16%
Australia	\$415,423,358	80.16%
Branches of Foreign Bank	\$35,263,928	6.80%
China	\$18,511,685	3.57%
Switzerland	\$12,949,464	2.50%
United States	\$1,017,909	0.20%
France	\$2,784,870	0.54%
Foreign Subsidiary Banks	\$23,039,280	4.45%
China	\$1,009,202	0.19%
Hong Kong	\$2,030,078	0.39%
Netherlands	\$20,000,000	3.86%
Global [^]	\$44,511,402	8.59%
International	\$44,511,402	8.59%
Total	\$518,237,967	100.00%

Source: <https://www.apra.gov.au/register-of-authorized-deposit-taking-institutions>

[^]Global: The NSW TCorpIM LTGF and CFS Global Credit Income Fund invests in hundreds of underlying securities globally, from which the portfolio composition is likely to change regularly.

Overall, approximately 80% of Council's total investment portfolio is placed with domestic ADIs, while the remaining 20% is placed with international banks and corporate entities.

In response to global financial crisis (GFC), the Financial Stability Board (FSB) came up with a range of financial metrics to ascertain which banks were effectively deemed "*too big to fail*". A list of Globally Systemic Important Banks (G-SIBs) was developed, in which these banks required to hold much higher levels of capital compared to their smaller peers to ensure their financial stability under various stress test scenarios (e.g. another GFC).

We note that Council's exposure to the international banks are generally with such Globally Systemic Important Banks (G-SIBs), including ICBC (China), ING Bank (Netherlands), UBS (Switzerland), Credit Suisse (Switzerland), HSBC (Hong Kong) and Citibank (US).

Overall, we have no concerns with Council's exposure to international banks given they are largely considered to be globally systematic important banks that are '*too big to fail*'.



Fossil Fuel Investments

What is Council's current exposure to institutions that fund fossil fuels?

Using the following link <http://www.marketforces.org.au/banks/compare>, based on the Council's investment portfolio balance as at 31/07/2021 (\$518.24m), we can roughly estimate that ~84% of the investments have some form of exposure. This is likely to drift higher given the new Policy limits imposed by NSW Treasury Corporation.

How would Council modify its Investment Policy to cater for divestment of fossil fuels?

If the major banks were withdrawn from investments, some members of the community may look at that remaining list of ADIs (banks) and say *"Why do we have all our money with those no-name institutions? I've never even heard of them. We don't want to take risks with our money after councils lost \$100's of millions speculating in the GFC"*. It will be difficult to please everyone. We suggest starting the discussion with all Councillors asking *"are you comfortable investing all the money with the lower rated regionals and credit unions?"* If not, then a full divestment campaign will be complicated.

Some ways to potentially 'make changes' to the policy, or at least have a discussion, includes:

- *"Where possible within policy and without compromising the risk and return profile, we favour..."*
- *"We have not yet made a decision to divest because it will have implications on credit quality, ratings and income, but we are actively discussing..."*

What would be implications on our portfolio credit rating?

By adopting a free fossil fuel policy or an active divestment strategy, this would eliminate the major banks rated "AA-" as well as some other "A" rated banks (AMP, Citigroup and ING). Council would be left with a smaller sub-sector of banks to choose to invest with.

What would be risks and implications on Council's portfolio performance?

Some implications include:

- High concentration risk – limiting Council to a selected number of banks;
- Increased credit/counterparty risk;
- May lead to a reduction in performance (most of the senior FRN issues are with the higher rated ADIs) which could result in a significant loss of income generated – could be in excess of hundreds of thousands of dollars per annum;
- Underperformance compared to other Councils.

It may actually be contrary to Council's primary objective to preserve capital as the investment portfolio's risk would increase (all things being equal). Council may not be maximising its returns – this is one of the primary objectives written in the Investment Policy.



Council's exposure is summarised as follows:

Counterparty	Credit Rating	Funding Fossil Fuel
BoQ Covered	AAA	Yes
Suncorp Covered	AAA	No
TCorpIM Cash Fund^^	AA+	Yes
ANZ	AA-	Yes
CBA (BankWest)	AA-	Yes
HSBC	AA-	Yes
NAB	AA-	Yes
Northern Territory	AA-	Yes
Westpac	AA-	Yes
Citibank NA	A+	Yes
Credit Suisse	A+	No
Macquarie	A+	Yes
Suncorp	A+	No
UBS AG	A+	No
Bank China Aus.	A	Yes
CFS Global Credit^^	A	Yes
ICBC	A	No
ING Bank	A	Yes
Societe Generale	A	No
Bank of Communications	A-	No
Aus Military Bank	BBB+	No
BOQ	BBB+	Yes
Bendigo-Adelaide	BBB+	No
QT Mutual Bank	BBB+	No
AMP Bank	BBB	Yes
Auswide Bank	BBB	No
Bank Australia	BBB	No
CUA	BBB	No
MyState Bank	BBB	No
Newcastle PBS	BBB	No
P&N Bank	BBB	No
QBANK	BBB-	No
Bank of Us	Unrated	No
BNK Bank	Unrated	No
Community First	Unrated	No
Judo Bank	Unrated	No
Warwick CU	Unrated	No
T-CorpIM LTG Fund^^	Unrated	Yes

^^The underlying exposure in these managed funds includes the domestic major banks.

Source: <https://www.marketforces.org.au/info/compare-bank-table/>

Summary	Amount	Invested %
Yes	\$435,197,996	84%
No	\$83,039,972	16%
	\$518,237,967	100%



Credit Quality

Following the adoption of the most recent Policy in mid-April 2020, in order to adhere to the prohibitive restrictions imposed by NSW TCorp, Council decided to forego extra yield and has subsequently redeemed deposit investments amongst the BBB and Unrated ADI ratings category over the past year (with the exception of government guarantee parcels of \$250k deposits).

All aggregate ratings categories are now within the Policy limits:

Compliant	Credit Rating	Invested (\$)	Invested (%)	Max. Limit (%)	Available (\$)
✓	AAA Category, TCorp	\$33,644,716	6%	100%	\$484,593,251
✓	AA Range	\$281,565,063	54%	100%	\$236,672,905
✓	A+ or A	\$79,644,713	15%	100%	\$438,593,255
✓	A-	\$1,511,685	0%	40%	\$205,783,502
✓	BBB+	\$69,018,402	13%	20%	\$36,602,996
✓	BBB	\$49,849,992	10%	10%	\$1,973,805
✓	BBB- & Unrated ADIs	\$3,003,397	1%	5%	\$22,908,502
		\$518,237,967	100.00%		

The main changes to the Credit Quality limits imposed by NSW Treasury Corporation were as follows:

- BBB+ rated assets: 30% less any BBB rated assets;
- BBB assets: maximum 10% of portfolio;
- Other (BBB- and Unrated ADIs): maximum 5% of portfolio;

With regards to the duration of each ratings category, based on weighted averages, the portfolio is within the Policy limits across all categories:

Compliant	Credit Rating	Invested (\$)	Invested (%)	Wgt. Avg. Duration (Yrs)	Max Term (Yrs)	Wgt. Avg. Yield (%) [^]
✓	AAA, TCorp	\$33,644,716	6%	4.68	n/a	0.06%
✓	AA Range	\$281,565,063	54%	1.76	5.00	0.87%
✓	A+ or A	\$79,644,713	15%	1.72	5.00	1.03%
✓	A-	\$1,511,685	0%	1.24	3.00	0.91%
✓	BBB+	\$69,018,402	13%	1.00	3.00	2.01%
✓	BBB	\$49,849,992	10%	0.83	1.00	1.41%
✓	BBB- & Unrated ADIs	\$3,003,397	1%	0.65	1.00	1.38%
		\$518,237,967	100.00%	1.75		1.05%

[^]Assuming TCorp LTGF is yielding 0.00% and CFS Fund (A rated) is yielding 1.00%.

We note the significant pick-up in yield in the "BBB" category and lower rated ADIs compared to the "A" or higher rated ADIs. All these assets are for the same type of investment (term deposits and senior FRNs) and rank the same in the bank capital structure (senior ranking, extremely low risk assets). The weighted average duration of the "BBB" and lower rated ADIs is also much shorter than the higher rated ADIs.



As mentioned in the Counterparty section, we believe TCorp's Policy increases concentration risk and significantly reduces the Council's overall return over the long-term. If possible, Council should consider reviewing the Policy and potentially find alternative sources for a loan in the future given the substantial opportunity cost in the form of lost revenue (millions of dollars) through interest income. We have been made aware that a handful of major banks were offering a lower borrowing rate than TCorp over the past few months to other NSW councils.

We note that TCorp themselves have identified the possibility of negative returns on their own Cash Fund, which Council has a small exposure (holding ~\$1.8m). As TCorp charges a fee for running the fund (indirect cost ratio of 0.07% p.a.¹), with the portfolio's duration very short, as assets naturally mature quickly, they have recently been forced to reinvest assets at extremely low yields. Once factoring in their manager fees, interestingly, we have in fact seen a negative return for the month of February 2021 and barely a positive return since March 2021).

¹ Click "Offer Document": <https://www.tcorp.nsw.gov.au/html/tcorpim.cfm>



Performance

Council's performance for the month ending 31 July 2021 is summarised as follows:

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year	2 years	3 years
Official Cash Rate	0.01%	0.03%	0.05%	0.01%	0.14%	0.36%	0.72%
AusBond Bank Bill Index	0.00%	0.01%	0.01%	0.00%	0.05%	0.39%	0.89%
PCC Internal Benchmark*	0.17%	0.45%	0.75%	0.17%	1.51%	1.48%	2.06%
PCC Cash Portfolio	0.05%	0.14%	0.28%	0.05%	0.62%	0.85%	1.24%
PCC T/D Portfolio	0.10%	0.31%	0.63%	0.10%	1.44%	1.83%	2.16%
PCC FRN Portfolio	0.11%	0.38%	0.75%	0.11%	1.68%	1.76%	2.18%
PCC Bond Portfolio	0.09%	0.25%	0.49%	0.09%	-	-	-
PCC Credit Fund	-0.25%	0.34%	1.15%	-0.25%	3.98%	1.81%	2.13%
PCC TCorp Growth Fund^^	1.94%	5.64%	10.87%	1.94%	18.66%	8.80%	8.89%
TCorp Benchmark	1.88%	5.60%	10.57%	1.88%	18.73%	9.13%	9.45%
PCC's Total Portfolio	0.13%	0.44%	0.91%	0.13%	1.96%	2.00%	2.41%
Outperf. (BBI)	0.12%	0.43%	0.90%	0.12%	1.91%	1.60%	1.52%
Outperf. (Int. Bench.)	-0.05%	-0.01%	0.16%	-0.05%	0.45%	0.51%	0.35%

*The Internal Benchmark returns are based on Council's individual benchmarks across the various asset classes it invests within its own portfolio. The following individual benchmark's are used for each asset class that Council invests in:

Cash: RBA Cash Rate

Term Deposits: Deposit benchmark based on Council's weighted average duration using multiple ADIs average monthly rate

FRNs: AusBond Credit FRN Index

CFS Global Credit Income Fund: AusBond Credit Index

NSW TCorpIM Long-Term Growth Fund: NSW TCorpIM Internal Benchmark

^^ The 12 month returns are indicative as Council only started investing in the T-CorpIM Long-Term Growth Fund during October 2017.

For the month of July, the total investment portfolio (including cash) provided a return of +0.13% (actual) or +1.50% p.a. (annualised), outperforming the AusBond Bank Bill Index return of +0.00% (actual) or +0.04% p.a. (annualised), while underperforming Council's internal benchmark return of +0.17% (actual) or +2.06% p.a. (annualised). The TCorp Growth Fund (+1.93% actual) was a strong contributor to performance this month, while the CFS credit fund (-0.25%) detracted some of these gains.

Over the past 12 months, the total portfolio (including cash) returned +1.96% p.a., outperforming bank bills by 1.91% p.a. and Council's internal benchmark by +0.45% p.a. This has been very strong given deposit rates reached their all-time lows over the past 3 years.

The longer-term outperformance continues to be anchored by the handful of longer-dated deposits that were locked-in prior to the RBA's rate cuts, as well as the FRNs locked in at attractive margins.



The annualised returns as of 31 July 2021 are shown in the following table:

Performance (% p.a.)	1 month	3 months	6 months	FYTD	1 year	2 years	3 years
Official Cash Rate	0.10%	0.10%	0.10%	0.10%	0.14%	0.36%	0.72%
AusBond Bank Bill Index	0.04%	0.04%	0.03%	0.04%	0.05%	0.39%	0.89%
PCC Internal Benchmark*	2.06%	1.79%	1.52%	2.06%	1.51%	1.48%	2.06%
PCC Cash Portfolio	0.54%	0.54%	0.56%	0.54%	0.62%	0.85%	1.24%
PCC T/D Portfolio	1.24%	1.24%	1.27%	1.24%	1.44%	1.83%	2.16%
PCC FRN Portfolio	1.29%	1.52%	1.51%	1.29%	1.68%	1.76%	2.18%
PCC Bond Portfolio	1.02%	1.02%	0.99%	1.02%	-	-	-
PCC Credit Fund	-2.88%	1.34%	2.34%	-2.88%	3.98%	1.81%	2.13%
PCC TCorp Growth Fund^^	25.35%	24.30%	23.12%	25.35%	18.66%	8.80%	8.89%
TCorp Benchmark	24.52%	24.12%	22.46%	24.52%	18.73%	9.13%	9.45%
PCC's Total Portfolio	1.50%	1.76%	1.85%	1.50%	1.96%	2.00%	2.41%
Outperf. (BBI)	1.46%	1.72%	1.82%	1.46%	1.91%	1.60%	1.52%
Outperf. (Int. Bench.)	-0.56%	-0.03%	0.33%	-0.56%	0.45%	0.51%	0.35%



Council's Term Deposit Portfolio & Recommendation

As at the end of July 2021, Council's deposit portfolio was still yielding an attractive **1.25% p.a.** (up 1bp from the previous month), with an average duration of around 569 days (~1½ years). The current average yield remains higher than any deposit (out to 4 years) in the marketplace.

We recommend Council extends or at least maintains the average duration of the deposit portfolio. In the low interest rate environment, the biggest collective risk that the local government sector has faced over the post-GFC era has been the dramatic fall in interest rates - from 7¼% to the current historical low levels of 0.10%.

As the past decade has highlighted (post-GFC), we have seen too many portfolios' roll a high proportion of their deposits between 3-6 months, resulting in their deposits being reinvested at lower prevailing rates. That is, depositors have generally not insured themselves against the low interest rate environment by diversify their funding across various tenors (out to 5 years) but rather placed all their 'eggs in one basket' and kept all their deposits short. **Reinvestment risk has collectively been and continues to be the biggest detriment to depositors' interest income going forward.**

We are pleased to see that City of Parramatta Council remains amongst the top performing Councils in the state of NSW where deposits are concerned, earning on average, close to \$1,300,000 in additional interest income compared to its peers (as per our May 2021 rankings). We have been pro-active in our advice about protecting interest income and addressing reinvestment risk for many years and encouraged to maintain a long duration position. This is now reflected by the high performance of the investment portfolio. Of the 87 individual deposits Council held, 20 are still yielding higher than 2% p.a. That is, around 23% of outstanding deposits held is earning more than twenty times the prevailing cash rate of 0.10%. This will anchor future returns and will help mitigate the rapid fall in interest income from deposits after the RBA cut rates to all-time lows.

However, with the adoption of the Policy imposed by NSW TCorp in April 2020, we anticipate Council may fall in the deposit rankings going forward due to the restrictions imposed, not only on what counterparties Council can invest with, but also the term of investment. A further fall in interest income and returns may result if Council elects to direct the majority (if not all) of its very low risk assets (term deposits and senior FRNs) to the higher rated domestic banks and exclude foreign ADIs that are also regulated by APRA.



At the time of writing, we see value in:

ADI	LT Credit Rating	Term	T/D Rate
ICBC, Sydney	A	5 years	1.32% p.a.
NAB	AA-	5 years	1.15% p.a.
ICBC, Sydney	A	4 years	1.10% p.a.
BoQ	BBB+	4 years	1.00% p.a.
NAB	AA-	4 years	0.95% p.a.
ICBC, Sydney	A	3 years	0.90% p.a.
AMP Bank	BBB	3 years	0.80% p.a.^
BoQ	BBB+	3 years	0.80% p.a.
AMP Bank	BBB	2 years	0.75% p.a.^
NAB	AA-	3 years	0.70% p.a.
ICBC, Sydney	A	2 years	0.69% p.a.
NAB	AA-	2 years	0.60% p.a.

[^] AMP T/Ds – contact us to receive an additional 0.20% p.a. rebated commission on top of the rate shown above

The above deposits are suitable for investors looking to provide some income protection and mitigate reinvestment/rollover risk in the low interest rate environment.

For terms under 12 months, we believe the strongest value is currently being offered by the following ADIs (dependent on daily funding requirements):

ADI	LT Credit Rating	Term	T/D Rate
AMP Bank	BBB	11-12 months	0.75% p.a.^
ME Bank	BBB+	6-12 months	~0.50% p.a.
BoQ	BBB+	9-12 months	0.45% p.a.
CBA	AA-	12 months	~0.40% p.a.
NAB	AA-	12 months	0.35% p.a.
Bendigo-Adelaide	BBB+	9-12 months	0.35% p.a.

[^] AMP T/Ds – contact us to receive an additional 0.20% p.a. rebated commission on top of the rate shown above



Amongst the investment grade sector, short-dated term deposits (maturing less than 12 months) are yielding under 0.50% p.a. (most are under 0.40% p.a.). We believe there is not much value being offered in short-dated deposits.

In contrast, there is an upward pick-up in yield for investors that can take advantage of 2-5 year fixed T/Ds whilst official rates are stuck at depressed levels at least for the next two to three years. For those investors that do not require high levels of liquidity and can stagger their investments longer-term, they will be rewarded over coming years if they roll for a minimum term of 2 years (we note some investors tend to roll for 3-5 years), potentially yielding, on average, more than double the return compared to those investors that purely invest in short-dated deposits.



Senior FRNs Review

Over July, amongst the senior major bank FRNs, physical credit securities tightened by around 3-4bp at the long-end of the curve. Secondary market securities remain tight on a historical basis on the back of the RBA announcing it will continue its QE program, albeit tapered to \$4bn a week, from \$5bn, with the pace to be maintained until at least mid-November 2021. The RBA will maintain the 80/20 split between CGS and Semis. There are talks however that the RBA may reverse their decision on tapering due to the ongoing outbreak and extended lockdown in Sydney.

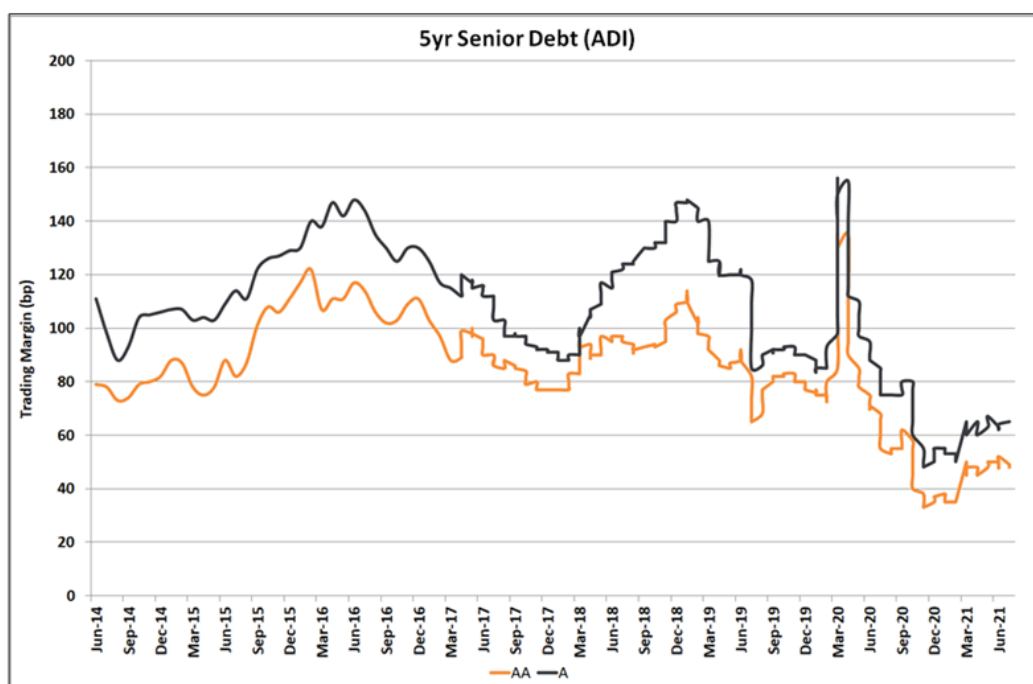
A new 5 year senior major bank FRN would now be issued around the +48bp, which remains tight on a historical basis. We may finally see some primary issuances in Q3-Q4 this year from the major banks after the RBA's term funding facility (TFF) ended in June. The lack of supply from new (primary) issuances has played a major role with the rally in credit markets over the past year.

Amongst the "A" and "BBB" rated sector, the securities were also marked around 2-4bp tighter at the long-end of the curve, with minimal volumes again being offered in the primary market during July. While turnover in the secondary market is still predominately dominated by commonwealth, semi-government and major bank senior paper, given the lack of supply, we have started to observe that even a handful of regional bank senior paper has sometimes been trading inside "mid" levels over recent months.

Credit securities remain tight on a historical level but are looking slightly more attractive following the widening experienced since the start of the calendar year. FRNs will continue to play a role in investor's portfolios mainly on the basis of their liquidity and the ability to roll down the curve and gross up returns over ensuing years (in a relatively stable credit environment).

Senior FRNs (ADIs)	31/07/2021	30/06/2021
"AA" rated – 5yrs	+48bp	+52bp
"AA" rated – 3yrs	+22bp	+25bp
"A" rated – 5yrs	+65bp	+64bp
"A" rated – 3yrs	+40bp	+42bp
"BBB" rated – 3yrs	+48bp	+52bp

Source: IBS Capital



Source: IBS Capital

We now generally **recommend switches** ('benchmark' issues only) into new attractive primary issues (or longer-dated alternatives), out of the following senior FRNs that are maturing:

- On or before mid-2024 for the "AA" rated ADIs (domestic major banks);
- On or before mid-2022 for the "A" rated ADIs; and
- Within 12 months for the "BBB" rated ADIs (consider case by case).

Investors holding onto the above senior FRNs ('benchmark' issues only) in their last 1-2 years are now generally holding sub-optimal investments and are not maximising returns by foregoing realised capital gains. In the current low interest rate environment, any boost in overall returns should be locked in when it is advantageous to do so.



Council FRNs – Recommendations for Sale/Switches

During the month of July 2021, Council sold out of the following FRNs as it was yielding less than 0.30% p.a. to maturity:

Issuer	Rating	Maturity Date	ISIN	Face Value	Trading Margin	Capital Price (\$)	Realised Gain (\$)
ME Bank	BBB+	18/07/2022	AU3FN0048948	\$2,000,000	+15bp	\$100.813	\$16,260
TMB	BBB	28/10/2022	AU3FN0051165	\$1,000,000	+23bp	\$100.839	\$8,390

We now recommend Council switch out of the following FRN(s) in August 2021 given they are yielding a low rate to maturity of less than 0.3% p.a. (sales in order of lowest trading margin to highest trading margin):

Issuer	Rating	Maturity Date	ISIN	Face Value	Trading Margin	Capital Price (\$)	Unrealised Gain (\$)
ANZ	AA-	29/08/2024	AU3FN0049730	\$1,500,000	+19bp	\$101.775	~\$26,618
NAB	AA-	19/06/2024	AU3FN0048724	\$3,000,000	+19bp	\$102.096	~\$27,251

A switch into longer-dated fixed bonds or term deposits for terms between 3-5 years would currently yield anywhere between 0.70%-1.50% p.a. amongst the higher rated ADIs (NTTC or NAB).

This strategy has worked very well the previous financial year (2020-2021), with **Council realising capital gains over \$1,138,000**, which ultimately boosted the overall returns of the investment portfolio.

A summary of the current financial year's sales are as follows:

Issuer	Maturity Date	Month Sold	Face Value	Trading Margin	Capital Price	Realised Capital Gains
ME (BBB+)	18/07/2022	Jul 2021	\$2,000,000	+15.0bp	\$100.813	\$16,260
TMB (BBB)	28/10/2022	Jul 2021	\$1,000,000	+23.0bp	\$100.839	\$8,390
Total Realised Capital Gains FY2021-2022						\$24,650



Senior Bonds - Northern Territory Treasury Corporation (NTTC)

We are aware of the following senior retail bond offering from Northern Territory Treasury Corporation (NTTC) effective 1st July 2021:

Maturity Date	Rate % p.a. [^]	Interest Paid
15/12/2022	0.40%	Annually
15/12/2023	0.60%	Annually
15/12/2024	1.00%	Annually
15/12/2025	1.20%	Annually
15/12/2026	1.50%	Annually

^{^^}The rates offered in the above table can be reviewed and changed at any time from Treasury. The rate for broker sponsored applications will be dropped by 0.20% p.a. effective 1 October 2020.

Any investor interested in this product should avoid placing through the broker channel and contact Imperium Markets to receive the full commission of 0.25% (plus GST) on the face value of the investment, in the form of an additional rebate. If placed through the brokers, they are likely to keep the 0.25% commission (on the face value of the investment).

Overview	Description
Issuer	Northern Territory Government
Credit Rating	Aa3 (Moody's), which is AA- equivalent (S&P)
Type	Fixed senior (retail) bonds
Program	Territory Bonds Issue 111
Date for applications	01/07/2021 – 30/11/2021
Liquidity	Weekly redemptions available, subject to the prevailing market rate and administration costs ^{^^}

^{^^} Note given this is a retail bond offering (min. parcel size of \$5,000), for wholesale investors, we would not consider this to be a liquid investment (the largest redemptions to date have only been \$200-\$300k).

The product should be viewed as a hold-to-maturity product, noting there are significant penalty costs including admin fees, the prevailing market interest rate, and factors in any associate commissions that were previously paid. Given the longer-term outlook for official interest rates, **any investor with capacity should consider placing a small parcel (up to \$5m) in the 15/12/2024, 15/12/2025 and 15/12/2026 maturities through Imperium Markets** to receive an effectively higher rate, once factoring in the rebated commission.



CFS Global Credit Income Fund

For the month of July, the CFS Global Credit Income Fund returned -0.25% (actual), underperforming the AusBond Bank Bill Index return of +0.00% (actual) and the AusBond Credit Index return of +1.00% (actual).

Valuations in the underlying portfolio marginally fell, as global credit securities were marked wider, resulting in the negative returns. Although it has been a relatively volatile environment for credit over the past few years, it has been one of Council's best performing assets over the longer-term.

The portfolio continues to accumulate high running-income in excess of the benchmark across all corporate and financial sectors. The Fund holds a diverse range of securities across the global credit market. It remains very well diversified by issuer in order to mitigate default risk. It invests in nearly 600 corporate bonds from issuers in various countries and industry sectors. Any spread contraction going forward allows credit and asset-backed holdings to enjoy significant capital gains.

With an attractive running yield of ~1½% p.a., we recommend Council to retain this investment.

NSW T-CorpIM Growth Fund

The Growth Fund returned +1.94% (actual) for the month of July. Domestic and international shares were again the main contributors to performance this month, returning +1.10% (S&P ASX 200) and +1.79% (MSCI World ex-Australia), taking the financial year return to an astounding +28.56% and +33.27% respectively.

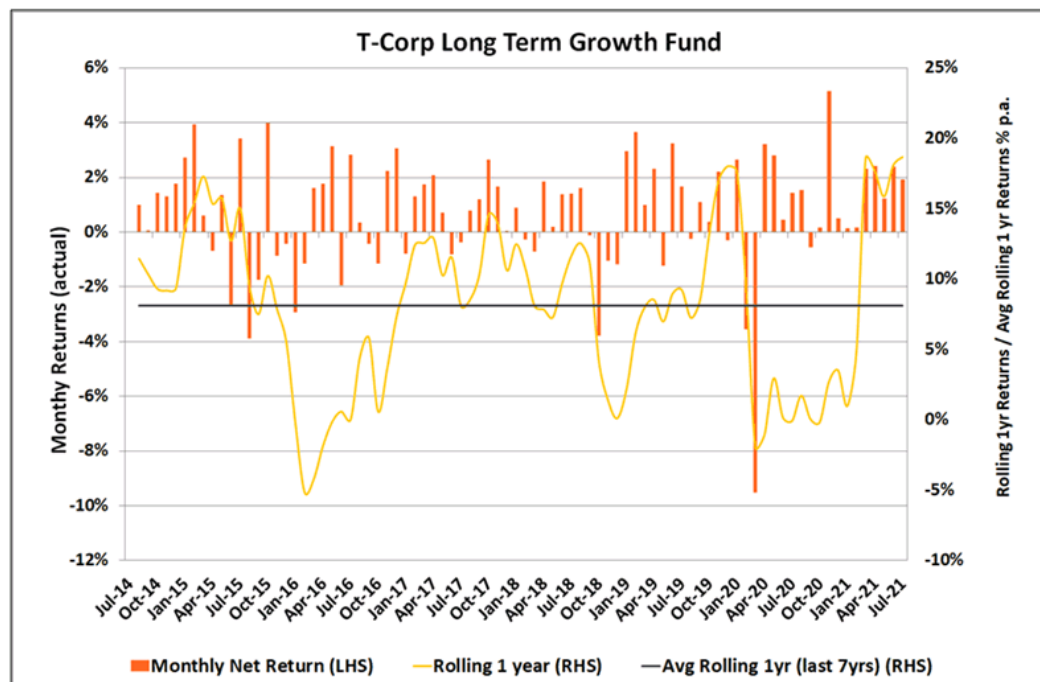
Risk markets (in particular, equities) continued to move higher and bonds rallied (yields fell) as markets embraced the possibility that inflation may be only 'transitory', halting any immediate chances global central banks will remove their emergency settings and taper some of their loosening policies.

We remain cautious on the future performance of the T-Corp Growth Fund given the high volatility associated with a diversified growth fund, which generally allocates a range of 60%-80% in domestic and international shares. We anticipate a higher level of volatility in equity markets, particularly as downside risks to global growth remain, dictated by how long the effects of COVID-19 will remain. Until an overwhelming large proportion the population is vaccinated, various strains of the virus (e.g. Delta) will continue to result in circuit-breaker lockdowns such as the one currently experienced in Australia.

The Fund should be looked at with a long-term view, with a minimum holding period of +7 years. Given the exposure to the volatile asset of shares, Council should expect to see, on average, a negative month once every 3 months over a long-term holding period.



Since Inception	T-Corp Long Term Fund
Negative Months	127 (~1 in 3 months)
Positive Months	258
Total Months	385 (32.0 yrs)
Average Monthly Return	+0.68% (actual)
Median Monthly Return	+1.02% (actual)
Lowest 1 year Rolling Return	-21.12% p.a. (Nov 2008)
Highest 1 year Rolling Return	+29.89% p.a. (Jan 1994)





Economic Commentary

International Market

Global financial markets remained cautious with the surge in infections occurring in developed markets despite high levels of vaccination, underscoring that fully vaccinated people while being protected from severe cases and hospitalisation, can still transmit the virus.

US equity markets continued to surpass their all-time highs after strong earnings swept away any Delta concerns with up to 90% of companies beating expectations. The base case in the US is that the rise in Delta infections will not see restrictions tightened.

In the US, the S&P 500 Index gained +2.27%, while the tech-heavy NASDAQ Index added +1.16%. Equities were mixed across Europe's main indices, with gains led by France's CAC (+1.61%) and Germany's DAX (+0.09%). UK's FTSE fell -0.07% over the month.

The US unemployment rate rose to 5.9% in June (from 5.8% in May), driven by lower participation. Overall the level of payrolls is still 6.8 million below pre-pandemic February 2020 levels and is still below the level of substantial progress needed by the US Fed to lift rates or start tapering QE.

The US CPI print for both headline and core jumped +0.9% m/m in June. The annual rates which are being impacted by base effects were also much stronger than expected with **core at +4.5% y/y and headline at +5.4% y/y.**

The ECB dropped its 18-year, ambiguous "below, but close to 2%" goal for a simple "2% over the medium-term" option inflation target. ECB President Lagarde said their current €1.85 trillion bond-buying plan will run "at least" until March 2022 and then likely be followed by a "transition into a new format".

In mid-July, UK Prime Minister Johnson confirmed "Freedom Day", from which all COVID-related restrictions on UK citizens were no longer mandatory. **UK CPI surprised on the upside for the second month running, with core inflation now running above target, at +2.3%.**

The Bank of Canada delivered its Monetary Policy Report, keeping its cash rate unchanged at 0.25%, and tapering its bond buying from \$3b/week to \$2b/week. The average of Canada's three core inflation measures is running at 2.3%, above its 2% target.

The MSCI World ex-Aus Index rose +1.79% for the month of July:

Index	1m	3m	1yr	3yr	5yr	10yr
S&P 500 Index	+2.27%	+5.12%	+34.37%	+15.99%	+15.12%	+13.02%
MSCI World ex-AUS	+1.79%	+4.54%	+33.27%	+12.74%	+12.44%	+9.17%
S&P ASX 200 Accum. Index	+1.10%	+5.80%	+28.56%	+9.48%	+10.05%	+9.83%

Source: S&P, MSCI



Domestic Market

The RBA made three important decisions on policy in its July meeting. **The QE program was tapered to \$4bn a week, from \$5bn**, with the pace to be maintained until at least mid-November 2021. **The 3yr yield curve control (YCC) target was not extended**. Their updated forward guidance on the cash rate opens the possibility of rate hikes earlier than 2024, noting *“the Bank’s central scenario for the economy is that this condition will not be met before 2024”*.

Sydney’s lockdown was extended to at least the end of August. Fiscal support was announced, with businesses having a turnover of up to \$250 million and experiencing a 30% reduction in turnover will receive each week 40% of their state payroll payments, based on the 2020-21 average, at a minimum of \$1,500 and capped at \$10,000 per week. There were temporary lockdowns in multiple other states (VIC and SA) during July, albeit not as severe as NSW.

Headline employment was +29k in June after May’s strong +115.2k, and the level of employment is now 1.2% above pre-pandemic February 2020 levels. **The unemployment rate fell to 4.9% from 5.1%** and is at its lowest level since December 2010.

Q2 headline inflation grew strongly at +0.8% q/q, taking the annual rate to +3.8%, on base effects from free childcare in Q2 2020, which should start to fall back next quarter. **The RBA’s preferred trimmed-mean measure rose +0.5% q/q and +1.6% y/y**.

The trade surplus increased by \$1.5bn to \$9.7bn, with the rise almost entirely driven by record high iron ore exports with ‘metal ores and mineral’ exports lifting +11% (or \$1.8bn) to \$18.0bn.

APRA announced it would again provide regulatory relief for banks offering temporary assistance to COVID-19 impacted borrowers.

During the month, the domestic equity market swept aside the extended lockdowns in Sydney, with the S&P ASX 200 Index surpassing new highs, on the prospects of the RBA extending its stimulus program and keeping rates lower for longer.

The Australian dollar fell -1.82%, finishing the month at US73.81 cents (from US75.18 cents the previous month).

Credit Market

The main global credit indices remained flat over July, while the Australian iTraxx widened on the extension of the lockdown in Greater Sydney. The indices now trade back to their levels experienced in late 2020:

Index	July 2021	June 2021
CDX North American 5yr CDS	50bp	48bp
iTraxx Europe 5yr CDS	47bp	47bp
iTraxx Australia 5yr CDS	63bp	58bp

Source: Markit



Fixed Interest Review

Benchmark Index Returns

Index	July 2021	June 2021
Bloomberg AusBond Bank Bill Index (0+YR)	+0.00%	+0.00%
Bloomberg AusBond Composite Bond Index (0+YR)	+1.76%	+0.69%
Bloomberg AusBond Credit FRN Index (0+YR)	+0.11%	+0.08%
Bloomberg AusBond Credit Index (0+YR)	+1.00%	+0.33%
Bloomberg AusBond Treasury Index (0+YR)	+2.01%	+0.99%
Bloomberg AusBond Inflation Gov't Index (0+YR)	+2.70%	+0.79%

Source: Bloomberg

Other Key Rates

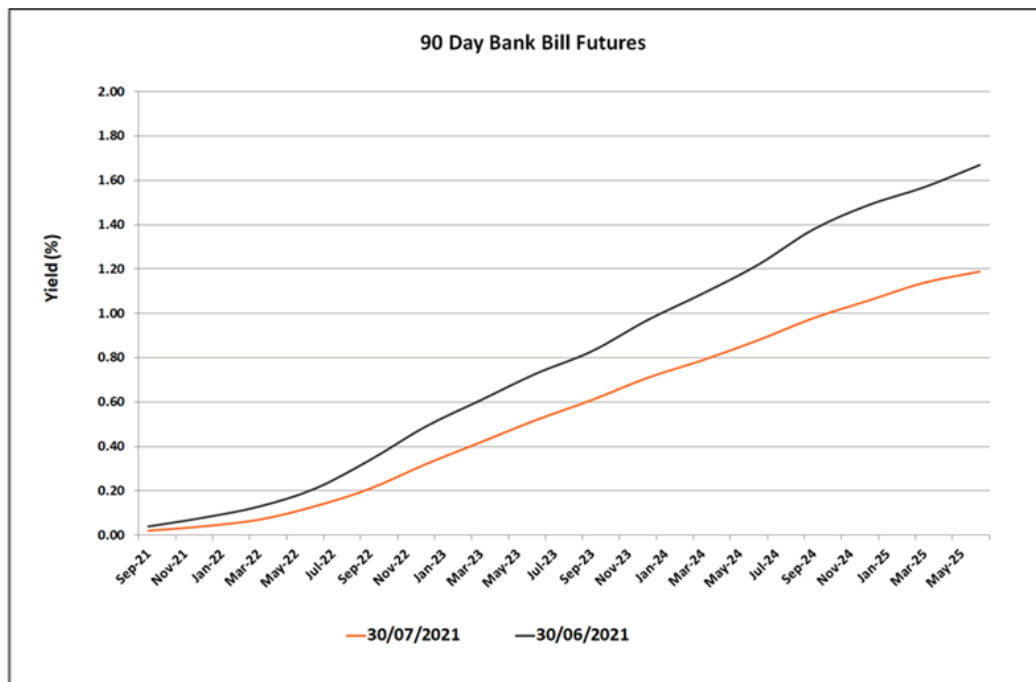
Index	July 2021	June 2021
RBA Official Cash Rate	0.10%	0.10%
90 Day (3 month) BBSW Rate	0.02%	0.03%
3yr Australian Government Bonds	0.12%	0.20%
10yr Australian Government Bonds	1.15%	1.49%
US Fed Funds Rate	0.00%-0.25%	0.00%-0.25%
10yr US Treasury Bonds	1.24%	1.45%

Source: RBA, AFMA, US Department of Treasury



90 Day Bill Futures

Over July, bill futures fell across the board, primarily driven by the extended lockdown in Greater Sydney. Overall, bill futures continue to depict a low rate environment over the long-run, despite the steeping curve in recent months:



Source: ASX



Fixed Interest Outlook

Delta variant concerns have persisted, resulting in global bond yields to drift significantly lower. Adding to the downward pressure on bond yields has been that global central banks have maintained their dovish stance, pushing back on the market's concerns surrounding rising inflationary pressures. Central banks have continued to dismiss the current and expected rise of inflation as 'transitory', citing deep scars from the pandemic that are at work to add to the pre-existing structural downward pressures on inflation.

US Fed Chair Powell reiterated the economic recovery still has not progressed enough to begin QE tapering. The US economy is travelling in the right direction, but the standard of substantial progress is far away and is not within sight.

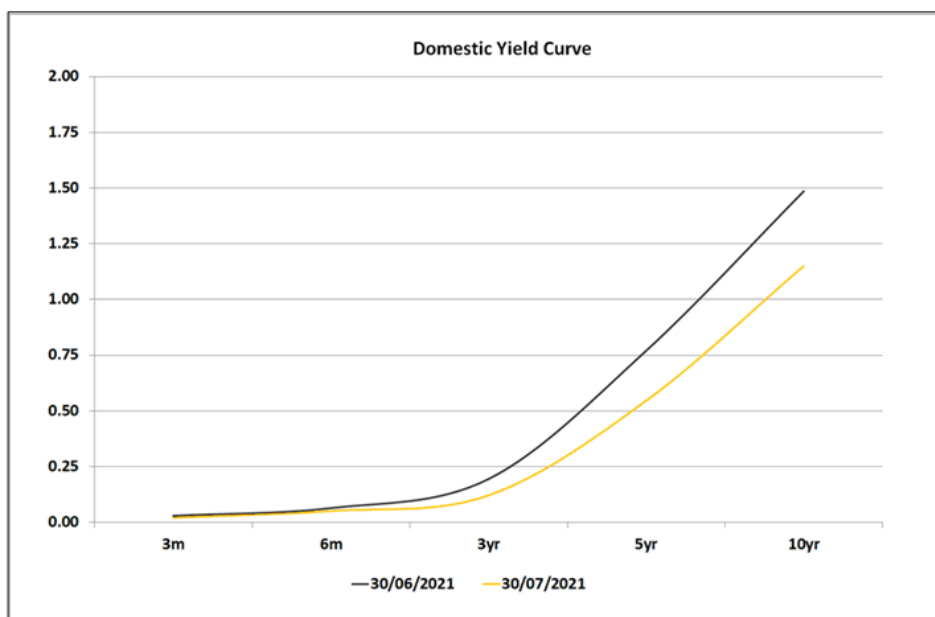
In Australia, sporadic outbreaks are likely to be controlled via short-lived restrictions until the vaccination rate lifts substantially, with a target set between 70-80%. The RBA has factored in these snap lockdowns as part of their economic projections. Conceivably, the RBA's base case scenario does not see rate hikes until 2024 (conditions for an official rate rise "will not be met until 2024"), while their upside scenario is consistent with rate hikes in 2023, dependent on the flow of ongoing economic data.

They would like to see the following three economic indicators improve before they even consider increasing interest rates:

1. The unemployment rate to drop to around 4.5% (currently it sits at 4.9% and has not been below 4.5% since 2008);
2. "*Until actual (underlying) inflation is sustainably within the 2-3% target range*" (it has not been within their target band for the past 5 years); and
3. Wage growth to surpass +3% (it has not been above this level for the past 8 years).

Governor Lowe has remained relatively dovish with his comments, indicating an earlier rate hike prior to 2024 would require "*strong, unequivocal evidence that the pick-up in the economy is translating into wages growth and inflation is sustainably higher*".

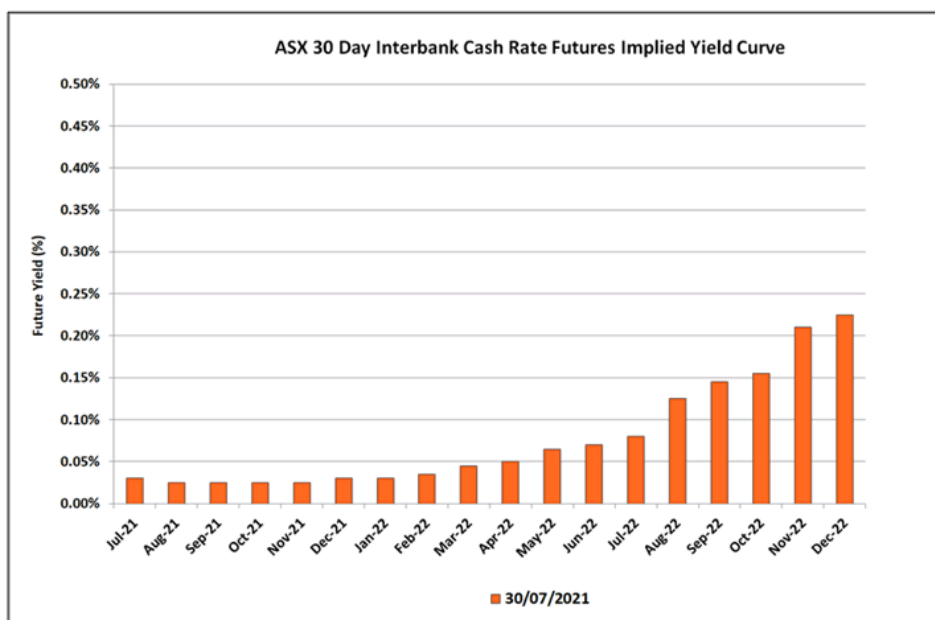
The domestic bond market continues to suggest a prolonged low period of interest rates. Over the month, yields fell up to 34bp at the long-end of the curve:



Source: AFMA, ASX, RBA

RBA Deputy Governor Debelle reiterated that the RBA would be looking for actual, rather than forecast wages growth and inflation when deliberating on monetary policy. Their current forward guidance remains poised for a rate hike in 2024 at the earliest.

The market has somewhat pushed back the 15bp rate hike factored in by the end of 2022 last month:



Source: ASX



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FAIR

ITEM NUMBER	12.2
SUBJECT	FOR NOTATION: Response to Notice of Motion - Newington Anglican Church
REFERENCE	F2021/00521 - D08171353
REPORT OF	Venue Manager - Wentworth Point Community Centre and Library
PREVIOUS ITEMS	18.2 - NOTICE OF MOTION: Newington Anglican Church - Council - 15 Jun 2021 6.30pm

WORKSHOP/BRIEFING DATE: Nil

PURPOSE:

To report on possible locations for Newington Anglican Church's Sunday services in the Wentworth Point area, until such time as the Church can raise sufficient funds to purchase land in the area to construct a new Church.

RECOMMENDATION

- (a) **That** Council note the location options that have been canvassed for the temporary use of Newington Anglican Church to serve the Wentworth Point community.
- (b) **Further, that** this information be provided to Newington Anglican Church with an offer to assist in conversations between the Church and Wentworth Point Public School to secure a temporary solution while the Church takes care of its permanent accommodation needs.

BACKGROUND

1. At its meeting of 15 June 2021, in response to a Notice of Motion, Council resolved:

***That** a report be brought to a Council Meeting on possible locations for Newington Anglican Church's Sunday services in the Wentworth Point area, until such time as the Church can raise sufficient funds to purchase land in the area to construct a new Church.*

ISSUES/OPTIONS/CONSEQUENCES

2. Newington Anglican Church was established in 2015/16 as a plant church of St Phillips Anglican Parish Auburn. The Church has regular hire of Newington Community Centre on a Sunday afternoon, under an arrangement made by the former Auburn Council and honoured by the City of Parramatta Council following proclamation.
3. Prior discussions between the Church and Council officers had established that there was availability to hire the main hall of Wentworth Point Public School with an offer made of small meeting rooms at Wentworth Point Community

Centre and Library (WPCCL) to meet the auxiliary needs of the Church that the school would not accommodate.

4. The hire of the main function rooms at WPCCL and across all Council facilities are at high demand at weekends for a wide range of casual uses. This includes one off events, social gatherings and parties, where bookings often start from 9am across the weekend.
5. The prioritisation of casual hire of Council's main community rooms at the weekend is reflected in Section 19 of City of Parramatta's Terms and Conditions across all Community Centre Facilities, with the regular hire of main halls only being available during weekdays.
6. Council officers have conducted a review into possible temporary options to accommodate Newington Anglican Church. Meetings with the Church have been conducted throughout this process to better understand their needs and discuss emerging options. Capacity requirements of the Church range from 80 to 150 people for a church service on a Sunday, with a requirement for auxiliary rooms to hold informal creche services and programs for children and young people.
7. The below stakeholder consultation table records those options that have been canvassed by Council officers as possible locations for Newington Anglican Church's Sunday services in and around Wentworth Point area.
8. From these options, the opportunity for the Church to secure a booking at Newington Public School on a Sunday afternoon remains the best temporary option. Council officers will assist in discussions between the Church and School executive around use of some demountable classrooms at the School for auxiliary uses. However, small meeting rooms remain available at WPCCL as a back-up option. The option at Pulse Life is another positive temporary opportunity.
9. Council officers have provided the Church with some suggestions on how to approach real estate agents and property developers in order to progress a permanent accommodation solution for the Church.

CONSULTATION & TIMING

Stakeholder Consultation

10. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
July 2021	Local Primary Public School – Wentworth Point Public School	Located within Wentworth Point. The school's public hall has a maximum capacity of 400 and permits	The public hall at Wentworth Point Primary public school will be the ideal location for Newington Anglican Church with the required	Newington Anglican Church

		weekend hire to external customers.	capacity. Assistance to be provided in negotiating access to auxiliary rooms	
July 2021	Pulse Life	Located within Wentworth Point. Pulse's function centre has 3 spaces available for hire with the maximum capacity of 80 in the main room and 30 in the two smaller rooms.	This facility has multiple spaces that meets the Church's auxiliary requirement to run kids and youth programs during the Sunday service.	Newington Anglican Church
July 2021	Waterview Bicentennial Park	Located in Sydney Olympic Park about 4km distance from Wentworth Point. Venue has multiple rooms that are available for hire from 126 to 288 attendees.	This venue has a variety of spaces that meets the Church's auxiliary requirement to run kids and youth programs during the Sunday Church.	Newington Anglican Church
July 2021	Sydney Showground	Located in Sydney Olympic Park about 4km distance from Wentworth Point. Venue has multiple rooms that are available for hire from 180 to 225 attendees.	This venue has numerous spaces that meets the Church's auxiliary requirement to run kids and youth programs during the Sunday Church.	Newington Anglican Church
July 2021	The Connection Meeting Space – City of Canada Bay	Located in Rhodes (neighboring suburb). Flexible meeting spaces and activity room	The Connection meeting spaces are available for weekend regular hire. The event/function space has	Does not meet requirements.

		that can be combined into one big room with 28 to 150 maximum capacity.	conditions similar to Council's public halls and function rooms and is not available for weekend regular hire.	
July 2021	Real Estate Agencies	Various real estate agencies manage leases of available warehouse and office space within and around Wentworth Point.	There are numerous warehouse, office space and vacant commercial properties that are currently available for lease.	Newington Anglican Church

Councillor Consultation

11. The following Councillor consultation has been undertaken in relation to this matter:

Date	Clr	Councillor Comment	Council Officer Response	Resp'ility
5 August 2021	Issa	Appreciated the options that have been canvassed and discussions that have been held with Newington Anglican Church	All details of canvassed options to be provided to the Church and offer of continued assistance.	Venue Manager WPCCL

LEGAL IMPLICATIONS FOR COUNCIL

12. There are no legal implications for Council associated with this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

13. There are no financial implications for Council associated with this report.
14. Should Newington Anglican Church proceed with a regular booking for the smaller meeting rooms at WPCCL to meet their auxiliary needs on a Sunday afternoon, the hourly rate that will be applicable to their hire will be \$30.80 per hour (incl. GST).

	FY 20/21	FY 21/22	FY 22/23	FY 23/24
Operating Result				
External Costs				
Internal Costs				
Depreciation				

Other				
Total Operating Result	Nil	Nil	Nil	Nil
Funding Source				
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	Nil	Nil	Nil	Nil
Funding Source				

Chillet Medel

Venue Manager - Wentworth Point Community Centre and Library

David Moutou

Group Manager Social and Community Services

Michael Tzimoulas

Executive Director Corporate Services

Jon Greig

Executive Director Community Services

Brett Newman

Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL

ACCESSIBLE

23 AUGUST 2021

13.1	FOR APPROVAL: Minutes of the Parramatta Traffic Committee Meeting held on 21 July 2021	96
13.2	FOR APPROVAL: Minutes of the Traffic Engineering Advisory Group Meeting held on 21 July 2021	137
13.3	FOR APPROVAL: Public Exhibition of Draft Carter Street Bridges and Cycleway	208

ACCESSIBLE

ITEM NUMBER	13.1
SUBJECT	FOR APPROVAL: Minutes of the Parramatta Traffic Committee Meeting held on 21 July 2021
REFERENCE	F2021/00082 - D07842544
REPORT OF	Traffic and Transport Manager

PURPOSE:

That Council consider the minutes and approve the recommendations of the Parramatta Traffic Committee meeting held on 21 July 2021.

RECOMMENDATION

- (a) **That** Council note the minutes of the Parramatta Traffic Committee meeting held on 21 July 2021, as provided at **Attachment 1**.
- (b) **That** Council approve the recommendations of the Parramatta Traffic Committee meeting held on 21 July 2021 provided at **Attachment 1** and in this report, noting the following financial implications for each item.

- i. **ITEM 2107 A1 PROPOSED CAR SHARE PARKING SPACES IN PARRAMATTA, NORTH PARRAMATTA, EPPING AND WESTMEAD**

According to 2021/22 Fees and Charges schedule, a total application fee of \$3,271.28 (\$408.91/space) is to be paid by the applicant for the installation of 8 dedicated car share parking spaces in the Parramatta LGA. Thereafter, an annual renewal application fee of \$1,310.16 (@\$163.77/space) would apply to keep these dedicated car share parking spaces.

This annual fee may increase subject to Council's fees and charges.

- ii. **ITEM 2107 A2 NORTH ROCKS ROAD AT SPEERS ROAD – PROPOSED ROUNDABOUT**

The proposed roundabout and associated works are to be constructed by the developer of 49-51 North Rocks Road and 2 Speers Road, North Rocks at no cost to Council. Therefore, this proposal will have no direct financial impact on Council's budget.

BACKGROUND

- Transport for NSW (TfNSW) is legislated as the organisation responsible for the control of traffic on all roads in New South Wales under the *Road Transport (Safety & Traffic Management) Act 1999*. In order to deal with the large number and range of traffic related matters effectively, TfNSW has delegated certain aspects of the control of traffic on local roads to councils. TfNSW has retained both the control of traffic on the State's classified road network and the control of traffic signals on all roads.
- The TfNSW Delegation to Councils limits the types of prescribed traffic control devices and traffic control facilities that Council can authorise and imposes

certain conditions on councils. One of these conditions requires councils to obtain the advice of TfNSW and the Police prior to proceeding with any proposal. This is most commonly achieved by councils establishing a Local Traffic Committee.

3. The Committee is composed of four formal members each with one vote. These four members are a representative from Council, the Police, TfNSW and the Local State Member of Parliament or their nominee. The Parramatta Traffic Committee is an advisory body only, having no decision making powers. It is, primarily, a technical review committee that is required to advise the Council on traffic related matters referred to it by Council. In general, Council makes the decision, however, the Police and RMS can appeal Council's decision to the Regional Traffic Committee.

ISSUES/OPTIONS/CONSEQUENCES

4. The most recent meeting of the Parramatta Traffic Committee was held on 21 July 2021. The minutes of that meeting and the reports to that meeting are **Attachments 1 and 2** of this report.
5. The recommendations from the Parramatta Traffic Committee meeting are provided below:

ITEM NO.

2107 A1 PROPOSED CAR SHARE PARKING SPACES IN PARRAMATTA, NORTH PARRAMATTA, EPPING AND WESTMEAD

1. That eight (8) car share parking spaces be installed in Parramatta, North Parramatta, Epping and Westmead as detailed below:
 - i. East side of Morton Street south of Gibson Road, Parramatta
 - ii. West side of Morton Street south of Broughton Street, Parramatta
 - iii. South side of Broughton Street west of Baludarri Drive, Parramatta
 - iv. North side of Grose Street west of Macarthur Street, North Parramatta
 - v. North side of Albert Street east of Church Street, North Parramatta
 - vi. West side of Forest Grove outside Forest Park, Epping
 - vii. West side of Victoria Street north of Bridge Street, Epping
 - viii. North side of Railway Parade east of Alfred Street, Westmead
2. That the car share space proposed in Hazelwood Place, Epping be deferred and an investigation be carried out to find an alternative location for the car share space.
3. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

Unanimous support

2107 A2 NORTH ROCKS ROAD AT SPEERS ROAD – PROPOSED ROUNDABOUT

1. That Council approve the installation of a new roundabout, a pedestrian refuge island and a chicane with associated signs and pavement markings at the intersection of North Rocks Road and Speers Road, North Rocks as shown in the plan attached to this report and subject to the detailed design being approved by Transport for NSW (TfNSW).
2. That recommendation 1 is subject to the following action being taken by the applicant:
 - a. Installation of bicycle symbol (PS-2) pavement markings in North Rocks Road on both approaches to Speers Road, North Rocks.
 - b. Installation of Shared Path (R8-2) and End (R7-4) signs on the west side of North Rocks Road north of Speers Road, North Rocks.
 - c. Approvals to be obtained from Endeavour Energy for any relocation or upgrades of power poles required to undertake the construction of the traffic facilities.
 - d. Undertake lighting assessment for the traffic facilities at the intersection of North Rocks Road and Speers Road, North Rocks and if required, upgrade the lighting levels so that they comply with the Australian Standards for Roundabouts and Pedestrian Refuge Islands.
 - e. Obtain approval from State Transit Authority prior to relocating the existing bus stops in North Rocks Road.
 - f. All costs associated with the works being paid for by the applicant at no cost to Council.

Unanimous support

CONSULTATION AND TIMING

6. Details of the consultation undertaken with the Community, Agencies and Councillors for each item, are included in **Attachment 2** and **Attachment 3**.

LEGAL IMPLICATIONS FOR COUNCIL

7. There

FINANCIAL IMPLICATIONS FOR COUNCIL

9. The financial comments for each item are provided below:

Item No.	
2107 A1	According to 2021/22 Fees and Charges schedule, a total application fee of \$3,271.28 (\$408.91/space) is to be paid by the applicant for the installation of 8 dedicated car share parking spaces in the Parramatta LGA.

	Thereafter, an annual renewal application fee of \$1,310.16 (@\$163.77/space) would apply to keep these dedicated car share parking spaces. This annual fee may increase subject to Council's fees and charges.
2107 A2	The proposed roundabout and associated works are to be constructed by the developer of 49-51 North Rocks Road and 2 Speers Road, North Rocks at no cost to Council. Therefore, this proposal will have no direct financial impact on Council's budget.

10. The table below summaries the financial impacts on the budget arising from approval of this .

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs		\$300 (maintenance)	\$300 (maintenance)	\$300 (maintenance)
Depreciation				
Fees & Charges	-\$3271.28 (fees)	-\$1310.16 (fees)	-\$1310.16 (fees)	-\$1310.16 (fees)
Total Operating Result	-\$3271.28	-\$1010.16	-\$1010.16	-\$1010.16
Funding Source		Car Share Fees & TfNSW Block Grant	Car Share Fees & TfNSW Block Grant	Car Share Fees & TfNSW Block Grant
CAPEX				
CAPEX				
External				
Internal	\$3200			
Other				
Total CAPEX	\$3200			
Funding Source	Car Share Application Fees			

CONCLUSION

11. Council officers recommend that the recommendations of the Parramatta Traffic Committee meeting held on 21 July 2021 be adopted by Council.

Richard Searle
Traffic and Transport Manager

Mark Leotta
Group Manager - Development and Traffic Services




Michael Tzimoulas
Executive Director Corporate Services

Jennifer Concato
Executive Director City Planning and Design

Brett Newman

Chief Executive Officer

ATTACHMENTS:

- | | | |
|--|---|----------|
| 1  | Parramatta Traffic Committee - Minutes of Meeting held on 21 July 2021 | 4 Pages |
| 2  | Parramatta Traffic Committee - Item Reports for Meeting held on 21 July 2021 | 29 Pages |
| 3  | Consultation and Timing for the Parramatta Traffic Committee held on 21 July 2021 | 3 Pages |

REFERENCE MATERIAL

REPORT OF THE PARRAMATTA TRAFFIC COMMITTEE MEETING HELD ON WEDNESDAY 21 JULY 2021, SKYPE TELECONFERENCE AT 1.30 PM

The Parramatta Traffic Committee Chairperson Councillor Bill Tyrell declared the meeting open at 1:31pm.

PRESENT

Councillor Bill Tyrell	CoPC & Chairperson
Councillor Donna Davis	CoPC
Nazli Tzannes	TfNSW (RMS)
Sergeant Jack Makhoul	Representative for Parramatta Police Area Command (PAC)
Sergeant Leonie Abberfield	Representative for Ryde PAC
Sarah Thompson	Representative for Geoff Lee MP (Member for Parramatta)
Egwin Herbert	State Transit Authority (STA)
Jonathan Nicholson	CDC Bus
Glenn Schryver	Supervisor Rangers and Parking, CoPC
Richard Searle	Traffic & Transport Manager, CoPC
Sandy Leung	Traffic & Transport Investigation Engineer, CoPC
Behzad Saleh	Senior Traffic & Transport Engineer, CoPC
Saniya Sharmeen	Traffic & Transport Team Leader, CoPC – Minute Secretary

APOLOGIES

Senior Constable Alison Lilly	The Hills PAC (emailed support for items within the PAC)
Constable Nicole Bartolo	Auburn PAC
Chris Worthington	Representative for Julia Finn MP (Member for Granville)
Pam Kendrick	Representative for the Parramatta Bicycle Committee & Bicycle NSW
Mark Crispin	Senior Project Officer. Transport, CoPC

DECLARATIONS OF CONFLICT OF INTEREST:

There were no declarations of conflict of interest.

CONFIRMATION OF THE MINUTES OF MEETING HELD 26 MAY 2021:

That the report of the Parramatta Traffic Committee meeting held on Wednesday, 26 May 2021 be taken as read and confirmed as a true record of the meeting.

BUSINESS ARISING:

NIL

SECTION A ITEMS:

ITEM NO.

2107 A1	<u>PROPOSED CAR SHARE PARKING SPACES IN PARRAMATTA, NORTH PARRAMATTA, EPPING AND WESTMEAD</u>
<u>File:</u>	F2021/00082
<u>Ward:</u>	Dundas, Parramatta and Epping
<u>State Electorate:</u>	Seven Hills, Parramatta and Epping

D08150430

Recommendation to Parramatta Traffic Committee:

1. That nine (9) car share parking spaces be installed in Parramatta, North Parramatta, Epping and Westmead as detailed below:
 - i. East side of Morton Street south of Gibson Road, Parramatta
 - ii. West side of Morton Street south of Broughton Street, Parramatta
 - iii. South side of Broughton Street west of Baludarri Drive, Parramatta
 - iv. North side of Grose Street west of Macarthur Street, North Parramatta
 - v. North side of Albert Street east of Church Street, North Parramatta
 - vi. West side of Forest Grove outside Forest Park, Epping
 - vii. East side of Hazelwood Place north of Cliff Road, Epping
 - viii. West side of Victoria Street north of Bridge Street, Epping
 - ix. North side of Railway Parade east of Alfred Street, Westmead
2. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

Comments

Councillor Donna Davis asked if the feedback received from a local resident regarding parking conditions at the intersection of Hazelwood Place and Cliff Road has been reviewed. Councillor Davis requested that this location be deferred and an investigation be carried out to find an alternative location for the car share space.

Councillor Davis asked whether an additional car parking space can be provided in Forest Grove to compensate for the loss of on street parking by the proposed car share space. Mr Searle advised the Committee that the cost of this work effectively means it is not feasible to provide an additional parking space.

Chairperson Councillor Bill Tyrell asked the Committee whether the proposed car share space in Forest Grove can be relocated to another location. Mr Searle advised the Committee that the car share space is near the centre of the high-density residential area south of Epping Road and in front of a park and is therefore appropriately located.

Recommendation from the Parramatta Traffic Committee:

1. That eight (8) car share parking spaces be installed in Parramatta, North Parramatta, Epping and Westmead as detailed below:
 - i. East side of Morton Street south of Gibson Road, Parramatta
 - ii. West side of Morton Street south of Broughton Street, Parramatta

D08150430

- iii. South side of Broughton Street west of Baludarri Drive, Parramatta
 - iv. North side of Grose Street west of Macarthur Street, North Parramatta
 - v. North side of Albert Street east of Church Street, North Parramatta
 - vi. West side of Forest Grove outside Forest Park, Epping
 - vii. West side of Victoria Street north of Bridge Street, Epping
 - viii. North side of Railway Parade east of Alfred Street, Westmead
2. That the car share space proposed in Hazelwood Place, Epping be deferred and an investigation be carried out to find an alternative location for the car share space.
 3. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

Unanimous support

2107 A2 NORTH ROCKS ROAD AT SPEERS ROAD – PROPOSED ROUNDABOUT

File: F2021/00082

Ward: North Rocks

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee:

1. That Council approve the installation of a new roundabout, a pedestrian refuge island and a chicane with associated signs and pavement markings at the intersection of North Rocks Road and Speers Road, North Rocks as shown in the plan attached to this report and subject to the detailed design being approved by Transport for NSW (TfNSW).
2. That recommendation 1 is subject to the following action being taken by the applicant:
 - a. Installation of bicycle symbol (PS-2) pavement markings in North Rocks Road on both approaches to Speers Road, North Rocks.
 - b. Approvals to be obtained from Endeavour Energy for any relocation or upgrades of power poles required to undertake the construction of the traffic facilities.
 - c. Undertake lighting assessment for the traffic facilities at the intersection of North Rocks Road and Speers Road, North Rocks and if required, upgrade the lighting levels so that they comply with the Australian Standards for Roundabouts and Pedestrian Refuge Islands.
 - d. Obtain approval from State Transit Authority prior to relocating the existing bus stops in North Rocks Road.
 - e. All costs associated with the works being paid for by the applicant at no cost to Council.

D08150430

Comments

Pam Kendrick, the representative for the Parramatta Bicycle Committee & Bicycle NSW provided below comments on this project:

I note the requirement of CoP to have PS-2 logos on NR Rd on both approaches to Speers, thank you.

Whilst many cyclists will use the bypass uphill, most competent & confident riders will stay on the road as traffic, so PS-2s on the road will alert drivers & give those cyclists legitimacy to be there, thereby reducing any chance of road rage.

On the plan, R8-2 & R7-4 signs are shown on the southwestern corner bicycle bypass, but not on the NW bypass. Could they also be provided on this bypass please.

Recommendation from the Parramatta Traffic Committee:

1. That Council approve the installation of a new roundabout, a pedestrian refuge island and a chicane with associated signs and pavement markings at the intersection of North Rocks Road and Speers Road, North Rocks as shown in the plan attached to this report and subject to the detailed design being approved by Transport for NSW (TfNSW).
2. That recommendation 1 is subject to the following action being taken by the applicant:
 - a. Installation of bicycle symbol (PS-2) pavement markings in North Rocks Road on both approaches to Speers Road, North Rocks.
 - b. Installation of Shared Path (R8-2) and End (R7-4) signs on the west side of North Rocks Road north of Speers Road, North Rocks.
 - c. Approvals to be obtained from Endeavour Energy for any relocation or upgrades of power poles required to undertake the construction of the traffic facilities.
 - d. Undertake lighting assessment for the traffic facilities at the intersection of North Rocks Road and Speers Road, North Rocks and if required, upgrade the lighting levels so that they comply with the Australian Standards for Roundabouts and Pedestrian Refuge Islands.
 - e. Obtain approval from State Transit Authority prior to relocating the existing bus stops in North Rocks Road.
 - f. All costs associated with the works being paid for by the applicant at no cost to Council.

Unanimous support

BUSINESS ITEMS

NIL

The Chairperson declared the meeting closed at 1:44pm.



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2107 A1
SUBJECT: Proposed Car Share Parking Spaces in Parramatta, North Parramatta, Epping and Westmead
APPLICANT: Go Get Car Share Service Provider
REPORT OF: Traffic and Transport Team Leader
WARD: Dundas, Parramatta and Epping
SED: Seven Hills, Parramatta and Epping

Purpose

This report provides feedback received from community consultation and seeks approval for the installation of nine (9) car share spaces for GoGet Car Share Services in Parramatta, North Parramatta, Epping and Westmead.

OFFICER'S RECOMMENDATION:

1. That nine (9) car share parking spaces be installed in Parramatta, North Parramatta, Epping and Westmead as detailed below:
 - i. East side of Morton Street south of Gibson Road, Parramatta
 - ii. West side of Morton Street south of Broughton Street, Parramatta
 - iii. South side of Broughton Street west of Baludarri Drive, Parramatta
 - iv. North side of Grose Street west of Macarthur Street, North Parramatta
 - v. North side of Albert Street east of Church Street, North Parramatta
 - vi. West side of Forest Grove outside Forest Park, Epping
 - vii. East side of Hazelwood Place north of Cliff Road, Epping
 - viii. West side of Victoria Street north of Bridge Street, Epping
 - ix. North side of Railway Parade east of Alfred Street, Westmead
2. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

Background

City of Parramatta Council has received an application from GoGet car share for the installation of nine dedicated car share parking spaces in Parramatta, North Parramatta, Epping and Westmead. The Parramatta Traffic Engineering Advisory Group (TEAG) at its meeting held on 24 March 2021 considered a report regarding this request (Ref. TEAG 2103 B2). Council at its meeting on 26 April 2021 considered the TEAG recommendations and resolved:

1. That community consultation be undertaken for the installation of the nine (9) GoGet car share

spaces listed below:

- i. East side of Morton Street south of Gibson Road, Parramatta
 - ii. West side of Morton Street south of Broughton Street, Parramatta
 - iii. South side of Broughton Street west of Baludarri Drive, Parramatta
 - iv. North side of Grose Street west of Macarthur Street, North Parramatta
 - v. North side of Albert Street east of Church Street, North Parramatta
 - vi. West side of Forest Grove outside Forest Park, Epping
 - vii. East side of Hazelwood Place north of Cliff Road, Epping
 - viii. West side of Victoria Street north of Bridge Street, Epping
 - ix. North side of Railway Parade east of Alfred Street, Westmead
2. That the outcome of the community consultation for the installation of the car share spaces as detailed in recommendation 1 be referred to the Parramatta Traffic Committee for consideration.

Community Consultation

In accordance with Council's resolutions above, community consultation has been carried out through a letterbox drop to residents and businesses located within approximately 50m of each individual space.

Council has received 30 responses with 15 respondents disagreeing to the proposal.

The main concern for the respondents is that allocating dedicated spaces to car share vehicles will reduce the number of on-street car parking spaces that are currently available for residents and visitors. It is to be noted that dedicated car share spaces may initially have an adverse effect on on-street parking. However, in the long term it is envisaged that car sharing would reduce private vehicle ownership, which in turn will reduce parking demands.

Table 1 shows a summary of responses received for individual streets. The number of GoGet members within 250m of these locations is also included in the table.

GoGet car share currently has floating (not in a dedicated space) vehicles in Parramatta, North Parramatta, Epping and Westmead. Floating car share vehicles are parked on unrestricted spaces that are available in the street. In areas with high demand for on-street parking, it can be difficult for a member to return the vehicle on the designated street. This in turn makes it difficult for other members to access the vehicle. Therefore, installation of a dedicated car share space will allow the vehicle to be parked on a designated space on that street. The dedicated spaces would make it easier for members to find the vehicles, as it would be in the same location each time a member needs to use the vehicle.

Details of survey responses and Council Officer's comments are listed in Attachment 1 of this report.

Table 1: Summary of survey results for individual locations

	# of Members within 250m	Total No. Responses Received	For	Against	Other
Parramatta (Ref. TS 2021 26)					
East side of Morton Street south of Gibson Road	10	2	1	1	--
West side of Morton Street south of Broughton Street	10				
South side of Broughton Street west of Baludarri Drive	8				
North Parramatta					
North side of Grose Street west of Macarthur Street (Ref. TS 2021 27)	5	2	0	1	1
North side of Albert Street east of Church Street (Ref. TS 2021 28)	58	4	1	2	1
Epping					
West side of Forest Grove outside Forest Park (Ref. TS 2021 29)	12	7	3	3	1
East side of Hazelwood Place north of Cliff Road (Ref. TS 2021 30)	19	5	2	3	--
West side of Victoria Street north of Bridge Street (Ref. TS 2021 31)	444	6	3	3	--
Westmead					
North side of Railway Parade east of Alfred Street	11	4	2	2	--

Comments on survey respondents' concerns

The car share spaces are proposed near high-density residential areas in Parramatta, North Parramatta, Epping and Westmead.

Many of the respondents would not be aware that there are residents living in the area who are members of car share services. Currently, these members are travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents to use car sharing as an alternate mode of transport and therefore reduce car ownership and demand for on-street parking.

To address survey respondents' concerns, it is proposed to review the usage of each individual car share space during the annual renewal of the spaces.

In light of the above, it is proposed that the car share spaces be installed in Parramatta, North Parramatta, Epping and Westmead as detailed in Table 1.

FINANCIAL IMPLICATIONS

According to 2021/22 Fees and Charges schedule, initial application fee of \$408.91 and annual renewal application fee of \$163.77 will apply for the installation of each dedicated car share parking spaces in the Parramatta LGA.

These fees will cover the costs of installing and removing car share spaces.



Saniya Sharmeen

Traffic and Transport Team Leader

14/07/2021

Attachments – 1. Feedback received from Stakeholder Consultation and Council Officer's Response

Attachment 1: Feedback received from Stakeholder consultation and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
<u>Morton Street and Broughton Street, Parramatta (TS 2021 26)</u>			
7/06/2021	Resident (D08086882)	<p>Not Supported.</p> <p>The existing Go Get cars are being cleaned at night and creates excessive noise.</p> <p>The removal of the 'No Parking' and 'No Stopping' restrictions within the indented parking bays on Morton Street will generate additional traffic and noise at night.</p>	<p>Noise issues related to cleaning of car share vehicles at night have been referred to GoGet for its attention and appropriate action.</p> <p>The additional parking spaces created by the removal of the 'No Parking' and 'No Stopping' restrictions at the indented parking area will generally be used by local residents and therefore would not generate additional noise.</p> <p>It is to be noted that the proposed car share spaces will provide dedicated spaces to the existing floating vehicles operating from these streets.</p>
21/05/2021	Resident (D08062397)	Supported.	--
<u>Grose Street, North Parramatta (TS 2021 27)</u>			
20/05/2021	Business located at No. 106 Grose Street (D08062410)	<p>No objection raised.</p> <p>The loss of on-street parking may result in public parking in private off-street parking spaces.</p>	<p>The proposed car share space will provide a dedicated space to the existing floating vehicle operating from this location. Therefore, there will not be any loss of on-street car parking space from Grose Street.</p> <p>Furthermore, according to the usage data, the existing floating car at this</p>

			<p>location was used for 253 hours in January 2021.</p> <p>It is to be noted that the management of public parking within private properties is the responsibility of the Owner or Strata not Council.</p>
14/05/2021	Business located at No. 100 Grose Street (D08050054)	<p>Not supported.</p> <p>There is a high demand for on street parking in this area. The proposal would remove an unrestricted parking space from the street and would inconvenience its clients.</p>	<p>The proposed car share space will provide a dedicated space to the existing floating vehicle operating from this location. Therefore, there will not be any loss of on-street car parking space from Grose Street. Furthermore, according to the usage data, the existing floating car at this location was used for 253 hours in January 2021.</p> <p>It is to be noted that providing car share vehicles in the area may encourage more residents and local employees to use car sharing as an alternate mode of transport and reduce car ownership.</p>
<u>Albert Street, North Parramatta (TS 2021 28)</u>			
24/06/2021	Owner of a unit at 48-50 Albert Street, North Parramatta (D08113809)	Supported the installation of 1 car share space in Albert Street.	Noted
21/05/2021	Resident of Albert Street (D08062398)	Supported	--
19/05/2021	Resident of No.34 Albert Street (D08056909)	<p>Not supported.</p> <p>High-density residential developments are located in Albert Street east of Church Street. As a</p>	There are 58 members of car share services living or working within 250m of the proposed car share space in Albert Street. Currently, these members are

		result, there is a high demand for on street parking in this area. Installation of car share space in Albert Street east of Church Street would reduce the availability of on street parking for residents. The resident suggested that car spaces be installed in Albert Street east of Sorrell Street.	travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents and local employees to use car sharing as an alternate mode of transport and reduce car ownership.
14/05/2021	Resident of Albert Street (D08050064)	Not supported. High-density residential developments are located in Albert Street east of Church Street. As a result, there is a high demand for on street parking in this area. Installation of car share space in Albert Street east of Church Street would reduce the availability of on street parking for residents. The resident suggested that car spaces be installed in Albert Street east of Sorrell Street.	Refer to above comments.
<u>Forest Grove, Epping (TS 2021 29)</u>			
20/06/2021	Owner of a property in Forest Grove (D08108144)	Not Supported. The car share parking space would attract less experienced drivers and compromise the safety of children and senior people living in this street.	The car share vehicle will generally be used by the residents in the area. Providing car share vehicles in the area may encourage more residents to use car sharing as an alternate mode of transport and reduce car ownership.

30/05/2021	Resident of No. 75 Essex Street (D08073517)	Supported the initiative. However, the resident requested that the proposal be kept on hold until the Austino Development located at 2-16 Epping Road, 2-4 Forest Grove and 725 Blaxland Road, Epping is determined by the Land and Environment Court. The resident noted that 8 off-street car share spaces are proposed within the development and could be used by local residents.	There are 12 members of car share services living within 250m of the proposed location. Currently, these members are travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents to use car sharing as an alternate mode of transport and reduce car ownership. It is to be noted that car share spaces provided in private development are generally be used by the residents of the development.
27/05/2021	Employee of Hornsby Council (D08070542)	Supported.	--
25/05/2021	Resident of No. 1 Forest Grove (D08064849)	Supported.	--
21/05/2021	Resident of No. 9 Forest Grove (D08062457)	Supported. However, the resident suggested that GoGet should alter their pricing model to provide a more affordable service.	The car share service provider GoGet is privately owned and therefore its fees and charges are not under the care and control of Council.
19/05/2021	Local resident (D08057426)	Not Supported. There is a high demand for on street parking in this area. Accordingly, allocating a parking space to benefit private businesses not local residents is not supported.	Refer to above comments.
17/05/2021	Resident of No.8 Forest Grove	Not Supported. High-density residential developments are located	Refer to above comments.

	(D08053714)	in Epping. As a result, there is a high demand for on street parking in this area. Installation of car share space in Forest Grove would reduce the availability of on street parking for residents. Furthermore, restricting 12 angle car parking spaces with '3P 8am-6pm' restriction has adversely affected the availability of all day parking in Forest Grove.	
<u>Hazlewood Place, Epping (TS 2021 30)</u>			
7/06/2021	Local resident of Hazlewood Place (D08085249)	Not Supported. Parked cars affect turning movements at the intersection of Hazlewood Place and Cliff Road.	Council is currently consulting with affected residents regarding a proposal to install 29m long full-time 'No Parking' restriction on the south side of Cliff Road opposite Hazlewood Place. If supported, then the proposal will be referred to the Parramatta Traffic Committee under Delegated Authority for consideration and installation of the restriction.
26/05/2021	Local resident of 10-14 Hazlewood Place (D08066825)	Supported The resident is a regular user of car share vehicles. It would be convenient to have a vehicle near their residence.	--
21/05/2021	Local resident of 10-14 Hazlewood Place (D08062464)	Supported The resident currently has 2 cars and experience difficulty in parking. Having a car share vehicle in their street would reduce the need to	--

		own two cars and address parking issues they are experiencing.	
19/05/2021	Local resident (D08062405)	Not Supported. Does not want a commercial business being operated from their residential street.	The car share vehicle will generally be used by the residents in the area. Dedicated car share spaces may initially have an adverse effect on on-street parking. However, in the long term it is envisaged that car sharing would reduce private motor vehicle ownership, which in turn will reduce parking demands in the street.
19/05/2021	Local resident of 10-14 Hazlewood Place (D08062402)	Not Supported. High-density residential developments are located in Epping. As a result, there is a high demand for on street parking in this area. Installation of a car share space in Hazlewood Place would reduce the availability of on street parking for residents. Furthermore, there is no footpath on the east side of Hazlewood Place where the car share space is proposed.	There are 19 members of car share services living or working within 250m of the proposed car share space in Hazlewood Place. Currently, these members are travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents and local employees to use car sharing as an alternate mode of transport and reduce car ownership. Request for footpath has been referred to Civil Assets Team for investigation.
<u>Victoria Street, Epping (TS 2021 31)</u>			
6/06/2021	Local resident of 36 Victoria Street (D08085045)	Supported	--
25/06/2021	Local resident (D08066844)	Not Supported. There is limited on street parking in Victoria Street. Installation of car share	There are 444 members of car share services living or working within 250m of the proposed car share space in Victoria Street.

		space in Victoria Street would reduce the availability of on street parking for residents.	<p>Currently, these members are travelling to other areas to access car share vehicles. Dedicated car share spaces may initially have an adverse effect on on-street parking. However, in the long term, providing car share vehicles in the area may encourage more residents and local employees to use car sharing as an alternate mode of transport and reduce car ownership</p> <p>It is to be noted that Council is currently consulting with local residents regarding a proposal to install angle car parking spaces on the west side of Victoria Street. This proposal would increase the number of car parking spaces in Victoria Street from 18 to 29. If the proposal is generally supported, then this matter will be referred to the Parramatta Traffic Committee under Delegated Authority for consideration and installation of the restriction.</p>
21/05/2021	Local resident of 27 Brigg Road (D08062470)	Supported	--
21/05/2021	Local resident of Victoria Street (D08062461)	Supported	--
20/05/2021	Owner of a unit at 38 Victoria Street (D08062417)	Not Supported. There is limited on street parking in Victoria Street.	Refer to above comments.

		Installation of car share space in Victoria Street would reduce the availability of on street parking for residents.	
17/05/2021	Local resident of 37-41 Victoria Street (D08053708)	Not Supported. The unrestricted parking on the west side of Victoria Street is used by local residents. The car share space should be installed within the '2P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat' area on the east side of Victoria Street.	Council is currently consulting with local residents regarding a proposal to install angle car parking spaces with 2 hour parking restrictions on the west side of Victoria Street. The existing 2 hour parking restriction is also proposed to be removed from the east side of the street to provide unrestricted parking. If the proposal is generally supported, then this matter will be referred to the Parramatta Traffic Committee under Delegated Authority for consideration and installation of the restriction. Note that the proposal would increase the number of car parking spaces in Victoria Street from 18 to 29.
Railway Parade, Westmead (TS 2021 32)			
25/05/2021	Local resident of 16 Caroline Street (D08066857)	Supported	--
24/05/2021	Local resident of 100-102 Bridge Road (D08063008)	Supported	--
21/05/2021	Local resident of 1-5 Alfred Street (D08062449)	Not Supported. The location of the car share parking space will restrict sightlines for motorists exiting Alfred Street.	The length of the existing 'No Stopping' restriction on the north side of Railway Parade east of Alfred Street is proposed to be extended east by 5m to discourage illegal parking within 10m of an

			<p>unsignalised intersection. Furthermore, according to Council's guidelines, the car share vehicle, that is to be located at the proposed car share space adjacent to the 'No Stopping' restriction, is to be a small car and therefore would further improve sightlines for motorists exiting Alfred Street.</p>
21/05/2021	<p>Local resident of 1-3 Park Avenue (D08062393 and phone call on 8 July 2021)</p>	<p>Not Supported.</p> <p>GoGet cars performing U-turns to travel westbound may collide with motorists exiting the angled parking bays on the south side of Railway Parade.</p>	<p>Council will monitor the traffic conditions on Railway Parade. If the U-Turns become a road safety issue, then GoGet will be requested to advise its customers to give consideration to the local community by not performing U-turns near the intersection or bends.</p>



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2107 A2
SUBJECT: North Rocks Road at Speers Road – Proposed Roundabout
APPLICANT: Developer of Child Care Centre at 49-51 North Rocks Road
REPORT OF: Senior Traffic and Transport Engineer
WARD: North Rocks
SED: Parramatta

Purpose

This report seeks approval for the construction of a new roundabout, a pedestrian refuge island and a chicane at the intersection of North Rocks Road and Speers Road, North Rocks. The proposed works are to be completed by the developer of the approved childcare centre at 49-51 North Rocks Road and 2 Speers Road at no cost to Council.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the installation of a new roundabout, a pedestrian refuge island and a chicane with associated signs and pavement markings at the intersection of North Rocks Road and Speers Road, North Rocks as shown in the plan attached to this report and subject to the detailed design being approved by Transport for NSW (TfNSW).
2. That recommendation 1 is subject to the following action being taken by the applicant:
 - a. Installation of bicycle symbol (PS-2) pavement markings in North Rocks Road on both approaches to Speers Road, North Rocks.
 - b. Approvals to be obtained from Endeavour Energy for any relocation or upgrades of power poles required to undertake the construction of the traffic facilities.
 - c. Undertake lighting assessment for the traffic facilities at the intersection of North Rocks Road and Speers Road, North Rocks and if required, upgrade the lighting levels so that they comply with the Australian Standards for Roundabouts and Pedestrian Refuge Islands.
 - d. Obtain approval from State Transit Authority prior to relocating the existing bus stops in North Rocks Road.
 - e. All costs associated with the works being paid for by the applicant at no cost to Council.

Background

City of Parramatta Council received a development application (ref. DA/158/2017) for a childcare centre accommodating 99 children at 49-51 North Rocks Road and 2 Speers Road, North Rocks. In accordance with the Environmental Planning and Assessment Act 1979, the application was approved by the Sydney Central City Planning Panel on 2 May 2018.

As part the notice of determination issued for the approved development, Condition 39 required the developer to upgrade of the intersection of North Rocks Road and Speers Road. Condition 39 stated as follows:

39. *Detailed engineering design plans of the preferred treatment at the intersection of North Rocks Road and Speers Road are to be submitted to Council's Service Manager - Traffic and Transport for consideration by the Parramatta Traffic Committee and approval by Council. The construction of the approved treatment is to be carried out by the applicant and all costs associated with the supply and construction of the traffic facility and appropriate signage are to be paid for by the applicant at no cost to Council.*

In accordance with Council's resolution, the Traffic Engineering Advisory Group (TEAG) on 26 July 2018 (ref. TEAG1807 B6) and again on 20 September 2018 (ref. TEAG 1809 B5) considered concept designs for the installation of a 'Seagull' treatment and roundabout at the intersection of North Rocks Road and Speers Road. The report noted that even though a seagull treatment would provide a protected right turn lane and waiting bay, it would not provide protection for the turning vehicles and also result in the loss of approximately 130m of on-street parking in front of residential properties. The option for a roundabout was considered to be more appropriate as it would act as traffic calming and reduce speeds in North Rocks Road near the intersection. Furthermore, the roundabout would be able to accommodate a pedestrian refuge island and result in considerably less loss of on-street parking.

Council at its meeting held on 8 October 2018 considered the TEAG report on this matter and resolved:

1. *That Council support, in principle, the roundabout treatment for the intersection of North Rocks Road and Speers Road, North Rocks.*
2. *That the roundabout design be carried out in accordance with Austroads guidelines and Council's specifications. Splitter islands with gaps for pedestrians are to be provided at all legs of the intersection if possible noting the following:*
 - a. *For the protection of pedestrians, the minimum width of the island at the gap is to be 2m.*
 - b. *The existing unbroken centreline in Speers Road is to be altered to provide legal parking on the east side of the street.*
 - c. *Continuity lines to be installed near the kerb blisters to allow cyclists to merge into travel lanes.*
 - d. *Consideration is to be given to deflection on the approach to the roundabout in the downhill direction.*
3. *That the detail design plans including swept path diagrams and speed deflection curve be submitted to Council's Traffic and Transport Services for consideration and approval through the Parramatta Traffic Committee process. The applicant to note that up to 6 months is required to obtain approval through Parramatta Traffic Committee process (including community consultation).*

Roundabout Design Features

In accordance with the Council resolution, the developer has submitted plans for a proposed roundabout for consideration by the Parramatta Traffic Committee and approval by Council.

The submitted plan also includes a pedestrian refuge island in North Rocks Road on the westbound approach of the roundabout. This facility will allow pedestrians to cross the road safely in two stages. It is to be noted that there are bus stops on both sides of North Rocks Road east of Speers Road, and would benefit bus patrons using the bus stops.

North Rocks Road has a downhill gradient of approximately 7.5% in the westbound direction on the approach to Speers Road. Accordingly, a chicane is also proposed for gradual speed reduction on the approach of the roundabout in line with Austroads Guidelines (AGRD Part 4B: Section 4.5.2). The chicane has been designed in a way so that it does not restrict driveway accesses to properties

on North Rocks Road. A detailed analysis of the turning movements at the intersection and driveways is shown in Figures 1-3.

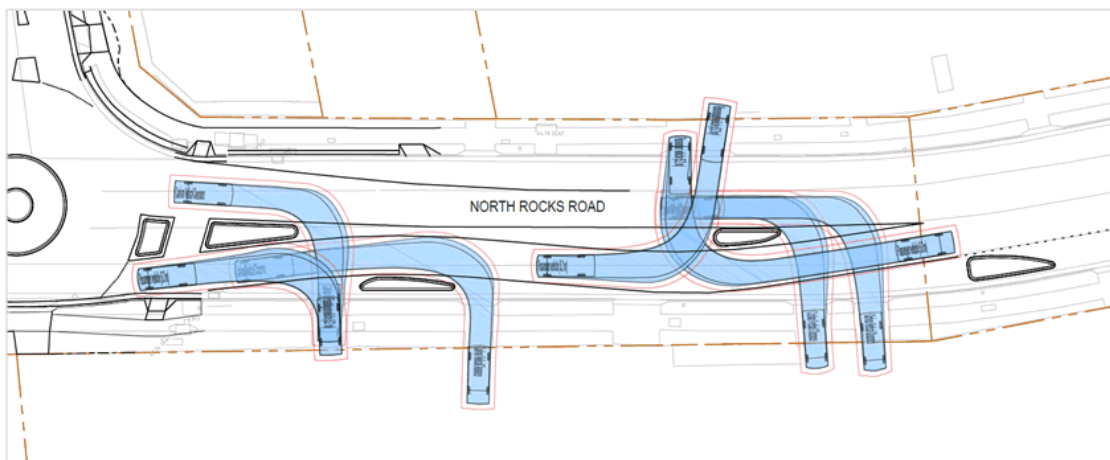


Figure 1: A swept path analysis of vehicles entering and existing driveways in close proximity to the proposed chicane treatment

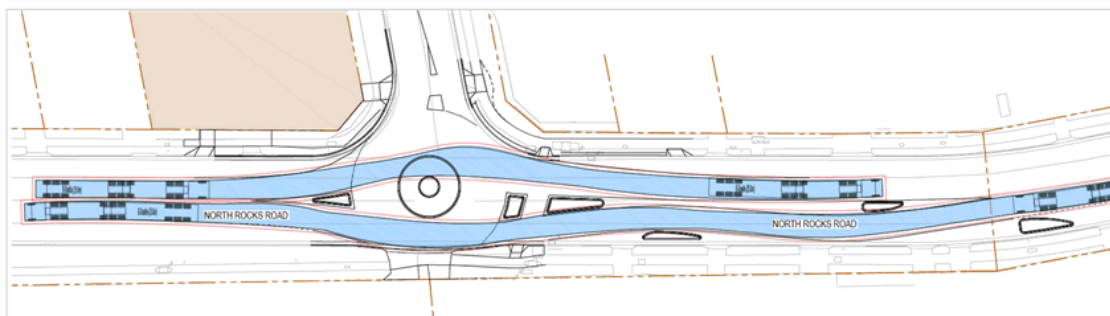


Figure 2: A swept path analysis of a 26m long B-Double in North Rocks Road at Speers Road

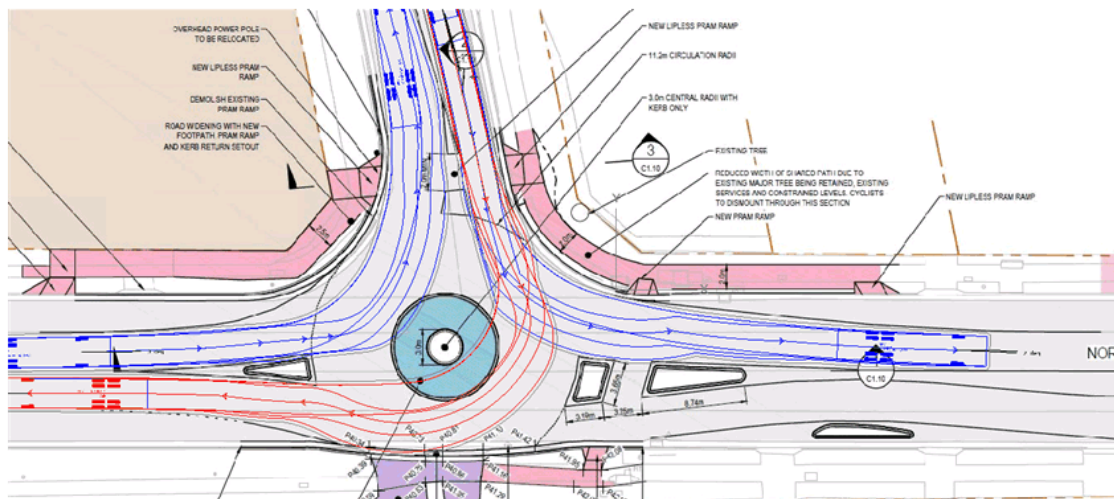


Figure 3: A swept path analysis of a 12.5m Heavy Rigid Vehicle turning left into and out of Speers Road and turning right from Speers Road into North Rocks Road

It is noted that there are a number of industrial developments in Loyalty Road approximately 1.5km northeast of Speers Road intersection and these developments are generally serviced by vehicles up to 26m long B-Doubles. To maintain the existing service arrangements to these developments,

the roundabout and chicane have been designed to accommodate 26m long vehicles in both the eastbound and westbound directions.

The splitter island in Speers Road is proposed to be painted. This will allow vehicles up to 12.5m long to turn left into and out of the road. It is to be noted that Speers Road is a no through road and provides access to a number of properties including an aged care facility.

In addition to the chicane, the following features have been included in the design of the roundabout:

- A 2m wide shared pathway along the northern side of North Rocks Road on both sides of Speers Road to provide cyclists a safe passage through the roundabout on the uphill direction of North Rocks Road.
- Offset within the double unbroken centre lines to provide unrestricted parking for residents on the east side of Speers Road and 'No Stopping' restrictions at the frontage of the childcare centre. This will encourage parents to utilise the basement carpark of the child care centre.
- Relocation of the existing bus stop on the south side of North Rocks Road opposite Speers Road to the east by approximately 50m to accommodate the chicane and roundabout.

Community Consultation

Consultation letters were sent to affected residents, businesses and other stakeholders inviting submissions by Friday, 22 May 2020 on the proposed roundabout in North Rocks Road and Speers Road. Three conflict signs were also installed in North Rocks Road and Speers Road to advise motorists of the proposal. On 14 April 2020, the proposal was advertised in the Hills Shire Times in accordance with the Roads Act 1993 and on Council's website.

Further consultation letters were also sent to affected residents on 21 December 2020 due to amendments made to the chicane treatment. Responses from both rounds of consultation have been considered in this report.

A total of 28 responses were received from different members of the community regarding the proposed roundabout at the intersection of North Rocks Road and Speers Road. Of these responses, 11 were in support of the proposal and nine were against the proposal. Three respondents objected to the roundabout and suggested that traffic signals be installed at this intersection. The remaining responses did not object or support the proposal.

Residents who objected to the proposal generally indicated that due to the low traffic volumes in Speers Road, a roundabout is not needed at this intersection. It is to be noted that as part of the Traffic Assessment for the proposed development, the applicant's Traffic Consultant undertook a SIDRA modelling assessment of this intersection. The results of the modelling indicated that the intersection was approaching capacity with unstable flow under the existing arrangement. The intersection would reach capacity requiring treatment as a result of the additional traffic generated by the development, particularly with future growth in traffic in North Rocks Road. Accordingly, it is considered that the roundabout is required at this intersection. Furthermore, Council has received emails from residents advising that unreported accidents are occurring at the intersection.

A number of respondents also raised concerns regarding traffic and parking conditions once the childcare centre is operational. It is to be noted that similar concerns were raised by the residents during the assessment of this DA. Accordingly, Condition 119 has been included in the notice of determination for the approved development, which requires:

119. *Monitoring of traffic and parking conditions within Speers Road will be undertaken by Council over an 18-month period following opening of the new centre. If Council identifies the need to improve on-street parking or traffic management arrangements, including modification of the operational traffic management plan, Council may impose additional restrictions. The costs of any such restrictions shall be borne by the applicant.*

Reason: *To ensure traffic safety and parking arrangements are satisfactory.*

The detailed community feedback and Council Officer's responses are available in Attachment 3 of this report.

FINANCIAL IMPLICATIONS

The proposed roundabout and associated works are to be constructed by the developer of 49-51 North Rocks Road and 2 Speers Road, North Rocks at no cost to Council. Therefore, this proposal will have no direct financial impact on Council's budget.



Behzad Saleh

Senior Traffic and Transport Engineer

14/07/2021

Attachments – 1. Public Consultation Comments and Council Officer's Response
2. Design Plans

Attachment 1: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
22/05/2020	Resident	<p>Not supported</p> <p>The resident stated that traffic in North Rocks Road queues during the peak hours and therefore, the proposed roundabout would not help cars accessing Speers Road. Furthermore, the roundabout will make it difficult for pedestrians to cross the road. The resident believes that Traffic Lights are more suitable.</p>	<p>The intersection of North Rocks Road and Speers Road does not meet TfNSW's minimum requirements for the installation of traffic signals. The roundabout will provide additional protection and priority for motorists accessing Speers Road.</p> <p>A pedestrian refuge island is proposed on North Rocks Road east of Speers Road to allow pedestrians crossing the road in two stages.</p>
22/05/2020 14/01/2021	Resident	<p>Supported</p> <p>The resident however requested that a zebra crossing be included and all kerb ramps be designed to accommodate wheelchairs.</p>	<p>A site inspection indicated that this location would not meet Council's warrants for the installation of a pedestrian crossing. Furthermore, pedestrian crossings are not suitable on roads with a posted speed limit of 60km/h or greater.</p> <p>All kerb ramps are to be designed in accordance with Council's current standards which meet DDA requirements.</p>
22/05/2020	Resident	<p>Supported</p> <p>The resident acknowledges that a roundabout would improve access to Speers Road. However, due to the high traffic volume in North Rocks Road, the resident suggested that traffic signals be installed especially for helping</p>	<p>The intersection of North Rocks Road and Speers Road does not meet TfNSW's minimum requirements for the installation of traffic signals. The roundabout will provide additional protection and priority for motorists accessing Speers Road.</p> <p>A pedestrian refuge island is proposed on North</p>

		pedestrians crossing North Rocks Road.	Rocks Road east of Speers Road to allow pedestrians crossing the road in two stages.
20/05/2020 14/01/2021	Resident	<p>Not supported</p> <p>The resident raised concerns regarding the existing downhill gradient in North Rocks Road in the westbound direction on the approach to Speers Road. This may not allow motorist to slow down and give way to other vehicles at the roundabout, and increase the risk of traffic accidents occurring at the intersection.</p> <p>Furthermore, the roundabout and pedestrian refuge island do not satisfactorily address pedestrian safety. The resident suggested that traffic signals be installed at this intersection.</p> <p>The resident is also against any alterations being made to their driveway as part of the works for the roundabout.</p>	<p>The intersection of North Rocks Road and Speers Road does not meet TfNSW's minimum requirements for the installation of traffic signals.</p> <p>It is to be noted that a chicane treatment has been included in the design for gradual reduction of speed on the westbound approach of the roundabout.</p>
21/05/2020	Unknown	<p>Not supported</p> <p>The roundabout would generate significant truck noise and also increase wear on breaks and extra fuel consumption. The resident suggested that a turn bay be installed at this location.</p>	Council previously considered the option of a Seagull intersection treatment. However, this option was not favoured as it did not provide sufficient safety improvements and also resulted in the loss of significant number of on-street parking.
21/05/2020	Resident	<p>Supported</p> <p>Resident also requested installation of more traffic</p>	Traffic calming in other section of North Rocks Road is outside the scope of this project.

		calming along North Rocks Road.	
21/05/2020	Resident	<p>Not commented of the traffic facilities.</p> <p>The resident believes that Speers Road is too narrow to allow for 2-way traffic movement and that the proposed development will increase the occurrences of vehicles pulling into their driveway to turn around.</p>	<p>The Childcare Centre has already been approved. As part of the DA conditions (Condition 119), Council will monitor the traffic conditions after the child care is being operated for 18 months and if required, consideration will be given to alter parking restrictions or traffic managements in the street.</p>
20/05/2020 13/01/2021	Resident	<p>Supported</p> <p>However, the resident requested the following:</p> <ol style="list-style-type: none"> 1. Speed humps to be installed in North Rocks Road to slow approaching traffic. 2. No Stopping restrictions in North Rocks Road at the intersection to improve sight lines. 3. Raised perimeter to ensure trucks do not drive over the roundabout 4. Improved lighting 	<ol style="list-style-type: none"> 1. Speed humps are not suitable for North Rocks Road due to the volume of traffic and proportion of trucks that use the street 2. No Stopping restrictions are to be signposted at this intersection to ensure satisfactory sightlines. 3. The roundabout is designed to allow trucks to mount the outer annulus of the roundabout. A non-mountable inner annulus has been included which will ensure appropriate deflection for heavy vehicles in the eastbound direction. A chicane has also been included to ensure gradual speed reduction on the westbound approach of the intersection 4. The applicant will undertake a lighting assessment and if required upgrade lighting levels at this intersection to ensure that lighting complies with the Australian

			Standards for roundabouts and pedestrian refuge islands.
19/05/2020	Unknown	<p>Not supported</p> <p>The resident does not believe that there is sufficient traffic in Speers Road to justify a roundabout and that the roundabout will increase traffic congestion in North Rocks Road. The resident would like Council to address the congestion issues in North Rocks Road at Windsor Road first.</p>	<p>The traffic modelling study undertaken as part of the development indicated that the intersection of North Rocks Road and Speers Road is currently nearing capacity and will reach capacity once the childcare centre is operational.</p> <p>The intersection of Windsor Road and North Rocks Road is outside the scope of this project.</p>
18/05/2020	Resident	<p>Not supported</p> <p>The resident believes that the proposed roundabout will have a significant impact on peak hour traffic in North Rocks Road especially during morning peak periods. The resident further believes that the roundabout is not satisfactorily addressing sightlines from Speers Road.</p>	<p>Traffic modelling study undertaken as part of the development indicated that the intersection of North Rocks Road and Speers Road is currently nearing capacity and will reach capacity once the childcare centre is operational.</p> <p>Roundabout would act as traffic calming and reduce vehicle speed approaching the intersection. Furthermore, 'No Stopping' restrictions are also to be installed to provide adequate sightlines and vehicle turning paths at the intersection. It is to be noted that the sightlines are considered satisfactory and in line with the requirements set by Austroads Guidelines.</p>
15/05/2020	Resident	<p>The resident did not comment on the proposed roundabout but raised the following concerns:</p> <ol style="list-style-type: none"> 1. If Bus Stop 215151 is being relocated, then 	<ol style="list-style-type: none"> 1. The bus stop in question will be relocated north by approximately 12m so that buses do not obstruct traffic flow at

		<p>it should be relocated to the south of Speers Road.</p> <ol style="list-style-type: none"> The median islands would restrict vehicle access to their property. A large gum tree at the corner of Speers Road and North Rocks Road needs to be protected. 	<p>the roundabout in North Rocks Road. This location would have the least impact on the existing parking arrangements as it would be located in a relatively similar location.</p> <ol style="list-style-type: none"> Swept path assessments have been conducted to confirm that access into properties will not be impacted by the chicane. The tree in question is not proposed to be removed as part of the works.
15/05/2020	Resident	<p>Not supported</p> <p>The resident does not believe that a roundabout at this location is warranted and will add to traffic delays in North Rocks Road. The resident believes a roundabout at Loyalty Road is much more warranted.</p>	<p>The traffic modelling study undertaken as part of the development indicated that the intersection of North Rocks Road and Speers Road is currently nearing capacity and will reach capacity once the childcare centre is operational.</p> <p>The intersection of Loyalty Road and North Rocks Road is outside the scope of this project. However, it is to be noted that a roundabout at this location has been included in the Traffic Projects List (outside the Parramatta City Centre) for consideration of funding within 0 to 5 years.</p>
14/05/2020	Resident	Not Supported	
11/05/2020	Endeavour Energy	<p>The application for an asset relocation / removal should be made to Endeavour Energy's Network Connections Branch. Endeavour Energy is urging applicants /customers to</p>	<p>Comments noted. Customer is aware that approval is needed from Endeavour Energy.</p>

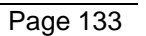
		engage with an Electrical Consultant prior to finalising plans in order to assess and incorporate any required electricity infrastructure.	
11/05/2020	Resident	Not supported The resident is concerned with the loss of on-street parking directly in front of their property.	It is noted that there will be loss of on-street parking in North Rocks Road near the proposed roundabout. However, the safety benefits of the roundabout outweigh the impacts due to loss of on-street parking.
9/05/2020	Resident	Not supported The resident does not believe the roundabout at this location is warranted and is concerned with the noise generation from heavy vehicles slowing down.	The traffic modelling study undertaken as part of the development indicated that the intersection of North Rocks Road and Speers Road is currently nearing capacity and will reach capacity once the childcare centre is operational. Regarding noise, the safety benefits of the roundabout outweigh the impacts from noise.
8/05/2020	Resident	Not supported The resident raised concerns in relation to the relocation of the Bus Stop which will be moved in front of their townhouse complex and will remove on-street parking.	The bus stop is required to be relocated to provide a chicane to achieve the required speed reduction at the westbound approach of the roundabout. It is considered that the safety benefits of the roundabout and chicane outweigh the loss of on-street parking.
7/05/2020	Resident	Supported However, requested that speed humps be installed for northbound traffic in North Rocks Road to assist motorists exiting Speers Road.	Speed humps are not suitable for North Rocks Road due to the volume of traffic and proportion of trucks that use the street.

5/05/2020	National Park and Wildlife Services	Supported	
4/05/2020	Resident	Not supported The resident believes that roundabout is not warranted and will increase the travel times in North Rocks Road.	The traffic modelling study undertaken as part of the development indicated that the intersection of North Rocks Road and Speers Road is currently nearing capacity and will reach capacity once the childcare centre is operational.
4/05/2020	Resident	Supported.	
30/04/2020	Resident	Supported The resident believes that the roundabout would improve vehicle access to Speers Road.	
29/04/2020 04/01/2021	Resident	The resident noted that the roundabout will reduce traffic speeds in North Rocks Road and it will make the intersection safer. The resident however does not support the proposed 'No Stopping' restrictions in front of their property and access at their driveway. The resident noted that for safe access, they need to enter and leave in a forward direction and would like consideration to be given to making their driveway wider as part of the proposal.	It is noted that the resident will no longer be able to park directly in front of their property due to the proposed 'No Stopping' restrictions on North Rocks Road. However, it will still be physically possible to reverse into their property as per current conditions. Furthermore, the proposed roundabout will reduce vehicle speeds in North Rocks Road which will improve access to the property. It is noted that the proposed chicane is not located near customer's property and therefore do not impact access to their driveway.
12/01/2021	Resident	The resident requested that the large tree on the northeast corner of the intersection be protected.	This tree is not proposed to be removed as part of the proposal. Accordingly, it is to be protected during construction.
14/01/2021	Resident	Supported	1. Speed humps are not suitable for North Rocks Road due to the volume of traffic and

		<p>The resident however raised concerns on the below matters:</p> <ol style="list-style-type: none"> 1. Speed humps be installed in North Rocks Road to reduce vehicle speed on the downhill approach of the intersection. 2. The large tree at the northeast corner be retained. 3. Enquired why there is no kerb ramp at the relocated bus stop. 4. Requests lipless kerb ramps be installed for wheel chair access. 5. Enquired whether a pedestrian crossing would be beneficial on the west leg of the intersection. 6. Lighting at the intersection needs to be improved. 7. Enquired how the traffic build up from the child care will be monitored. 	<p>proportion of trucks that use the street.</p> <p>However, a chicane is proposed for gradual speed reduction of vehicles on the downhill approach of the intersection.</p> <ol style="list-style-type: none"> 2. The tree is not proposed to be removed. 3. A pedestrian crossing point is not proposed in North Rocks Road west of Speers Road to encourage pedestrians to utilise the pedestrian refuge island proposed on the east side of Speers Road. It is to be noted that a pedestrian refuge island cannot be provided on the west side of the roundabout due to the swept paths of vehicles. 4. Kerb ramps are to be in accordance with Council's Standards and would comply with the DDA requirements. 5. Pedestrian volume at this location does not meet Council's warrants for the installation of pedestrian crossing. Furthermore, a pedestrian crossing is generally not suitable for a 60km/h speed limit road. 6. The applicant will undertake a lighting assessment and if required upgrade lighting levels at this intersection to ensure that lighting complies with the Australian Standards for roundabouts and
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			<p>pedestrian refuge islands.</p> <p>7. As part of the DA conditions (Condition 119), Council will monitor the traffic conditions for 18 months after the child care opens.</p>
15/01/2021	Resident	<p>Supported</p> <p>The resident however requested that consideration be given to the following matters:</p> <ol style="list-style-type: none"> 1. Installation of time limited parking and driveway linemarking in Speers Road 2. The roundabout design looks over-engineered and therefore has a greater impact on residents. Consideration should be given to a simpler and bare minimum design as per RMS and Australian Standards 3. The design will impact the driveway of 55 North Rocks Road. The design should have consideration to this and reduce this impact. 4. The Childcare centre will create congestion further north in Speers Road which may impact on Waste Collection. 	<ol style="list-style-type: none"> 1. As part of the DA conditions (Condition 119), Council will monitor the traffic conditions for 18 months after the child care opens and if required, consideration will be given to alter parking restrictions or traffic managements in the street. All costs associated with the works are to be paid by the applicant at no cost to Council. 2. The roundabout has been designed to meet the minimum design requirements of Austroads design guidelines. The chicane is required as part of the design to ensure the gradual speed reduction of westbound vehicles on the downhill approach of the intersection. 3. The roundabout will not restrict any turn movements for 55 Speers Road. Furthermore, the roundabout will reduce speed of vehicles in North Rocks Road and make it easier to access the driveway.
15/01/2021	Resident	<p>Supported</p> <p>The resident requested that zebra crossings be included as part of the</p>	<p>Pedestrian volume at this location does not meet Council's warrants for the installation of pedestrian</p>

		proposal in North Rocks Road.	crossing. Furthermore, a pedestrian crossing is generally not suitable for a 60km/h speed limit road.
15/01/2021	Resident	Supported The resident requested that zebra crossings be included as part of the proposal in North Rocks Road.	Pedestrian volume at this location does not meet Council's warrants for the installation of pedestrian crossing. Furthermore, a pedestrian crossing is generally not suitable for a 60km/h speed limit road.



Attachment 3**Parramatta Traffic Committee meeting held on 21 July 2021****Consultation & Timing: Items A1 to A2****2107 A1 PROPOSED CAR SHARE PARKING SPACES IN PARRAMATTA, NORTH PARRAMATTA, EPPING AND WESTMEAD**Stakeholder Consultation

A record of all submissions and responses is provided in the attachments to the Parramatta Traffic Committee report and Council report on the matter.

The Parramatta Traffic Committee agenda was emailed to the PTC mailing list on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from agencies on this matter.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	PTC	See recommendation	Support recommendation	Manager Traffic & Transport

Councillor Consultation

The Parramatta Traffic Committee Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held on 21 July 2021. The comments below were received from Councillors.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021	Councillor Donna Davis	<u>Hazelwood Place car share space</u> <ul style="list-style-type: none"> If the feedback received from a local resident regarding parking conditions at the intersection of Hazelwood Place and Cliff Road has been reviewed. Requested that this location be deferred and an investigation be carried out to 	<ul style="list-style-type: none"> Installation of a 'No Parking' restriction in Cliff Road opposite Hazelwood Place is currently being investigated Deferred 	Manager Traffic & Transport

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		<p>find an alternative location for the car share space.</p> <p><u>Forest Grove car share space</u></p> <ul style="list-style-type: none"> – Asked if an additional car parking space can be provided to compensate for the loss of on street parking 	<ul style="list-style-type: none"> – The cost of this work effectively means it is not feasible to provide an additional parking space. 	
21 July 2021	Councillor Bill Tyrell	Whether the proposed car share space in Forest Grove can be relocated to another location.	The car share space is near the centre of the high-density residential area south of Epping Road and in front of a park and is therefore appropriately located	Manager Traffic & Transport
21 July 2021	Other Councillors	No issues raised.	N/A	Manager Traffic & Transport

2107 A2 NORTH ROCKS ROAD AT SPEERS ROAD – PROPOSED ROUNDABOUTStakeholder Consultation

A record of all submissions and responses is provided in the attachments to the Parramatta Traffic Committee (PTC) report and Council report on the matter.

The Parramatta Traffic Committee agenda was emailed to the PTC mailing list on 15 July 2021 and the meeting was held on 21 July 2021. The comments below were received from agencies.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	Pam Kendrick, the representative for the Parramatta Bicycle Committee & Bicycle NSW	Requests installation of Bicycle (PS-2) pavement logos and Shared Path (R8-2) and End (R7-4) signs in	Included in the recommendation.	Manager Traffic & Transport

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		North Rocks Road		
21 July 2021	PTC	See recommendation	Support recommendation	Manager Traffic & Transport

Councillor Consultation

The Parramatta Traffic Committee Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from Councillors on this matter.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021	All	No issues raised.	N/A	Manager Traffic & Transport

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ACCESSIBLE

ITEM NUMBER	13.2
SUBJECT	FOR APPROVAL: Minutes of the Traffic Engineering Advisory Group Meeting held on 21 July 2021
REFERENCE	F2021/00077 - D07842550
REPORT OF	Traffic and Transport Manager

PURPOSE:

That Council consider the minutes and approve the recommendations of the Traffic Engineering Advisory Group meeting held on 21 July 2021.

RECOMMENDATION

- (a) **That** Council note the minutes of the Traffic Engineering Advisory Group meeting held on 21 July 2021, provided at **Attachment 1**.
- (b) **Further, that** Council approve the recommendations of the Traffic Engineering Advisory Group meeting held on 21 July 2021 provided at **Attachment 1** and in this report, noting the following financial implications for each item.

i. ITEM 2107 B1 STATHAM AVENUE NORTH OF MECKIFF AVENUE, NORTH ROCKS – PROPOSED PEDESTRIAN REFUGE ISLAND

This report identifies that a pedestrian refuge island is the preferred pedestrian treatment in Statham Avenue north of Meckiff Avenue, North Rocks to improve pedestrian safety at this location. This project will be considered for future funding.

ii. ITEM 2107 B2 DRAFT GUIDELINES FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND

At this stage, it is only proposed to undertake community consultation for this proposal and therefore, the cost would be covered under existing budgets.

iii. ITEM 2107 B3 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED, AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING

There is no financial implication to Council as a result of this recommendation.

iv. ITEM 2107 B4 OUTSTANDING WORKS INSTRUCTIONS

Transport for NSW Block Grant funds for 2020/21 and 2021/22 have been used for these works.

BACKGROUND

1. The Traffic Engineering Advisory Group (TEAG) is similar to the Parramatta Traffic Committee, except that it only involves matters that do not invoke the

Transport for NSW (TfNSW) Delegation to Councils. The TEAG does not have the formal voting process that Parramatta Traffic Committee has. It is primarily a technical review committee that advises Council on traffic related matters. TEAG also considers items where TfNSW maintains its control, such as speed limits, clearways and traffic signals or items for which TfNSW does not have control such as planning of future projects.

2. The most recent meeting of the TEAG was held on 21 July 2021. The minutes of that meeting and the reports to that meeting are **Attachments 1 and 2** of this report.

ISSUES/OPTIONS/CONSEQUENCES

3. The recommendations from the TEAG meeting are provided below:

ITEM NO.

2107 B1 STATHAM AVENUE NORTH OF MECKIFF AVENUE, NORTH ROCKS – PROPOSED PEDESTRIAN REFUGE ISLAND

1. That Council note that a pedestrian refuge island in Statham Avenue north of Meckiff Avenue, North Rocks is the preferred pedestrian treatment. This would require the relocation of the nearby bus stops on Statham Avenue and associated No Stopping restrictions.
2. That Council note that there is currently no funding available for this project.
3. That Council note that this project will be considered for future funding.

Unanimous support

2107 B2 DRAFT GUIDELINES FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND

That Council undertake community consultation for the draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land as detailed in Appendix A of this report.

Unanimous support

2107 B3 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED, AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING

1. That Council note that nine (9) traffic projects have been completed by Council and one (1) by Transport for NSW in Quarter 4 of the 2020/21 Financial Year.
2. That Council note that installation of speed humps (3) or chicanes (2) in Frances Street, Northmead has been included in the list of

Traffic Projects Supported by Community Petition.

3. That the information regarding progress on currently funded projects be received and noted.
4. That the Projects Lists for proposed traffic works be received and noted.

Unanimous support

2107 B4 OUTSTANDING WORKS INSTRUCTIONS

That the information in relation to outstanding Works Instructions over the 3-month period between March and May 2021 be received and noted.

Unanimous support

CONSULTATION AND TIMING

4. Details of the consultation undertaken with the Community and Councillors for each of the items considered at the meeting, including the response for each item, are included in **Attachment 3**.

LEGAL IMPLICATIONS FOR COUNCIL

5. There are no legal implications for Council associated with any of the items in this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

6. The financial comments for each item are provided below.

Item No.	
2107 B1	This report identifies that a pedestrian refuge island is the preferred pedestrian treatment in Statham Avenue north of Meckiff Avenue, North Rocks to improve pedestrian safety at this location. This project will be considered for future funding.
2107 B2	At this stage, it is only proposed to undertake community consultation for this proposal and therefore, the cost would be covered under existing budgets.
2107 B3	There is no financial implication to Council as a result of this recommendation.
2107 B4	Transport for NSW Block Grant funds for 2020/21 and 2021/22 have been used for these works.

7. The table below summaries the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs				
Depreciation				

Other				
Total Operating Result	N/A	N/A		
Funding Source	N/A	N/A		
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	N/A	N/A		
Funding Source	N/A	N/A		

CONCLUSION

8. Council officers recommend that the recommendations of the Traffic Engineering Advisory Group meeting held on 21 July 2021 be adopted by Council.

Richard Searle
Traffic and Transport Manager




Mark Leotta
Group Manager - Development and Traffic Services

Michael Tzimoulas
Executive Director Corporate Services

Jennifer Concato
Executive Director City Planning and Design

Brett Newman
Chief Executive Officer

ATTACHMENTS:

- 1  Traffic Engineering Advisory Group - Minutes of Meeting held on 21 July 2021 4 Pages
- 2  Traffic Engineering Advisory Group - Item Reports for Meeting held on 21 July 2021 59 Pages
- 3  Consultation and Timing for the Traffic Engineering Advisory Group Meeting held on 21 July 2021 4 Pages

REFERENCE MATERIAL

REPORT OF THE TRAFFIC ENGINEERING ADVISORY GROUP MEETING HELD ON WEDNESDAY 21 JULY 2021, SKYPE TELECONFERENCE

Traffic Engineering Advisory Group Chairperson Councillor Bill Tyrrell declared the meeting open at 1:44pm

PRESENT

Councillor Bill Tyrrell	CoPC & Chairperson
Councillor Donna Davis	CoPC
Nazli Tzannes	TfNSW (RMS)
Sergeant Jack Makhoul	Representative for Parramatta Police Area Command (PAC)
Sergeant Leonie Abberfield	Representative for Ryde PAC
Sarah Thompson	Representative for Geoff Lee MP (Member for Parramatta)
Egwin Herbert	State Transit Authority (STA)
Jonathan Nicholson	CDC Bus
Glenn Schryver	Supervisor Rangers and Parking, CoPC
Richard Searle	Traffic & Transport Manager, CoPC
Sandy Leung	Traffic & Transport Investigation Engineer, CoPC
Behzad Saleh	Senior Traffic & Transport Engineer, CoPC
Saniya Sharmeen	Traffic & Transport Team Leader, CoPC – Minute Secretary

APOLOGIES

Senior Constable Alison Lilly	The Hills PAC (emailed support for items within the PAC)
Constable Nicole Bartolo	Auburn PAC
Chris Worthington	Representative for Julia Finn MP (Member for Granville)
Pam Kendrick	Representative for the Parramatta Bicycle Committee & Bicycle NSW
Mark Crispin	Senior Project Officer. Transport, CoPC

DECLARATIONS OF CONFLICT OF INTEREST:

There were no declarations of conflict of interest.

CONFIRMATION OF THE MINUTES OF MEETING HELD ON 26 MAY 2021:

That the report of the Traffic Engineering Advisory Group (TEAG) meeting held on Wednesday, 26 May 2021 be taken as read and confirmed as a true record of the meeting.

BUSINESS ARISING:

NIL

SECTION B ITEMS:

ITEM NO.

2107 B1 **STATHAM AVENUE NORTH OF MECKIFF AVENUE, NORTH ROCKS – PROPOSED PEDESTRIAN REFUGE ISLAND**

File: F2021/00077

Ward: North Rocks

State Electorate: Baulkham Hills & Parramatta

Recommendation to the Traffic Engineering Advisory Group:

1. That Council note that a pedestrian refuge island in Statham Avenue north of Meckiff Avenue, North Rocks is the preferred pedestrian treatment. This would require the relocation of the nearby bus stops on Statham Avenue and associated No Stopping restrictions.
2. That Council note that there is currently no funding available for this project.
3. That Council note that this project will be considered for future funding.

Recommendation from the Traffic Engineering Advisory Group:

1. That Council note that a pedestrian refuge island in Statham Avenue north of Meckiff Avenue, North Rocks is the preferred pedestrian treatment. This would require the relocation of the nearby bus stops on Statham Avenue and associated No Stopping restrictions.
2. That Council note that there is currently no funding available for this project.
3. That Council note that this project will be considered for future funding.

Unanimous support

2107 B2

DRAFT GUIDELINES FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND

File: F2021/00077

Ward: All

State Electorate: All

Recommendation to the Traffic Engineering Advisory Group:

That Council undertake community consultation for the draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land as detailed in Appendix A of this report.

Recommendation from the Traffic Engineering Advisory Group:

That Council undertake community consultation for the draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land as detailed in Appendix A of this report.

Unanimous support

2107 B3

PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED, AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING

File: F2021/00077

Ward: All

D08150517

State Electorate: All

Recommendation to the Traffic Engineering Advisory Group:

1. That Council note that nine (9) traffic projects have been completed by Council and one (1) by Transport for NSW in Quarter 4 of the 2020/21 Financial Year.
2. That Council note that installation of speed humps (3) or chicanes (2) in Frances Street, Northmead has been included in the list of Traffic Projects Supported by Community Petition.
3. That the information regarding progress on currently funded projects be received and noted.
4. That the Projects Lists for proposed traffic works be received and noted.

Comments

Chris Worthington, the representative for Julia Finn MP (Member for Granville) provided below comments on the project lists:

The only comment I would like to make is what I have stated before, ie it appears that the time line for some outstanding works is such that they may never get started. However I understand that is probably beyond your control.

The only thing I'd like to be assured of is, that those Sect. 94 Contributions (or whatever they maybe known as by now), are being expeditiously released by the Finance Dept. to be expended on works to be carried out in association with DA approvals.

Councillor Donna Davis asked about the proposed Rembrandt Street project in the list and whether it would improve traffic conditions at the intersection of Carlingford Road and Rembrandt Street which is affected by vehicles queuing to enter Carlingford Court car park. Mr Richard Searle of City of Parramatta advised the Committee that the Rembrandt Street project is further north and would not affect the queuing.

Recommendation from the Traffic Engineering Advisory Group:

1. That Council note that nine (9) traffic projects have been completed by Council and one (1) by Transport for NSW in Quarter 4 of the 2020/21 Financial Year.
2. That Council note that installation of speed humps (3) or chicanes (2) in Frances Street, Northmead has been included in the list of Traffic Projects Supported by Community Petition.
3. That the information regarding progress on currently funded projects be received and noted.
4. That the Projects Lists for proposed traffic works be received and noted.

Unanimous support

2107 B4

OUTSTANDING WORKS INSTRUCTIONS

File: F2021/00077

Ward: Various

D08150517

State Electorate: Various

Recommendation to the Traffic Engineering Advisory Group:

That the information in relation to outstanding Works Instructions over the 3-month period between March and May 2021 be received and noted.

Recommendation from the Traffic Engineering Advisory Group:

That the information in relation to outstanding Works Instructions over the 3-month period between March and May 2021 be received and noted.

Unanimous support

BUSINESS ITEMS:

NIL

The Chairperson declared the meeting closed at 1:58pm.



CITY OF PARRAMATTA COUNCIL

Traffic Engineering Advisory Group Agenda Item

ITEM NO: 2107 B1

SUBJECT: Statham Avenue north of Meckiff Avenue, North Rocks – Proposed pedestrian refuge island

APPLICANT: City of Parramatta Council

REPORT OF: Traffic and Transport Investigations Engineer

WARD: North Rocks

SED: Baulkham Hills & Parramatta

PURPOSE

This report is in response to a request received from a local resident to install a pedestrian crossing at the bus stops on Statham Avenue, north of Meckiff Avenue, North Rocks.

OFFICER'S RECOMMENDATION:

1. That Council note that a pedestrian refuge island in Statham Avenue north of Meckiff Avenue, North Rocks is the preferred pedestrian treatment. This would require the relocation of the nearby bus stops on Statham Avenue and associated No Stopping restrictions.
2. That Council note that there is currently no funding available for this project.
3. That Council note that this project will be considered for future funding.

Background

A request has been received from Lord Mayor Bob Dwyer to investigate the concerns of a local resident regarding difficulties in crossing the road due to speeding vehicles on Statham Avenue near the bus stops north of Meckiff Avenue, North Rocks. The local resident also requested a pedestrian crossing be installed at this location.

Statham Avenue is a local road with a 50km/h speed limit and provides a single travel lane with kerbside parking in each direction. Bus stops are located on both sides of the road approximately 30m north of Meckiff Avenue. Figure 1 below shows an aerial view of Statham Avenue at the subject location.



Figure 1: Aerial view of Statham Avenue north of Meckiff Avenue, North Rocks

A search of the crash history for the 5 years from April 2015 to March 2020 showed that there was one reported injury crash on Statham Avenue north of Meckiff Avenue, North Rocks (shown in Figure 2). This crash involved a vehicle leaving a parking space colliding with a vehicle heading northbound on Statham Avenue.

**Figure 2: Crash diagram at Statham Avenue north of Meckiff Avenue, North Rocks**

Proposed Pedestrian Facility

Parramatta Traffic Engineering Advisory Group (TEAG) on 21 January 2021 considered a report regarding interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. Council, on 22 February 2021 adopted these interim guidelines.

According to the guidelines, a pedestrian refuge island can be installed at locations where pedestrian volumes do not meet the minimum numerical requirements or where a pedestrian crossing is not considered safe for pedestrians and motorists.

The vehicle and pedestrian volume count survey undertaken in June 2021 at Statham Avenue north of Meckiff Avenue, North Rocks is provided in Table 1 below. The survey results indicate that Statham Avenue has high traffic volumes in both AM and PM peak periods, reaching approximately 1000vph during both peaks. The pedestrian volume counts shown in Table 1 indicate that this location does not meet the minimum numerical requirements for a pedestrian crossing.

	Vehicle Volume	Pedestrian Volume
8am-9am	992	10
9am-10am	624	1
3pm-4pm	854	6
4pm-5pm	1,059	1

Table 1: Vehicle and pedestrian volume counts undertaken in Statham Avenue north of Meckiff Avenue, North Rocks in June 2021 (8am-10am and 3pm-5pm)

Another survey undertaken in June 2021 indicated that the speed at which 85% of vehicles travelled at or below at this location was 53km/h in the northbound direction and 57km/h in the southbound direction. This may be attributed to the road geometry as Statham Avenue is generally straight and sloped downwards towards Meckiff Avenue. A crest is also located approximately 30m south of Meckiff Avenue however sight lines for a refuge island near the bus stops will be adequate.

The subject location is close to bus stops which creates a desire line for pedestrians to cross at this location. The bus stops have a substantial catchment as it services several streets to the west of

Satham Avenue. Based on the above surveys indicating high traffic volumes, a pedestrian refuge island is the preferred treatment at this location to improve pedestrian safety. This would require the relocation of the nearby bus stops on Satham Avenue and associated No Stopping restrictions. It is also noted that the future pedestrian refuge island should not obstruct driveway access.

FINANCIAL IMPLICATIONS

This report identifies that a pedestrian refuge island is the preferred pedestrian treatment in Satham Avenue north of Meckiff Avenue, North Rocks to improve pedestrian safety at this location. This project will be considered for future funding.



Sandy Leung
Traffic and Transport Investigations Engineer
14/07/2021

Attachments - Nil



CITY OF PARRAMATTA COUNCIL

Traffic Engineering Advisory Group Agenda Item

ITEM NO: 2107 B2
SUBJECT: Draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Investigations Engineer
WARD: All
SED: All

PURPOSE

This report proposes guidelines for the provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on land that is owned or managed by City of Parramatta Council.

OFFICER'S RECOMMENDATION:

1. That Council undertake community consultation for the draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land as detailed in Appendix A of this report.

Background

Council at its meeting held on 24 August 2020 considered a report regarding electric vehicles including charging stations and resolved, in part, as follows.

That further work be undertaken to develop a policy to address the future planning, design, installation, maintenance, removal and potential leasing of Electric Vehicle charging stations on public land across the City of Parramatta;

Accordingly, the attached draft Guidelines for Electric Vehicle Charging Infrastructure on Council Land have been prepared. This document is based on EV guidelines from other Councils in NSW including Hornsby Council and Northern Beaches Council. These Guidelines have been adapted to suit the needs and objectives of the City of Parramatta Council. A peer review process has been undertaken with key internal stakeholders consulted. Note that while Council resolved to develop a Policy, at this stage it is only proposed to develop guidelines to provide direction for potential applicants and for consideration as part of future assessment processes.

Proposed Guidelines for Electric Vehicle Charging Infrastructure on Council Land

The purpose of these Guidelines is to provide conditions for the provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on public land in the City of Parramatta Local Government Area (LGA). This is to allow for consistency in approach and execution and ensure that providers are aware of Council's requirements and expectations. The Guidelines outline the principles for planning EV charging infrastructure on public land and support the selection of the correct type of infrastructure at the right location.

These Guidelines are proposed to be reviewed and endorsed by Council annually to ensure relevant industry standards and regulations are addressed.

Note that JOLT, in partnership with Ausgrid, has approached various Councils including City of

Parramatta Council, proposing to install EV charging infrastructures at existing street-side power kiosks around the LGA. This may provide users with free, fast charging stations for their electric vehicles for the first 45kilometres or first 15 minutes. The first EV charging kiosk prototype was unveiled in Hornsby in May 2021 with further rollouts of approximately 60 to 70 kiosk conversions in Hornsby and Dee Why are expected to be completed by the end of 2021.

FINANCIAL IMPLICATIONS

At this stage, it is only proposed to undertake community consultation for this proposal and therefore, the cost would be covered under existing budgets.



Sandy Leung
Traffic and Transport Investigations Engineer
14/07/2021

Attachments – Draft “Guidelines for Electric Vehicle Charging Infrastructure on Council Land”



GUIDELINES FOR ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND

Draft
June 2021

cityofparramatta.nsw.gov.au

CONTENTS

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3. Scope	3
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5. Leasing Arrangements	7

1. Purpose

The purpose of this document is to provide conditions for the provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on public land in the City of Parramatta Local Government Area (LGA). This is to allow for consistency in approach and execution and ensure that providers are aware of Council's requirements and expectations. The Guidelines outline the principles for planning EV charging infrastructure on public land and to support the selection of the correct type of infrastructure at the right location.

DRAFT

2. Principles

This Guideline will:

- Support the delivery of EV charging infrastructure on public land that integrates effectively with the transport network and local environment
- Consider all electric transport charging infrastructure
- Ensure a fair and equitable selection of providers that supports current EVs and all charging types where possible
- Increase the availability of EV charging infrastructure to support growth in the uptake of EVs, locally and nationally
- Provide direction for providers of EV infrastructure in the allocation of suitable locations on public land and Council requirements.
- Be reviewed and endorsed by Council yearly to ensure relevant industry standards and regulations are addressed.

3. Scope

This document applies to all publicly accessible Electric Vehicle Charging Infrastructure installed on public land, whether installed by Council or Third-Party Private operators. It provides the overriding direction for the provision of Public Electric Vehicle Charging Infrastructure across the City of Parramatta for Residents, Businesses and Visitors.

DRAFT

4. Design Considerations

4.1. Site Selection

A site may be considered suitable for EV charging infrastructure where the proposal demonstrates to Council's satisfaction that:

- a) The land is 'public land' or 'public road', as defined in the Local Government Act 1993
- b) The land classification has been considered; land classified as operational land is preferred, however community land may be considered suitable where the proposal is in accordance with the Local Government Act 1993, Crown Land Management Act 2016, applicable land category core objectives and is expressly authorised in the relevant Plan of Management for that land.
- c) Electric Vehicle charging stations are permissible under the relevant legislation at the proposed location. This includes but not limited to:
 - Parramatta Local Environmental Plan 2011
 - Auburn Local Environmental Plan 2010
 - Holroyd Local Environmental Plan 2013
 - Hornsby Local Environmental Plan 2010
 - Parramatta (former The Hills) Local Environmental Plan 2012
 - State Environment Planning Policy (Infrastructure) 2007
 - The Roads Act 1993
 - Local Government Act 1993
 - Crown Land Management Act 2016
 - Disability Discrimination Act 1992

Note: There is a Planning Proposal for a new Local Environmental Plan (LEP) for the City of Parramatta Local Government Area (LGA). The new LEP will replace the existing LEPs that currently apply to land in the LGA and will be the primary planning document for guiding development and land use decisions made by Council. Should this new LEP be adopted, this will supersede the other LEPs mentioned above.

Note: the provider is responsible for securing development consent or approval, where applicable from City of Parramatta Council.

- d) Environmental constraints, characteristics and amenity have been considered
- e) The electricity supply infrastructure capacity of the existing supply network is suitable (or can be reasonably upgraded). Note: Council will bear no cost or responsibility for the provision of, or upgrade to, electrical supply infrastructure to service an EV charging site, unless by prior agreement.
- f) The land has reasonable connection to the wider road network.
- g) The facility and its operation will not adversely impact upon the amenity of surrounding development or access to and enjoyment of the public domain
- h) The facility is safe with adequate lighting, and pedestrian, vehicle and bicycle access available at all times of the day and night.
- i) The facility is compliant with relevant Australian Standards and Regulations for workplace health and safety. Charging station hardware must be located a safe distance away from hazards (e.g. dangerous goods and fuels).

- j) Consultation with the local community and relevant stakeholders is satisfactorily undertaken in conjunction with site selection.

Note that at this stage, the provision of EV charging infrastructures in retail areas are not being considered.

Permission granted by Council for the provision of a charging station on Council managed land will not preclude Council from allowing other providers including Council to offer charging facilities on nearby land or through the use of 'Smart Poles' or similar infrastructure.

4.2. Visibility and Identification

The facility and all ancillary infrastructure (including signage, parking bays and charging infrastructure) shall be easily visible and accessible for users to find, with consideration of the following:

- All EV charging bays shall be clearly marked with the words 'EV Charging Only' painted on the ground. Note: Non-compliance with this provision may be considered in areas where it is inappropriate, provided sufficient alternative identification can be provided to the satisfaction of Council or where the infrastructure is provided in a manner that allows for more widespread charging including the use of 'Smart Poles' or other similar infrastructure.
- Appropriate signage must be installed to indicate the parking spaces are allocated for EV charging only. Signage shall be provided in accordance with Transport Roads and Maritime Service Sign No. R5-41-5 or equivalent.
- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read associated signs, instructions, controls on vehicles / EV infrastructure and identify all possible EV charging inlet locations and for charging cable visibility.
- Parking spaces shall be located to ensure safe sight distances for pedestrians, vehicles and bicycles are provided.
- The use of advertising by any provider is to be disclosed to Council in the initial application process and disclosed as part of the community engagement process. Separate planning approvals may be required for the presence of advertising. Advertising must comply with relevant standards. Advertising that contains tobacco, nicotine, alcohol and gambling will be prohibited on any EV charging infrastructure.

Note that liability of on-street charging infrastructure is the responsibility of the provider and Council will not be held liable under any circumstances.

4.3. Parking Configuration

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards.
- All new EV carparking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking.
- Preference is given to the provision of EV charging infrastructure at a minimum of two related (e.g. adjoining / adjacent) carparking spaces in any given location.
- All EV charging bays are to be compliant with the Disability Discrimination Act 1992 which includes compliance with current standards for access (AS2890.5/AS2890.6).

4.4. Charging Technology

Council's objective is to facilitate the provision of EV charging infrastructure in an efficient, inclusive and accessible manner.

All EV charging stations on Public Land in the City of Parramatta LGA are to provide fast charging capabilities. The installation of EV charging on Public Land in the City of Parramatta LGA shall be consistent with the State Government Policy Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan and at a minimum include:

- Consistent standards for charging connections based on European CCS2 and CHAdeMo for DC fast chargers, and Type 2 for AC charging.
- Preference for connected and smart chargers, to allow the most efficient energy use for both consumers and network operators.
- Public access and open payment options platforms (credit/debit cards).
- Preference for all EV charging infrastructure to have a minimum input power capacity of 25kW.
- The charging cable shall have the capacity to reach all points of the carparking space, to cater for EVs with front, rear or side charging points where possible and in accordance with current industry practices and guidelines. Cables should not be a hazard for pedestrians or other vehicles at any given time.

The provider may be required to upgrade existing EV charging infrastructure to meet new industry standards and requirements. Council will bear no cost or responsibility for this upgrade.

Note: Provision may be altered where future EV charging infrastructure supersedes that which is written in this Guideline, if an alternative is demonstrated to be suitable, to the satisfaction of Council.

4.5. Environmental

Preference for the use of renewable energy for the EV charging station energy source such as accredited GreenPower, solar panels/storage battery, etc., where practical.

5. Leasing Arrangements

- Any provision of EV charging stations on public land will be subject to licensing / leasing arrangements, or similar, with Council and where appropriate, the relevant Minister as it relates to Crown Land.
- Licence and/or lease terms shall be in accordance with Council's Property Lease and Licence Policy and where appropriate, those terms and conditions required by the relevant Minister as it relates to Crown Land.
- Council reserves the right to require appropriate remuneration for use of Public Land for the purposes of EV charging stations. This may be in the form of a lease / licence fee, apportionment of user fees, or other. This is to be determined on a case-by-case basis as part of any licence / lease (or other) agreement.
- A maintenance schedule including regular inspections shall be implemented by the Provider. All maintenance and works are to be carried out in a timely manner to avoid delays to service. Information on the maintenance response times is to be provided to Council to demonstrate compliance. Further requirements will be specified as part of any licence / lease agreement.
- Information on the levels of use of the car spaces and charging are to be provided to Council every 6 months to assist Council in determining the demand for such parking spaces.
- Entering into a lease or licence agreement with Council to utilise public land for installation and operation of an EV charging station in no way guarantees development consent or approval. All risk, public safety and legal liability issues will be specified via any condition of any development consent and where applicable, the licence / lease agreement. Costs associated with the negotiation and finalisation of any lease or licence agreement will be at the cost of the Provider.
- Non-compliance with the Policy may lead to the termination of any agreement between the provider and Council and may result in the forced removal of EV charging and ancillary infrastructure, at the cost and responsibility of the provider. The specific terms are to be determined as part of any licence / lease agreement.



CITY OF PARRAMATTA COUNCIL

Traffic Engineering Advisory Group Agenda Item

ITEM NO: 2107 B3
SUBJECT: Projects Recently Completed, Projects Currently Funded and Projects Lists for Consideration of Future Funding
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Team Leader
WARD: All
SED: All

Purpose

This report provides information on traffic and pedestrian projects recently completed or currently funded and projects lists that City of Parramatta Council maintains for budget planning purposes.

OFFICER'S RECOMMENDATION:

1. That Council note that nine (9) traffic projects have been completed by Council and one (1) by Transport for NSW in Quarter 4 of the 2020/21 Financial Year.
2. That Council note that installation of speed humps (3) or chicanes (2) in Frances Street, Northmead has been included in the list of Traffic Projects Supported by Community Petition.
3. That the information regarding progress on currently funded projects be received and noted.
4. That the Projects Lists for proposed traffic works be received and noted.

Recently Completed Projects

Information on recently completed projects is provided below.

Projects Completed by Transport for NSW (TfNSW)**1. Intersection of Silverwater Road and Clyde Street, Silverwater**

Project Details: Installation of a signalised pedestrian phase on Clyde Street and removal of the existing concrete median island from Clyde Street to allow left turn (for vehicles over 24m long) and right turn out of the street

Total cost of the project: --

Funding Details: --

Projects Completed by Transport for NSW (TfNSW)**Before Completion (Google Street view: January 2020)****After Completion (Google Street view: January 2020)****Projects Completed by Council****1. Wentworth Avenue between Binnalong Road, Pendle Hill and Budgeree Rd, Toongabbie**

Project Details: Installation of 4 speed limit and 'Slow Down' vehicle activated signs

Total cost of the project: \$75,806.70

Funding Details: 100% funded by State and Federal Government Stimulus Funding under Road Safety Program

Projects Completed by Council

407 Wentworth Av: Before Completion (Google Street view: April 2021)



407 Wentworth Av: After Completion (July 2021)



Projects Completed by Council

365 Wentworth Av: Before Completion (Google Street view: April 2021)



365 Wentworth Av: After Completion (July 2021)



Projects Completed by Council

195 Wentworth Av: Before Completion (Google Street view: April 2021)



195 Wentworth Av: After Completion (July 2021)



Projects Completed by Council**173 Wentworth Av: Before Completion (Google Street view: April 2021)****173 Wentworth Av: After Completion (July 2021)****2. Darcy Road west of Farm House Road, Westmead**

Project Details: Installation of pedestrian fence outside Parramatta Marist High School

Total cost of the project: \$28,600

Funding Details: 100% funded by Federal Government Stimulus Commitment on Road Safety Program (School Zone Infrastructure)

Projects Completed by Council**Before Completion (Google Street view: August 2020)****After Completion (June 2021)****3. Virginia Street opposite Arthur Street, Rosehill**

Project Details: Installation of pedestrian fence outside Rosehill Public School

Total cost of the project: \$7,029

Funding Details: 100% funded by Federal Government Stimulus Commitment on Road Safety Program (School Zone Infrastructure)

Projects Completed by Council**Before Completion (Google Street view: October 2020)****After Completion (July 2021)****4. Darcy Road, Wentworthville**

Project Details: Raise existing pedestrian crossing located outside Darcy Road Public School

Total cost of the project: \$202,534

Funding Details: 100% funded by Federal Government Stimulus Commitment on Road Safety Program (School Zone Infrastructure)

Projects Completed by Council**Before Completion (Google Street view: November 2020)****After Completion (June 2021)****5. Pembroke Street at Essex Street, Epping**

Project Details: Raise the existing pedestrian crossing located near Darcy Road Public School

Total cost of the project: \$202,534

Funding Details: 100% funded by Federal Government Stimulus Commitment on Road Safety Program (School Zone Infrastructure)

Projects Completed by Council**Before Completion (Google Street view: November 2020)****After Completion (July 2021)****6. Ryde Street between Carlingford Road and Angus Avenue, Epping**

Project Details: Install a one-way (northbound) restriction with road narrowing at intersections for pedestrians to cross and remove the existing pedestrian refuge island to provide on-street parking

Total cost of the project: \$166,697

Funding Details: 100% funded by Council under its Active Transport Program (Development Contributions)

Projects Completed by Council**Before Completion (Google Street view: November 2020)****After Completion (July 2021)****7. Evans Road at Yates Avenue, Dundas**

Project Details: Install raised thresholds at the approach of the intersection with median islands

Total cost of the project: \$126,891

Funding Details: 100% funded by Council under its Active Transport Program (Development Contributions)

Projects Completed by Council**Before Completion (Google Street view: October 2020)****After Completion (July 2021)****8. Bettington Road at Felton Road, Carlingford**

Project Details: Install a pedestrian refuge island

Total cost of the project: \$155,792

Funding Details: 100% funded by Council under its Active Transport Program (Development Contributions)

Projects Completed by Council

Before Completion (Google Street view: October 2020)



After Completion (July 2021)

**9. Kleins Road at Moss Street, Northmead**

Project Details: Install a raised threshold

Total cost of the project: \$97,230.50

Funding Details: 100% funded by Council under its Active Transport Program (Development Contributions)

Projects Completed by Council

Before Completion (Google Street view: November 2020)



After Completion (July 2021)

Projects to be undertaken in 2021/22

Information regarding the progress on currently funded projects is provided at the start of the attachment to this report. Please note that further projects are expected to be added to this list as the projects to be included in the Active Transport Fund for 2021/22 (Council funded) are not yet determined). Information on the prioritisation methodology for these projects is provided below.

Future Projects

Traffic projects that are to be considered for future funding are categorized into one of four lists as detailed below:

Traffic Projects List - outside the Parramatta City Centre

Council adopted this list (see attached) as part of the Development Contributions Plan for outside of the CBD on 12 July 2021. This Plan will become active on 13 September 2021. This list is prioritised in to three categories (high (5 years), medium (5 -10 years) and low (10-20 years)). This work is proposed to be funded from Development Contributions, unless grant funding, a Voluntary Planning Agreement, or other source of funding is obtained.

The Development Contributions Plan is reviewed and set approximately every 5 years. Therefore, the attached 'Traffic Projects— outside the Parramatta City Centre' list would also be set and fixed every 5 years (approximately) at the same time the Development Contributions Plan is approved by Council.

These projects have a range of purposes such as improving pedestrian safety and amenity; preventing corner cutting; improving sight distance (or reducing speed where sight distance is limited); upgrading an existing facility; reducing congestion; guard rail or barriers; reducing illegal or unsafe driving and other requirements. The list includes projects that would be on the Black Spot list except they have a low Benefit Cost Ratio and would not attract grant funds.

The work to be funded from this list for 2021/22 is yet to be determined.

Please note that below minor amendments apply to the attached list.

Reference in Plan	Proposed Amendment	Reason
Appendix F - Works Item – Pedestrian Safety	Works Program from 'pedestrian refuge' and 'pedestrian refuge island' to 'pedestrian facility'. PS03 – Pedestrian Refuge, Newington - Description in works table reads 'Louis Sauvage' instead of 'Louise Sauvage'.	It is proposed to amend the term in the items in the Works Program from 'pedestrian refuge' and 'pedestrian refuge island' to 'pedestrian facility'. At its meeting of 22 February 2021 Council adopted its own warrants for pedestrian crossings, as previously Council needed to follow TfNSW requirements. Therefore items/projects that are described as pedestrian refuge / refuge islands will be required to be described more generally as pedestrian facility to be assessed under Council's warrants. PS03 - Correct a minor typographical error.
Appendix F - Works Items Traffic Management	Amendments to the timeframes associated with Traffic Management works in Carlingford: - TM22 new roundabout Carlingford (Post Office/Young Rd) from Priority A to Priority B and 0-5 years to 10-20 years - TM23 new roundabout Carlingford (Post Office/ Boundary) from Priority A to Priority B and 0-5 years to 10-20 years	TM 22- delivery of a roundabout is a low priority at this stage and the proposed refuge island will reduce speeds and improve pedestrian safety and amenity, therefore reducing the priority of the roundabout. TM23 – was to be delivered as part of a planning agreement however it was found that it was not feasible. Therefore, instead of the roundabout it was agreed that a pedestrian refuge island be provided in Post Office Street near Young Road which is being funded through current (s94) Contribution Plan No. 14 for the Carlingford Precinct.

Traffic Projects List – within the Parramatta City Centre

This list includes projects that are located within the Parramatta City Centre. These projects will generally be funded from the Parramatta City Centre Section 94A Contribution Plan (known as Civic Improvement Plan, CIP), unless otherwise noted.

Black Spot Projects List

This list is for the projects where funding is being or is proposed to be sought, from the State or Federal Government under their Black Spot and Safer Roads Programs.

The Black Spot locations have a high number of collisions and the proposed work is forecast to have a significant reduction on accidents. Projects under Black Spot Program are ranked on Benefit Cost Ratio (BCR); whereas projects under Safer Roads Programs are ranked on Safety Performance Indicator (SPI). The individual funding programs also have different criteria regarding the number of accidents with injuries that have occurred. At present, a minimum of 2 injury accidents over a 5-year period is required for a project to be eligible for funding.

List of Traffic Projects Supported by Community Petition

This list was previously known as the Road Safety and Amenity List. This list includes locations where Council has received requests from at least 50% of households within the street for traffic calming to be installed in the street or part of the street. This support can be in the form of a petition or letters. Meeting this requirement demonstrates that the local community wants this treatment in the street. This eligibility requirement is in place as members of the community have raised concerns regarding the installation of traffic calming, particularly in regards to perceptions of noise, loss of parking, and prioritisation of funds. These streets often do not have a specific hazard, crash history, or concentration of vulnerable road users such as pedestrians.

Development Contribution Funds are not suitable for these projects as these projects are not related to supporting the growth in the area. Councillors may wish to use part of the ward initiatives budget to deliver these projects.

New Projects Included in the Lists

- Traffic Projects Supported by Community Petition:
 - Installation of speed humps (3) or chicanes (2) in Frances Street, Northmead

Methodology used for the ranking of the High Priority Projects from the 'Traffic Projects List - outside the Parramatta City Centre'

There are 136 projects in total on 'Traffic Projects - outside the Parramatta City Centre' list with 47 of these projects categorised as high priority, 32 as medium and 57 as low priority projects.

Of the 47 high priority projects, 6 projects have received funding from State and/or Federal Governments, 2 projects are to be delivered by the Department of Education and 3 projects have already been funded by Council's Active Transport Program funds. The projects under the 2021/22 Active Transport Program are to be selected from the remaining 36 high priority projects on the Traffic Projects List (outside the Parramatta City Centre).

The 36 projects have been prioritised following a traffic engineering analysis using pedestrian volumes, vehicle volumes, crash history, land use, and compliance with current and relevant traffic engineering standards for existing facilities. Table 1 shows the factors are now used to rank the high priority projects from the 'Traffic Projects List - outside the Parramatta City Centre'. Table 2 shows the top 10 projects based on this ranking process.

Table 1: Factors used to prioritise traffic projects

Criteria	Factors
Pedestrian Volumes	1 for every 20 pedestrians per hour (each child and elderly pedestrian were counted as 2)
Vehicle Volumes	1 for every 10,000 vehicles per day
Crash History	1 for every injury accident in last 5 years of available data that would be addressed by proposed treatment
Land Use	1 for nearby retail 2 for school or transport interchange
Speed Zone	60km/h = 1, add 1 for every extra 10km/h
Non-compliance with current standard of existing treatment or challenging site (e.g. gradient)	Minor non-compliance with current standards <ul style="list-style-type: none"> - 1 for motorists - 2 for pedestrians Significant non-compliance with current standards <ul style="list-style-type: none"> - 3 for motorists - 4 for pedestrians
TOTAL	Sum of the above factors

Table 2: Top 10 ranked projects in the Traffic Projects List (outside the Parramatta City Centre)

Ranking	Ward / SED	Description	Funding Status in 21/22	Estimated Cost – Design and Construction except where noted	Prioritisation Score
1.	Parramatta / Seven Hills	Park Parade south side of railway line at pedestrian underpass to Parramatta Park, Westmead - install a pedestrian refuge island or pedestrian crossing with street light upgrade.	Yes (design only)	\$500,000	27
2.	Epping / Epping	Alamein Avenue west of Bardia Road, Carlingford - Install a raised pedestrian crossing with street lighting	Yes (design only)	\$240,000	22
3.	Rosehill / Granville	Bold Street at Cowper Street, Granville – Proposal is to install raised thresholds and a concrete median Island between Railway Bridge and Parramatta Road, with a gap at Cowper Street.	No	\$400,000	10
4.	Parramatta & Rosehill / Granville	Good Street at Great Western Highway, Parramatta - Upgrade existing median island to a pedestrian refuge island or raised pedestrian crossing with street lighting	Yes (design only)	\$280,000	9
4.	Epping / Epping	Rembrandt Street south of Milton Street, Carlingford (rear of Carlingford Court Shopping Centre) – Remove the existing non-compliant pedestrian island and install a raised pedestrian crossing	Yes (design and constructions)	\$280,000	9
5.	Epping / Epping	Intersection of Orchard St, North Rocks Rd and Plympton St, Beecroft - Upgrade the existing median island to pedestrian refuge island or raised pedestrian crossing	Yes (design only)	\$240,000	7

5.	Parramatta / Seven Hills	Darcy Road / Cumberland Highway, Wentworthville - Upgrade existing Traffic Signals (this includes land acquisition to provide left turn lane for westbound motorists on Darcy Road, Wentworthville (Stage 1 - Design)	No	\$100,000- Design Cost Only	7
6.	Epping / Epping	Ray Road west of Kent Street, Epping - Install a raised pedestrian crossing.	Yes (design only)	\$240,000	6.5
7.	Epping / Epping	New traffic signals, Carlingford - Carlingford Road/Hepburn Avenue, Carlingford - Install Traffic Signals	No	\$1,000,000	5
7.	Rosehill / Auburn	Avenue of Oceania at Louis Sauvage Pathway, Newington - Install a pedestrian refuge island	No	\$240,000	5

FINANCIAL IMPLICATIONS:

Council's Traffic and Transport Services maintains four (4) projects list with the funding options as detailed below:

- Traffic Projects List - outside the Parramatta City Centre:

These projects have been grouped into 3 categories of priority (high, medium and long term). It is proposed to deliver the high priority projects within the next 5 years (2020/21 to 2025/26) using Development Contributions fund for part, or all projects.

Applications will also be lodged for State and Federal Government funding for projects that would meet the requirements of funding applications at the time of lodgment. Applications are lodged between August and October each year for consideration under these programs.

- Traffic Projects List – within the Parramatta City Centre:

These projects will generally be funded from the Parramatta City Centre Section 7.11 Contribution Plan (known as Civic Improvement Plan, CIP), unless otherwise noted.

- Black Spot Projects List:

These projects will generally be funded from the State or Federal Government under their Blackspot and Safer Roads Programs. Applications are lodged between August and October each year for consideration under these programs.

- List of Traffic Projects Supported by Community Petition:

These projects could be funded from General Revenue. Councillors may wish to use part of the ward initiatives budget to deliver these projects.

Approved Funding for the 2021/22 Projects is detailed below:

External Funding

- Council has received a 100% funding offer totaling \$635,000 under the NSW Government Active Transport Program for the construction of a pedestrian refuge island and continuous footpath treatments in Wentworth Avenue at the laneways opposite Toongabbie Railway Station; and footpath and kerb ramps on Cooyong Crescent. This project is to be completed by December 2021.

It is to be noted that State Government has made changes to the guidelines for funding applications under this program. According to the new guidelines, eligible infrastructure projects including the construction of new pedestrian paths/routes that improve connectivity and livability associated with places. Eligible infrastructure projects must include the construction of either:

- New footpaths or widening of existing footpaths that are part of a wider place making project or provide a direct access to a school (within 200m of a school access point)

- Continuous footpath treatments, or
- Shared zones.

As part of the above eligible infrastructure projects, construction of new or upgrades to existing pedestrian crossing facilities and Traffic Control Signals (TCS) can be installed as part of a wider place making project. As a result of the new guidelines, many of the Council pedestrian projects are not eligible for funding under Active Transport Program.

- Council has also a 100% funding offer totalling \$4,230,000 under the Federal Government Stimulus Commitment on Road Safety Program (School Zone Infrastructure) for fourteen (14) traffic projects for the 2021/22 (Tranche 2 - Q1 & Q2; and Tranche 3 - Q3 & Q4) financial years. It is to be noted that the projects in Tranche 2 are in procurement stage and to be delivered in accordance with the funding agreement.

Applications Lodged for External Funding for the 2021/22 Projects

- Applications have also been lodged to Transport for NSW (TfNSW) in September 2020 for six (6) projects under the 2021/22 Federal and State Government's Black Spot and Safer Roads Programs. The outcome of the applications is yet to be available. Note that 2 of these projects have been funded through Federal and State Government Stimulus Funding in 2020/21.

Internal Funding

- Council's Draft Delivery Program and Operational Plan allocates funding of \$1.5 million per year for the Active Transport Program over four financial years (2020/21 – 2023/24) for the delivery of traffic projects using Development Contributions Funds. Consideration is currently being given which projects should be undertaken and the capacity to deliver the projects given the high level of grant funding that has been provided.
- New traffic signals are currently being constructed at the intersection of North Rocks Road and Alkira Road, Carlingford. This project has an approved budget of \$3,850,000, which is funded from Development Contributions Funds,
- New traffic signals are currently being designed at the intersection of Hill Road and Bennelong Parkway, Wentworth Point. This project has an approved budget of \$225,000, which is funded from Development Contributions Funds.
- Funding from Developer Contributions Plans is also being used to complete projects from 2020/21 as detailed in the attachments to this report.



Saniya Sharmeen
Traffic and Transport Team Leader

14/07/2021

Attachments - Project Lists

Projects for completion in 2021/22

Location	Treatment Type	Estimated Cost	Comments
Ward: Dundas; SED: Parramatta			
Parramatta East Public School	Brabyn Street, North Parramatta - Replace the existing childrens' crossing with a raised pedestrian crossing	\$220,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Dundas Public School	Kenworthy Street, Dundas- Replace the existing childrens' crossing with a raised pedestrian crossing	\$200,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: Epping; SED: Epping			
Carlingford Road at Hepburn Avenue, Carlingford	Design and cost estimate for new traffic signals.	\$70,000	Design is in progress. This is 2019/20 project.
Ward Street, Epping (outside Epping West Public School)	Install raised pedestrian crossing	\$240,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: North Rocks; SED: Baulkham Hills			
North Rocks Road at Alkira Road, North Rocks	Construct traffic signals	\$3,850,000	This is a 2019/20 project. However, construction of this project could not start due to various approvals required before commencement of works. Construction commenced in January 2021 and expected to complete by October 2021. This project is 100% funded by Council.
Murray Farm Public School	Murray Farm Road (east of Tracey Avenue), North Rocks - Raise existing pedestrian crossing (zebra)	\$220,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: North Rocks; SED: Parramatta			
Felton Road (east of Baker Street), Carlingford (outside James Ruse High School)	Raise existing pedestrian crossing (zebra)	\$240,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).

Location	Treatment Type	Estimated Cost	Comments
Karingal Avenue at Felton Road, Carlingford (near Carlingford West Public School)	Install raised pedestrian crossing and upgrade street lighting	\$220,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: Parramatta; SED: Seven Hills			
Ballandella Road, Toongabbie (outside Toongabbie West Public School)	Upgrade existing pedestrian crossing	\$150,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Binnalong Road, Pendle Hill (outside Pendle Hill High School)	Raise existing pedestrian crossing (zebra)	\$260,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Fitzwilliam Road at Binalong Road and Reynolds Street, Old Toongabbie (Toongabbie Public School)	Install missing kerb ramps on the west leg and upgrade existing kerb ramps to current standards and install of channelised right turn treatment for motorists exiting Reynolds Street	\$1,000,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure). Design is in progress.
Westbound bus stop on Darcy Road, Westmead (east of Bridge Road) -	Expand concrete pad and install a bus seat	\$5,000	Concept plan has been given to Civil Assets Team for construction. This project is 100% funded by Council under 2020/21 Active Transport Program.
Wentworth Avenue, Barangaroo Road and Cooyong Crescent, Toongabbie (near Toongabbie railway station)	Install a pedestrian refuge island in Barangaroo Road at Wentworth Avenue; Continuous footpaths in Wentworth Avenue at the laneways on the north and south sides of 485 Wentworth Avenue; and Footpath and kerb ramps on Cooyong Crescent	\$635,000	This project is 100% funded by NSW Government's under Active Transport Program. Note that this project is to be completed by December 2021. This project is approved by Council meeting on 22 February 2021. Construction drawing is currently being prepared.
Ward: Parramatta; SED: Parramatta			
Villiers Street south of Ross Street, Parramatta (outside Our Lady of Mercy College)	Raise existing pedestrian crossing (zebra)	\$240,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Villiers Street south of Grose Street, Parramatta (outside St Patrick's Primary School)	Raise existing pedestrian crossing (zebra)	\$240,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: Rosehill; SED: Parramatta			
Alfred Street south of Alice Street, Harris Park	Install a raised pedestrian crossing	\$440,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure) and to be

Location	Treatment Type	Estimated Cost	Comments
			completed by December 2021. Tender evaluation is complete and a report will be referred to Council in August for approval. It is expected to commence construction in September 2021.
Hope St west of Waratah St, Melrose Park (near Melrose Park Public School)	Replace existing pedestrian refuge island with a raised pedestrian crossing	\$280,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Parkes Street at Wigram Street and at Harris Street, Parramatta	Design and cos estimates for the installation of dedicated eastbound left turn lane at Harris Street; eastbound right turn bay at Wigram Street; and a dual right turn from Harris Street (southbound) into Parkes Street	\$200,000 (2019/20 & 2020/21)	Design in progress. This is a 2-year project and 100% funded by Council under Civic Improvement Plan.
Waratah Street, Melrose Park (outside Melrose Park Public School)	Install raised pedestrian crossing	\$240,000	This project is 100% funded by Federal Government under its Stimulus Commitments on Road Safety Program (School Zone Infrastructure).
Ward: Rosehill; SED: Granville			
Good Street at Great Western Highway, Parramatta	Install a raised pedestrian crossing (Design Only)	\$21,000	This project is 100% funding by Council through its Active Transport Program
Parramatta Road at Marsh Street, Clyde	Construction of pedestrian/cyclist legs on existing signals at Parramatta Road-Marsh Street along with connecting shared paths along Parramatta Road between M4 Cycleway/Duck River/Parkline	\$1,039,222	This project is 100% funding by NSW Government's Active Transport Program for its construction in 2020/21.
Ward: Rosehill; SED: Parramatta			
Virginia Street, Rosehill (outside Rosehill Public School)	Install two speed humps	\$18,000	This project is 100% funded by Council through Ward Initiative Funds. This project is approved by Council on 28 June 2021. Request for quotation process has commenced.
Park Parade south side of railway line at pedestrian underpass to Parramatta Park, Westmead	Install a pedestrian refuge island or raised pedestrian crossing (Design Only)	\$37,500	This project is 100% funding by Council through its Active Transport Program
Ward: Rosehill; SED: Auburn			
Hill Road at Bennelong Parkway, Wentworth Point (subject to advice from PLR regarding Stage 2 alignment)	Design and cost estimate for new traffic signals.	\$250,000	Design is in progress.
Newington Retail Precinct	Install a 40 km/h High Pedestrian Activity Area restrictions with traffic	\$74,627	This is 2020/21 project and funded by Federal and State Government Stimulus Commitment - Road Safety Program.

Location	Treatment Type	Estimated Cost	Comments
	calming		The Parramatta Traffic Committee (PTC) on 24 March 2021 recommended that this project be approved by Council at its meeting on 26 April 2021. However, Council at its meeting on 26 April 2021 deferred this matter for further consultation. Furthermore, due to local government election, this matter cannot be considered before November 2021 Council meeting.

Traffic Projects – Outside the Parramatta City Centre

Refer to Table 37 and 38 of Parramatta Development Contributions Plan

Table 37: Pedestrian safety

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS01	Pedestrian refuge, Parramatta - Good Street at Great Western Highway, Parramatta - Upgrade existing median island to a pedestrian refuge island.	\$200,000	\$200,000	A	0-5 years
PS02	Pedestrian refuge, Toongabbie - Fitzwilliam Road at Bungaree Road, Toongabbie - upgrade existing pedestrian refuge island to current standard.	\$200,000	\$200,000	A	0-5 years
PS03	Pedestrian refuge, Newington - Avenue of Oceania at Louis Sauvage Pathway, Newington - Install a pedestrian refuge island.	\$180,000	\$180,000	A	0-5 years
PS04	Pedestrian refuge, Carlingford - Alamein Avenue west of Bardia Road, Carlingford - Install a pedestrian refuge island.	\$220,000	\$220,000	A	0-5 years
PS05	Pedestrian refuge, North Parramatta - Macarthur Street at Albert Street, North Parramatta - Upgrade the existing pedestrian refuge island to current standard.	\$160,000	\$160,000	A	0-5 years
PS06	Pedestrian crossing, Parramatta - Franklin Street south of Railway Street, Parramatta - Convert existing median island to a pedestrian crossing and install 2 x 36m long Pedestrian fence.	\$250,000	\$250,000	A	0-5 years
PS07	Pedestrian refuge, Winston Hills - Junction Road (outside No. 122; Bellotti Avenue – Jerome Avenue), Winston Hills - Install Pedestrian Refuge Island for M2 Bus Commuters.	\$200,000	\$200,000	A	0-5 years
PS08	Pedestrian refuge, Toongabbie - Fitzwilliam Road east of Willmot Avenue, Toongabbie - Upgrade existing pedestrian refuge island to current standard.	\$200,000	\$200,000	A	0-5 years
PS09	Pedestrian refuge, Epping - Midson Road at Grant Close, Epping - Install pedestrian refuge Island.	\$200,000	\$200,000	A	0-5 years
PS10	Raised Pedestrian Crossing, Wentworthville - Raise existing pedestrian crossing in Darcy Road, Wentworthville (outside Darcy Road Public School).	\$250,000	\$250,000	A	0-5 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS11	New pedestrian refuge, Epping - Boronia Avenue east of Ryde Street, Epping - Install a pedestrian refuge island.	\$200,000	\$200,000	A	0-5 years
PS12	Upgrade pedestrian refuge, Newington - Avenue of Oceania north of Newington Blvd, Newington - Convert existing splitter island to a pedestrian refuge island.	\$180,000	\$180,000	A	0-5 years
PS13	New pedestrian refuge, Pendle Hill - Bungaree Road north of Hallmark Street, Pendle Hill - Install pedestrian refuge island near Melrose Retirement Village.	\$200,000	\$200,000	A	0-5 years
PS14	Upgrade pedestrian crossing, Pendle Hill - Bungaree Road at Cornock Avenue, Pendle Hill - Raise the existing pedestrian crossing.	\$200,000	\$200,000	A	0-5 years
PS15	Pedestrian Fence, Rosehill - Install pedestrian fence on Virginia Street outside the gate of Rosehill Public School.	\$15,000	\$15,000	A	0-5 years
PS16	Pedestrian refuge island, Beecroft - Intersection of Orchard St, North Rocks Rd and Plympton St, Beecroft - Upgrade existing median island to pedestrian refuge island.	\$200,000	\$200,000	A	0-5 years
PS17	Pedestrian refuge island, Carlingford - Bettington Road south of Felton Road, Carlingford - Convert existing splitter island to a pedestrian refuge island.	\$250,000	\$250,000	A	0-5 years
PS18	Hope St west of Waratah St, Melrose Park - upgrade existing pedestrian refuge island to current standard (near Melrose Park Public School).	\$200,000	\$200,000	A	0-5 years
PS19	Wentworth Avenue, Barangaroo Road and Cooyong Crescent, Toongabbie (near Toongabbie railway station) - a pedestrian refuge island in Barangaroo Road at Wentworth Avenue; Continuous footpaths in Wentworth Avenue at the laneways on the north and south sides of 485 Wentworth Avenue; and Footpath and kerb ramps on Cooyong Crescent.	\$1,000,000	\$1,000,000	A	0-5 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS20	Yates Avenue, Dundas Valley (near shops between Alexander Street and McKay Street) - Two pedestrian refuge islands and a continuous footpath.	\$985,000	\$985,000	A	0-5 years
PS21	Bungaree Road at Bethel Street, Pendle Hill - Install a pedestrian refuge island and continuous footpath near shops.	\$700,000	\$700,000	A	0-5 years
PS22	Baker Street north of Dunmore Avenue, Carlingford (near Cumberland High School) - Upgrade existing pedestrian refuge island to comply with current standards and to allow school buses to turn left from Dunmore Avenue to Baker Street without mounting the footpath or the refuge island.	\$200,000	\$200,000	A	0-5 years
PS23	New Pedestrian Refuge Islands, Carlingford - Install 2 pedestrian refuge islands in Post Office Street, Carlingford (in addition to the island proposed near Young Street).	\$400,000	\$400,000	A	0-5 years
PS24	New pedestrian refuge island, Epping - Ray Road at Kent Street, Epping - Install a pedestrian refuge island.	\$250,000	\$250,000	A	0-5 years
PS25	Pedestrian footpath, North Rocks - Don Moore Reserve carpark at Tienan Avenue, North Rocks - A footpath on the north side of carpark to utilise it as a pick-up and drop-off area for school children, North Rock Public School.	\$45,000	\$45,000	A	0-5 years
PS26	Upgrade pedestrian crossing, Epping - Pembroke Street east of Essex Street, Epping - Raise existing pedestrian crossing in Pembroke Street on the westbound approach to the roundabout to reduce traffic speeds	\$250,000	\$250,000	A	0-5 years
PS27	Install pedestrian refuge, Carlingford - Install a pedestrian refuge island at Rembrandt Street south of Milton Street	\$220,000	\$220,000	A	0-5 years
PS28	Pedestrian refuge, Northmead - Kleins Road north of Balmoral Road, Northmead - Install a pedestrian refuge island.	\$200,000	\$200,000	B	5-10 years
PS29	Signalised pedestrian crossing, Parramatta - Macarthur Street at Gasworks Bridge, Parramatta - Replace the existing raised pedestrian	\$700,000	\$700,000	B	5-10 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
	crossing with a signalised pedestrian crossing. This is required to improve traffic efficiency.				
PS30	Pedestrian refuge, Rydalmere - Park Road south of Wattle Street, Rydalmere - Upgrade existing pedestrian refuge island so that it complies with disabled access requirements.	\$200,000	\$200,000	B	5-10 years
PS31	Pedestrian refuge, Westmead - Bridge Road south of Grand Corniche Road, Westmead - Convert splitter island to a pedestrian refuge island.	\$170,000	\$170,000	B	5-10 years
PS32	New pedestrian refuge, Winston Hills - Buckleys Road, between Langdon Road and Oakes Road (outside No.18), Winston Hills. - Install a pedestrian refuge island.	\$175,000	\$175,000	B	5-10 years
PS33	New pedestrian refuge, Parramatta - Franklin Street north of Railway Street, Parramatta - Install a pedestrian refuge island.	\$180,000	\$180,000	B	5-10 years
PS34	Upgrade pedestrian crossing, Toongabbie - Ballandella Road (at Toongabbie West Public School), Toongabbie - Upgrade existing raised pedestrian crossing to current standards.	\$150,000	\$150,000	B	5-10 years
PS35	New pedestrian refuge/road widening, North Parramatta - Pennant Hills Road at Bellevue Street, North Parramatta - Install a pedestrian refuge island – require Street Light upgrade and road widening.	\$500,000	\$500,000	B	5-10 years
PS36	New pedestrian refuge, North Parramatta - Pennant Street at Symonds Avenue, North Parramatta - Install a pedestrian refuge island including removal of the existing median and concrete blister island.	\$200,000	\$200,000	B	5-10 years
PS37	New pedestrian refuge, North Parramatta - Pennant Street at Isabella Street, North Parramatta - Install pedestrian refuge island including removal of the existing median and concrete blister island.	\$200,000	\$200,000	B	5-10 years
PS38	New signalised pedestrian crossing, Winston Hills - Windsor Road near Model Farms Road, Winston Hills - Install a signalized pedestrian crossing.	\$650,000	\$650,000	B	5-10 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS39	New signalised pedestrian crossing, Epping - Rawson Street, Epping - Replace existing pedestrian crossing with pedestrian signals.	\$450,000	\$450,000	B	5-10 years
PS40	New signalised pedestrian crossing, Telopea - Adderton Road, Telopea - Relocate existing pedestrian signals to the intersection of Robert Street and Adderton Road.	\$1,000,000	\$1,000,000	B	5-10 years
PS41	Traffic calming, Rosehill - Prospect Street opposite Arthur Street, Rosehill - Blister island or footpath widening within the 'No Stopping' area on the westbound approach of the pedestrian crossing outside Rosehill Public School.	\$15,000	\$15,000	B	5-10 years
PS42	Upgrade existing pedestrian facility, Epping - Essex Street, Oxford Street and Chester Street, Epping - Upgrade existing pedestrian facilities and kerb ramps to current standards.	\$600,000	\$600,000	B	5-10 years
PS43	New pedestrian crossing, Lidcombe - new mid-block signalised pedestrian crossing - Hill Road - at the east-west spine - new item.	\$500,000	\$500,000	B	5-10 years
PS44	New refuge islands, Lidcombe - Carter Street, Lidcombe - install 1 x pedestrian refuge island.	\$250,000	\$250,000	B	5-10 years
PS45	New pedestrian refuge, Epping - Brigg Road at Blaxland Road, Epping - Install a pedestrian refuge island.	\$180,000	\$180,000	C	10-20 years
PS46	New pedestrian refuge, Pendle Hill - Ballandella Road near Wentworth Avenue, Pendle Hill - Install a pedestrian refuge island - may need to be located north of driveway to 321 Wentworth Avenue to accommodate turning paths.	\$150,000	\$150,000	C	10-20 years
PS47	New signalised pedestrian crossing, Epping - Carlingford Road (midway between Ryde Street and Hepburn Avenue), Epping - Install pedestrian signals.	\$600,000	\$600,000	C	10-20 years
PS48	New pedestrian refuge, Rosehill - Arthur Street north of Alice Street, Rosehill - Install a pedestrian refuge island.	\$200,000	\$200,000	C	10-20 years
PS49	New pedestrian refuge, Epping - Maida Road at Blaxland Road, Epping - Install a pedestrian refuge island.	\$220,000	\$220,000	C	10-20 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS50	Upgrade pedestrian refuge, Telopea - Manson Street at Sturt Street, Telopea - Upgrade existing concrete median island to a pedestrian refuge island to meet current standards and install speed cushions.	\$200,000	\$200,000	C	10-20 years
PS51	Upgrade pedestrian refuge, North Rocks - North Rocks Road, North Rocks (at No. 108) - Upgrade the existing refuge island so that the kerb ramp aligns with the gap of the island.	\$200,000	\$200,000	C	10-20 years
PS52	New Pedestrian fence, North Rocks - North Rocks Road at Lawndale Avenue, North Rocks - Install pedestrian fence to direct pedestrians to the traffic signals.	\$50,000	\$50,000	C	10-20 years
PS53	Upgrade pedestrian crossing, Toongabbie - Station Road at McCoy Street, Toongabbie - Raise existing pedestrian crossing.	\$200,000	\$200,000	C	10-20 years
PS54	New turning lanes and pedestrian crossing, Parramatta - Hassall Street at Arthur Street, Parramatta - Install right and left turn holds at all legs of the intersection, relocate the existing pedestrian crossing located on the east leg of Hassall Street traffic signals to the west close to the intersection and upgrade existing kerb ramps to meet current standards.	\$1,500,000	\$1,500,000	C	10-20 years
PS55	New pedestrian refuge, Wentworth Point - Bennelong Parkway at Haslams Creek, Wentworth Point - Install a pedestrian refuge island.	\$220,000	\$220,000	C	10-20 years
PS56	New signalised pedestrian crossing, Epping - Carlingford Road (midway between Ryde Street and Hepburn Avenue), Epping - Install pedestrian signals.	\$600,000	\$600,000	C	10-20 years
PS57	New pedestrian refuge, Epping - Ray Road, Epping - Relocate existing raised threshold and install pedestrian refuge island.	\$300,000	\$300,000	C	10-20 years
PS58	New pedestrian refuge, Eastwood - Terry Road, near Aged Care Centre, Eastwood - Install a pedestrian refuge island.	\$200,000	\$200,000	C	10-20 years
PS59	New pedestrian refuge, Constitution Hill - Hollis Street at Emma Crescent, Constitution Hill - Install a pedestrian refuge island.	\$200,000	\$200,000	C	10-20 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
PS60	New pedestrian refuge, Winston Hills - Gibbon Road between Hilary Street and Kindelan Road, Winston Hills - Install a pedestrian refuge Island.	\$200,000	\$200,000	C	10-20 years
PS61	Signalised pedestrian crossing, Carlingford - Pennant Hills Road at Cumberland High School, Carlingford - Relocate existing pedestrian signals to the intersection of Pennant Hills Road and Tintern Avenue.	\$1,800,000	\$1,800,000	C	10-20 years
PS62	New Pedestrian refuge island, Winston Hills - intersection of Caroline Chisholm Drive and Junction Road, Winston Hills - upgrade splitter island to pedestrian refuge island at the north leg of the intersection.	\$200,000	\$200,000	C	10-20 years
PS63	Pedestrian refuge islands, Winston Hills - intersection of Caroline Chisholm Drive and Olympus Street, Winston Hills - upgrade splitter islands to pedestrian refuge islands in the south and west legs of the intersection.	\$400,000	\$400,000	C	10-20 years
PS64	New Pedestrian Refuge Island - Install a Pedestrian Refuge Island in Wade Street near Eyles Street, Telopea.	\$250,000	\$250,000	C	10-20 years
PS65	New Pedestrian Refuge Islands - Install a Pedestrian Refuge Island in Sturt Street, Telopea (outside PLR stop).	\$250,000	\$250,000	C	10-20 years
PS66	New Crossing, Telopea - New light rail crossing with Adderton Road.	\$1,437,000	\$1,437,000	C	10-20 years
PS67	New Pedestrian crossing, Telopea - New pedestrian crossing at Wado Street and Elyse Street.	\$250,000	\$250,000	C	10-20 years
		\$23,722,000	\$23,722,000		

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Table 38: Traffic management

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM01	New median island, Constitution Hill - install a new concrete median island at Emma Crescent near Greenleaf Street, Constitution Hill.	\$115,000	\$115,000	A	0-5 years
TM02	New roundabout, North Parramatta - install 2 new roundabouts at Gladstone Street at Brickfield St and at Buller Street, North Parramatta.	\$700,000	\$700,000	A	0-5 years
TM03	Modifications to existing roundabout, Carlingford - Murray Farm Road at Oakes Road, Carlingford - Reconstruct the annulus of the roundabout to increase deflection and reduce the size of the lip.	\$150,000	\$150,000	A	0-5 years
TM04	Modifications to existing traffic signals, Old Toongabbie - Fitzwilliam Road at Binalong Road and Reynolds Street, Old Toongabbie - Channelized right turn treatment for Reynolds Street motorist; this project also requires upgrading of traffic Signals at Binalong Road (refer to TEAG 1903 B1 report).	\$1,000,000	\$1,000,000	A	0-5 years
TM05	New roundabout, Toongabbie - Fitzwilliam Road at Tucks Road, Toongabbie - Install a roundabout.	\$900,000	\$900,000	A	0-5 years
TM06	Traffic calming, Northmead - Kleins Road south of Moss Street, Northmead - Raised threshold to reduce speed near school.	\$100,000	\$100,000	A	0-5 years
TM07	New roundabout, Ermington - Spurway Street at Woodward Street /Pearce Street, Ermington - Install a roundabout.	\$200,000	\$200,000	A	0-5 years
TM08	New roundabout, Parramatta - Thomas Street at Morton Street, Parramatta - Install a roundabout.	\$350,000	\$350,000	A	0-5 years
TM09 ⁸⁴	New traffic signals, Wentworth Point - Bennelong Parkway / Hill Road, Wentworth Point - Install Traffic Signals.	\$3,850,000	\$3,850,000	A	0-5 years
TM10	New traffic signals, Carlingford - Carlingford Road/Hepburn Avenue, Carlingford - Install Traffic Signals.	\$1,000,000	\$1,000,000	A	0-5 years

⁸⁴ Subject to draft Voluntary Planning Agreement

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM11	Burrabogee Road and Ballandella Road, Toongabbie – install a roundabout.	\$300,000	\$300,000	A	0-5 years
TM12	Raised threshold, Dundas Valley - Evans Road at Yates Avenue, Dundas Valley - install raised threshold.	\$180,000	\$180,000	A	0-5 years
TM13	Traffic Management, North Parramatta - Prince Street, North Parramatta - install traffic management scheme.	\$200,000	\$200,000	A	0-5 years
TM14	Intersection upgrade (Design Only), Wentworthville - Darcy Road / Cumberland Highway, Wentworthville - Upgrade existing Traffic Signals (this includes land acquisition to provide left turn lane for westbound motorists on Darcy Road, Wentworthville (Stage 1 - Design).	\$100,000	\$100,000	A	0-5 years
TM15	Roundabout, Toongabbie - Bulli Road at Bungaree Road, Toongabbie - Install a roundabout.	\$275,000	\$275,000	A	0-5 years
TM16	Roundabout, North Rocks - North Rocks Road/ Loyalty Road, North Rocks - Install a Roundabout.	\$375,000	\$375,000	A	0-5 years
TM17	New roundabout, Ermington - Spurway Street/ Betty Cuthbert Avenue/ Jackson Street, Ermington - Install a Roundabout and median island.	\$700,000	\$700,000	A	0-5 years
TM18	Traffic calming, Granville - Bold Street at Cowper Street, Granville - Install raised thresholds and a concrete median island between Railway Bridge and Parramatta Road, with a gap at Cowper Street.	\$400,000	\$400,000	A	0-5 years
TM19	Traffic calming, Epping - Epping Avenue, Epping (between Chesterfield Road and Yaraan Avenue) - Install concrete median island.	\$80,000	\$80,000	A	0-5 years
TM20	Traffic calming, Toongabbie - Station Road at Piquet Place, Toongabbie - Blister Island or kerb realignment in eastbound approach parking lane.	\$25,000	\$25,000	A	0-5 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM21 ⁸⁵	New roundabout, Carlingford - Install new roundabout at intersection of Jenkins Road/ Post Office Street, Carlingford.	\$375,000	\$228,750	A	0-5 years
TM22 ⁸⁵	New roundabout, Carlingford - install new roundabout at the intersection of Young Road and Post Office Street, Carlingford.	\$250,000	\$152,500	A	0-5 years
TM23 ⁸⁵	New roundabout, Carlingford - install new roundabout at the intersection of Boundary Road and Post Office Street, Carlingford.	\$250,000	\$152,500	A	0-5 years
TM24	New signalised traffic signals, Epping - Install Traffic Signals at Cliff Road / new link road between Rawson St and Carlingford Rd.	\$1,000,000	\$1,000,000	A	0-5 years
TM25	New signalised traffic signals, North Rocks - Intersection of North Rocks Rd and Alkira Road.	\$3,800,000	\$3,800,000	A	0-5 years
TM26 ⁸⁵	Traffic calming, Epping - Two raised pedestrian crossings Oxford Street.	\$435,204	\$387,332	B	5-10 years
TM27	New Traffic Signals, Granville - Parramatta Road at Alfred Street (new extended section), Granville - Stage 1 - Install traffic signals.	\$1,000,000	\$1,000,000	B	5-10 years
TM28	Carparking, Epping - Cambridge Street north of Surrey St, Epping - 45° angle car parking spaces on the west side.	\$150,000	\$150,000	B	5-10 years
TM29	Traffic management, Carlingford - Baker Street between Jenkins Road and Felton Road, Carlingford - Vehicle activated warning signs for bend.	\$40,000	\$40,000	B	5-10 years
TM30	Traffic management, Carlingford - Baker Street at Sun Valley Place, Carlingford - Vehicle activated warning signs for bend.	\$30,000	\$30,000	B	5-10 years
TM31	Traffic calming, Carlingford - Oakes Road south of Lynette Avenue, Carlingford - Install concrete median island.	\$50,000	\$50,000	B	5-10 years
TM32	Traffic calming, Parramatta - Napier Street at Steele Street, Parramatta - Concrete Median Islands with supplementary 'Stop' signs.	\$220,000	\$220,000	B	5-10 years

⁸⁵ Apportioned costs reflect development contributions collected under predecessor plans.

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM33	Roundabout and traffic calming, Rydalmere - Park Road and at Elonera Street, Rydalmere - Install a roundabout at the driveway for Rydalmere Park and a concrete median island with a 'No U Turn' sign north of Elonera Street.	\$250,000	\$250,000	B	5-10 years
TM34	Traffic signals, Carlingford - Pennant Hills Road / Evans Road, Carlingford - Install Traffic Signals.	\$1,200,000	\$1,200,000	B	5-10 years
TM35 ⁸⁶	New traffic signals, Carlingford - Pennant Hills Road / Moseley Street, Carlingford - Install Traffic Signals.	\$1,500,000	\$915,000	B	5-10 years
TM36	Intersection upgrade, Wentworthville (construction) - Darcy Road / Cumberland Highway, Wentworthville - Upgrade existing Traffic Signals (this includes land acquisition to provide left turn lane for westbound motorists on Darcy Road, Wentworthville (stage 2 – Construction).	\$3,000,000	\$3,000,000	B	5-10 years
TM37	New roundabout, Telopea - Adderton Road/ Manson Road, Telopea - Install a Roundabout.	\$350,000	\$350,000	B	5-10 years
TM38	Extend existing indented parking area, Toongabbie - Wentworth Avenue, Toongabbie – Reduce the length of landscaped island to create more parking outside Toongabbie Railway Station.	\$100,000	\$100,000	B	5-10 years
TM39	New Road, Epping - New link road between Rawson Street and Carlingford Road.	\$5,000,000	\$5,000,000	B	5-10 years
TM40	New roundabout, Carlingford - install new roundabout at the intersection of Moseley Street and Tanderra Street, Carlingford.	\$250,000	\$152,500	B	5-10 years
TM41	New roundabout, Carlingford - install new roundabout at the intersection of Moseley Street and Young Street, Carlingford.	\$250,000	\$152,500	B	5-10 years
TM42	New roundabout, Epping - install new roundabout at the intersection of Forest Grove / Maida Road.	\$370,000	\$370,000	B,C	5-20 years

⁸⁶ Apportioned costs reflect development contributions collected under predecessor plans.

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM43	Intersection upgrades, Epping - Ray Road/ Carlingford Rd intersection upgrades including removal of traffic lights and restriction of vehicular movements to left in / left out from both Ray Road and Rawson Street.	\$3,000,000	\$3,000,000	B,C	5-20 years
TM44	New traffic signals, Epping - Kent Street / Carlingford Rd intersection – install traffic signals.	\$1,000,000	\$1,000,000	B,C	5-20 years
TM45	Road Upgrade - Hill Road <i>masterplan</i> .	\$5,482,100	\$4,001,933	B,C	5-20 years
TM46	Refuge island, Epping - install pedestrian refuge island or pedestrian crossing at Chester Street.				
TM47	Remove footpath widening, Epping - Ward Street, Epping West Public School - Remove footpath widening to provide additional on-street parking.	\$50,000	\$50,000	C	10-20 years
TM48	Median upgrade, Carlingford - Dandarbong Avenue, Carlingford (near No.24) - Install elsholz kerb in the median.	\$150,000	\$150,000	C	10-20 years
TM49	New median islands, Epping - Edenlee Street at Chelmsford Avenue, Epping - Install concrete median islands on the bend at the intersection.	\$80,000	\$80,000	C	10-20 years
TM50	Intersection upgrade, Epping - Midson Road at Mobbs Lane, Epping - Left Lane Must Turn Left for northbound traffic, install missing pedestrian phase, upgrade traffic signals to current standards.	\$2,000,000	\$2,000,000	C	10-20 years
TM51	Traffic calming, Winston Hills - Junction Road at Hillcrest Avenue, Winston Hills - Raised threshold near west end of school and chicane.	\$100,000	\$100,000	C	10-20 years
TM52	New median islands, Winston Hills - Junction Road at Model Farms Road, Winston Hills - Install concrete median islands.	\$120,000	\$120,000	C	10-20 years
TM53	Traffic calming, Winston Hills - Lanhams Road/Willmott Road bend, Winston Hills - Install 2 raised thresholds, 1 on each side of the bend.	\$160,000	\$160,000	C	10-20 years
TM54	Roundabout and traffic calming, Carlingford - Parkland Road, Carlingford - Install chicanes and roundabouts as referred in Option 3	\$950,000	\$950,000	C	10-20 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
	of the Parramatta Traffic Engineering Advisory Group (TEAG) report of November 2018 (Ref. TEAG 1811 B4).				
TM55	New median island, Constitution Hill - Bulli Road at Hollis Street, Constitution Hill - Install a concrete median island or rumble bar island in Bulli Road.	\$80,000	\$80,000	C	10-20 years
TM56	Traffic calming, Constitution Hill - Constitution Road near House No. 54, Constitution Hill - Install a raised threshold near the bend at No.54.	\$80,000	\$80,000	C	10-20 years
TM57	New traffic signals, Pendle Hill - Wentworth Avenue at Binalong Road, Pendle Hill - Install Traffic Signals.	\$650,000	\$650,000	C	10-20 years
TM58	New roundabout, Carlingford - Keeler Street, Carlingford - Install traffic calming (a roundabout at Rickard Street).	\$280,000	\$280,000	C	10-20 years
TM59	Traffic calming, Rydalmere - Clyde Street at South Street, Rydalmere - Relocate kerb ramp and remove splitter island.	\$60,000	\$60,000	C	10-20 years
TM60	New Roundabout, Rosehill - Eleanor Street at Arthur Street, Rosehill - (Install a roundabout).	\$280,000	\$280,000	C	10-20 years
TM61	Traffic calming, Harris Park - Good Street at both approaches to the intersection with Allen Street and Eleanor Street, Harris Park - Speed humps or speed cushion or chicane to reduce speeds approaching the roundabout.	\$80,000	\$80,000	C	10-20 years
TM62	Upgrade Intersection of Barclay Road and Tiernan Avenue, North Rocks - upgrade existing traffic signals to include a split approach phase in the traffic signals and other enhancements; kerb ramps also need to be upgraded to current standards as part of this work.	\$550,000	\$550,000	C	10-20 years
TM63	New median island, Old Toongabbie - install concrete median island Raphael Place at Fitzwilliam Road.	\$80,000	\$80,000	C	10-20 years
TM64	New traffic signals, Lidcombe - Carter Street at Birnie Avenue, Lidcombe - Install traffic signals.	\$800,000	\$800,000	C	10-20 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM65	Road extension, Granville - Parramatta Road at Alfred Street (new extended section), Granville - Stage 2 Extend Alfred Street to connect Cowper Street.	\$3,000,000	\$3,000,000	C	10-20 years
TM66	New roundabout, Winston Hills - Gibbon Road at Langdon Road, Winston Hills (boundary with The Hills Shire Council) - Install a roundabout.	\$350,000	\$350,000	C	10-20 years
TM67	Road widening, Northmead - Redbank Road at Briens Road, Northmead - Road widening to provide left turn lane in Redbank Road (southbound).	\$1,500,000	\$1,500,000	C	10-20 years
TM68	New Bus shelters, Carlingford - bus stop kiss and ride plaza.	\$115,000	\$70,150	C	10-20 years
TM69	New Bus shelters, Carlingford - additional internal bus stops and shelters.	\$92,000	\$56,120	C	10-20 years
TM70	New road, Carlingford - extension of Boundary Road subject to agreement of Railcorp.	\$1,543,402	\$941,475	C	10-20 years
TM71	New roundabout, Epping - install new roundabout at the intersection of Kent Street and Cliff Road.	\$500,000	\$500,000	C	10-20 years
TM72	New traffic signals, Melrose Park - Intersection of Hope Street and Wharf Road - Install new Traffic Signals.	\$750,000	\$750,000	C	10-20 years
TM73	New roundabout, Telopea - Shortland St & Evans Rd, Telopea - new roundabout and lane marking within Evans Rd and widening for new lanes and footpath construction within Shortland Ave.	\$350,000	\$350,000	C	10-20 years
TM74	New priority treatment, Telopea - Manson St, Sturt St & new Wade Street, Telopea - install median island with priority signage and control line marking for the New Wade Street Manson movement.	\$500,000	\$500,000	C	10-20 years
TM75	New priority treatment, Telopea - New Wade St, Shortland St & Marshall Road, Telopea - install median island with priority signage and control line marking for the New Wade Street and Marshall Road movement.	\$500,000	\$500,000	C	10-20 years

City of Parramatta (Outside CBD) Development Contributions Plan 2021 - DRAFT

Item no	Description	Estimated cost to Council	Apportioned cost	Priority	Timing
TM76	New Car Parking, Harris Park - Land acquisition of approximately 1000m ² for car parking and/or construction of car parking within 800m radius of Harris Park Commercial Centre.	\$3,000,000	\$1,932,000	C	10-20 years
		\$59,102,706	\$54,702,760		

Parramatta City Centre Traffic Projects List

Location	Treatment Type	Estimated Cost	Comments
Argyle Street at Church Street, Parramatta	Upgrade Kerb Ramps at existing Traffic Control Signals (TCS) to current standards	\$750,000	
Argyle Street at Marsden Street, Parramatta	Upgrade Kerb Ramps at existing Traffic Control Signals (TCS) to current standards	\$750,000	
Barrack Lane, Parramatta	Shared Zone for entire length	\$1,250,000	This location is affected by Parramatta Light Rail and therefore, this project is deferred for construction in 2022/23.
Charles Street at Union Street, Parramatta	Install a pedestrian refuge island	\$250,000	
Church Street at Aird Street, Parramatta	Install continuous footpath	\$400,000	
City Ring Road, Various suburbs	All other proposals that are part of the City Ring Road and not listed in this list.	TBA	Implementation of various projects along the route are currently being investigated.
George Street at Horwood Place, Parramatta	Improve pedestrian safety.	TBA	Treatment is subject to proposal for Horwood Place precinct redevelopment and Sydney Metro.
George Street at Freemason Arms Lane and Phillip Street at Andrew Nash Lane, Parramatta	Install continuous footpath	\$1,000,000	Application has been lodged for NSW Government funding under its Active Transport Program in 2020/21
Macquarie Street at Marsden Street, Parramatta	TCS upgrades - Upgrade Kerb Ramps at existing traffic signals to current standards	N/A	To be undertaken as part of Parramatta Light Rail.
O'Connell Street at Hunter Street, Parramatta	Upgrade Kerb Ramps at the existing Traffic Control Signals (TCS)	\$950,000	
Parkes Street at Wigram Street and at Harris Street, Parramatta	Design and cos estimates for the installation of dedicated eastbound left turn lane at Harris Street; eastbound right turn bay at Wigram Street; and a dual right turn from Harris Street (southbound) into Parkes Street	\$200,000 2019/20 & 2020/21	Design is in progress

Location	Treatment Type	Estimated Cost	Comments
Smith Street, north of Macquarie Lane, Parramatta	Extension of the median island at Macquarie Lane to the north to restrict right turn entry into the car park of 75 George Street, Parramatta	\$50,000	This project is not eligible for State or Federal funding. However, RMS may offer funds as part of easing Sydney's congestion. Otherwise, Council funding is required for this project.
Union Street at Charles Street, Parramatta	Install a Pedestrian Refuge Island	\$250,000	

Black Spot Projects List

BCR	Location	Treatment Type	Initiator / Year Included on List	Estimated Cost	Injury Accidents (over 5-year Period) that can be treated by the treatment	Funding Status	Comments
17.43	Intersection of Raymond Street and High Street, Parramatta	Install speed cushions (4) at each approach of the roundabout	City of Parramatta 2020	\$16,000	3	Not yet funded	Applied for funding under Federal and State Governments' Black Spot Programs in 2021/22
7.04	Carnarvon Street between Vore Street, and Suttor Street, Silver Water	Move stop or give-way lines forward using kerb extensions	City of Parramatta 2020	\$100,000	4	Not yet funded	Applied for funding under Federal and State Governments' Black Spot Programs in 2021/22
2.67	Intersection of Oakes Road and Murray Farm Road, Carlingford	Installation of speed cushions at all approaches to the roundabout at the intersection of Oakes Road and Murray Farm Road, Carlingford	City of Parramatta 2020	\$16,000	2	Not yet funded	Applied for funding under Federal and State Governments' Black Spot Programs in 2021/22
2.06	Bold Street south of Cowper Street, Granville Ward: Rosehill SED: Granville	Install a raised threshold	City of Parramatta 2018	\$180,000	4	Not yet funded	<p>Reviewed the crash history and noted that the appropriate treatments cannot be installed at the intersection due to following reasons:</p> <ul style="list-style-type: none"> • In close proximity to two traffic signals (at Parramatta Road and at Railway Parade) • Required to maintain 3 travel lanes (including a bus lane) in the northbound and 2 travel lanes in the southbound directions. • Required to maintain right turn access between Bold Street and Cowper Street (west leg) <p>Currently liaising with TfNSW to determine the appropriate treatment options for this location.</p>

Traffic Projects supported by Community Petition

Location	SED	Proposed Treatment	Year Included on List	Estimated Cost
Ward: Epping;				
Lexington Avenue at Raimonde Road, Eastwood	Epping	Concrete median islands	2014	\$20,000
George Street, Epping	Epping	Chicanes (2)	2020	\$90,000
Ward: Parramatta				
Ballandella Road between Fitzwilliam Road and Barangaroo Road, Toongabbie	Seven Hills	Raised Thresholds or Chicanes (2)	2015	\$150,000
Frances Street, Northmead	Seven Hills	Speed humps (3) or chicanes (2)	2021	\$90,000
Harris Street, Constitution Hill	Seven Hills	Speed Humps (3)	2015	\$20,000
Ward: North Rocks				
Barnetts Road, Winston Hills	Seven Hills	Chicanes	2011	\$900,000
Ward: Rosehill				
Alice Street between Alfred and Arthur Streets	Parramatta	Speed Humps (2)	2020	\$17,500
Deakin Street, Silverwater (between Stubbs Street and the cul-de-sac)	Auburn	Speed Humps	2018	\$20,000



CITY OF PARRAMATTA COUNCIL

Traffic Engineering Advisory Group Agenda Item

ITEM NO: 2107 B4
SUBJECT: Outstanding Works Instructions
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Manager
WARD: Various
SED: Various

Purpose

This report provides information on works instructions issued between March and July 2021.

OFFICER'S RECOMMENDATION:

That the information in relation to outstanding Works Instructions over the 3-month period between March and May 2021 be received and noted.

Works Instruction Details

Details of the total number of works instructions issued and the number of outstanding works instructions during the period between March to May 2021 are provided below:

Works Instructions for Delegated Items No. 294 – March 2021

No. of Linemarking Instructions issued:	4
No. of Sign Instructions issued:	10
Instructions issued in:	30/03/2021 to 16/04/2021
No. of Sign Instructions yet to be issued:	0
No. of Instructions yet to be completed:	1 linemarking

Works Instructions for Delegated Items No. 295 – April 2021

No. of Linemarking Instructions issued:	2
No. of Sign Instructions issued:	8
Instructions issued in:	10/05/2021 to 26/05/2021
No. of Sign Instructions yet to be issued:	0
No. of Instructions yet to be completed:	1 sign

Works Instructions for Delegated Items No. 296 – May 2021

No. of Linemarking Instructions issued:	0
No. of Sign Instructions issued:	8
Instructions issued in:	31/05/2021 to 12/07/2021
No. of Sign Instructions yet to be issued:	0
No. of Instructions yet to be completed:	1 sign

FINANCIAL IMPLICATIONS

Transport for NSW Block Grant funds for 2020/21 and 2021/22 have been used for these works.



Richard Searle

Traffic and Transport Manager

14/07/2021

Attachment 3**Traffic Engineering Advisory Group meeting held on 21 July 2021****Consultation & Timing: Items B1 to B4****2107 B1 STATHAM AVENUE NORTH OF MECKIFF AVENUE, NORTH ROCKS –
PROPOSED PEDESTRIAN REFUGE ISLAND**Stakeholder Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to the PTC/TEAG mailing list on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from agencies on this matter.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	TEAG	See recommendation	Support recommendation	Manager Traffic and Transport

Councillor Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held 21 July 2021. Council staff did not receive any comments from Councillors on this matter.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021	All	Nil	N/A	Manager Traffic and Transport

**2107 B2 DRAFT GUIDELINES FOR ELECTRIC VEHICLE CHARGING
INFRASTRUCTURE ON COUNCIL LAND**Stakeholder Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to the PTC/TEAG mailing list on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from agencies on this matter.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	TEAG	See recommendation	Support recommendation	Manager Traffic and Transport

Councillor Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from Councillors on this matter.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021	All	Nil	N/A	Manager Traffic and Transport

2107 B3 PROJECTS RECENTLY COMPLETED, PROJECTS CURRENTLY FUNDED, AND PROJECTS LISTS FOR CONSIDERATION OF FUTURE FUNDING

Stakeholder Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to the PTC/TEAG mailing list on 15 July 2021 and the meeting was held on 21 July 2021. The comments below were received from Agencies.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	Chris Worthington, the representative for Julia Finn MP (Member for Granville)	<p>The time line for some outstanding works is such that they may never get started. However I understand that is probably beyond your control.</p> <p>The only thing I'd like to be assured of is, that those Sect. 94 Contributions (or whatever they may be known as by now), are being expeditiously released by the Finance Dept. to be expended on works to be carried out in association with DA approvals.</p>	Noted	Manager Traffic and Transport
21 July 2021	TEAG	See recommendation	Support recommendation	Manager Traffic and Transport

D08154380

Councillor Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held on 21 July 2021. The comments below were received from Councillors.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
21 July 2021	Councillor Donna Davis	Does the proposed Rembrandt Street project in the list would improve traffic conditions at the intersection of Carlingford Road and Rembrandt Street which is affected by vehicles queuing to enter Carlingford Court car park.	The Rembrandt Street project is further north and would not affect the queuing	Manager Traffic and Transport
21 July 2021	All Other Councillors	Nil	N/A	Manager Traffic and Transport

2107 B4 OUTSTANDING WORKS INSTRUCTIONSStakeholder Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to the PTC/TEAG mailing list on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from agencies on this matter.

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
21 July 2021	TEAG	See recommendation	Support recommendation	Manager Traffic and Transport

Councillor Consultation

The Parramatta Traffic Engineering Advisory Group Agenda was emailed to all Councillors on 15 July 2021 and the meeting was held on 21 July 2021. Council staff did not receive any comments from Councillors on this matter.

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
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D08154380

21 July 2021	All	Nil	N/A	Manager Traffic and Transport
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ACCESSIBLE

ITEM NUMBER	13.3
SUBJECT	FOR APPROVAL: Public Exhibition of Draft Carter Street Bridges and Cycleway
REFERENCE	F2021/00521 - D08143067
REPORT OF	Senior Project Officer Transport Planning

WORKSHOP/BRIEFING DATE: Rosehill Ward Councillor briefing on 1 July 2021 and 8 July 2021.

PURPOSE:

This report seeks the endorsement of Council to publicly exhibit the draft Carter Street Bridges and Cycleway.

RECOMMENDATION

- (a) **That** Council approve the attached draft Carter Street Bridges and Cycleway plans at **Attachment 1** and **Attachment 2** for the purposes of exhibition.
- (b) **That** the draft plans be placed on exhibition for a minimum period of 28 days.
- (c) **That** the outcomes of public exhibition be reported to the Parramatta Traffic Committee, and in turn to Council.
- (d) **Further, that** the future conversion of the Pippita Line to a regional walking and cycling connection by others is supported.

BACKGROUND

1. Prior to Local Government amalgamations in 2016, Auburn Council worked with the Department of Planning Industry and Environment (DPIE) on rezoning the Carter Street precinct for high density residential development. As part of that rezoning, a cycling network was proposed, Development Contributions Plan established, and a \$5M grant through the Precinct Support Scheme (PSS) was announced for “regional cycling connectivity”.
2. Following Local Government amalgamations in 2016, Carter Street passed to the City of Parramatta Council (CoP); accordingly CoP executed the PSS agreement in 2018 with the following prescribed routes for investigation as per Figure 1 below.
 - (a) Providing the “missing link” in the M4 Cycleway – bridge over Haslams Creek, cycle lanes on Carter Street, connection to the existing bus ‘mouse hole’, under Homebush Bay Drive;
 - (b) A connection to Lidcombe Station through the disused railway bridge;
 - (c) A connection to Lidcombe Station through Bombay Street.
3. Council officers have reviewed each option, and consulted with the DPIE. The partial delivery of Option (a) is the preferred. A brief summary of each option is provided below.

- (a) This option provides the greatest connectivity benefit between future Carter Street workers and residents and Parramatta (benefitting both), augments the connectivity value of Carter Street walking and cycling infrastructure existing items planned for Carter Street (Haslams Creek Bridge, Cycling connections to and along Carter Street). Provides improved connectivity for pedestrians and cyclists into Olympic Park during events as well as the town centre and proposed Light Rail and Metro stops. The elements within Option (a) are included within the recent DPIE led Carter Street Precinct Revised Masterplan, the Council endorsed submission to the Masterplan, and aligns with Council's endorsed Bike Plan.
- (b) This option was investigated by Arcadis in collaboration with TfNSW (Sydney Trains), Sydney Olympic Park Authority and Cumberland Council. The route was found to be feasible, a concept and high-level costing was developed and is provided at **Attachment 3**. The scheme lacked a critical connection to Lidcombe Station, (not a Cumberland Council priority at the time. However, in mid-June 2021, Council was invited by Cumberland Council officers to be part of a working group to investigate the feasibility of the link. Council officers consider that if Option (b) is successfully pursued by Cumberland Council, it would complement the works proposed in Option (a), improving east – west and north – south cyclist and pedestrian connectivity to and through the precinct.
- (c) This option would provide little benefit as the Hill Road upgrade project will prevent all access across Hill Road at Carter Street, forcing a 650m diversion up to the John Ian Wing Parade intersection. This option would be very undesirable for any pedestrian or cyclist, and would provide little additional connectivity into the regional cycling network within City of Parramatta.

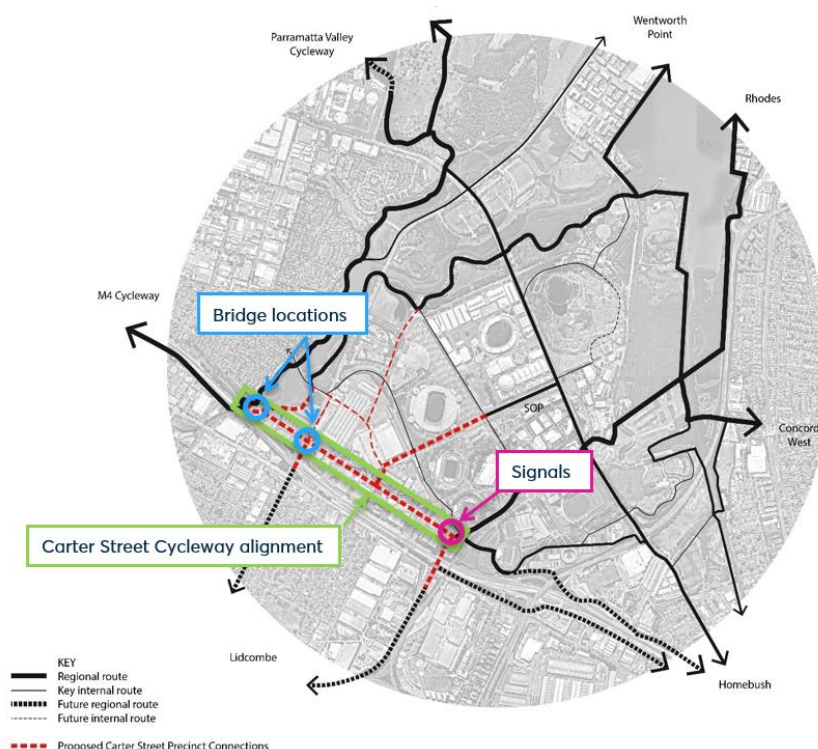


Figure 1: Option (a) (Carter Street Bridges & Cycleway alignment) overlaid onto PSS Agreement map

ISSUES/OPTIONS/CONSEQUENCES

4. Option (a) is comprised of five elements.
 - i. New 5m wide pedestrian / cyclist bridge over Haslams Creek with connecting path to the east,
 - ii. New 4m wide pedestrian / cyclist bridge over Hill Road,
 - iii. Separated cycleway southern side of Carter Street between Hill Road and Birnie Ave,
 - iv. New traffic signals design at Birnie Ave / Carter Street,
 - v. Pedestrian and cyclist path through 10-12 Birnie Avenue.
5. Feasibility studies have been completed on the two bridges and the preferred alignment identified within the northern verge of the M4 corridor. Written confirmation has been provided by TfNSW (the landowner) and Transurban (Lessee) confirming Council can commence design development. Similarly, the landowner of 2A Hill Road has consented to Council commencing design for a structure that will pass partly over their land and require an easement to be secured prior to construction.
6. A separated cycleway is proposed for Carter Street as the anticipated speeds of cyclists and future volumes of both pedestrians and cyclists require any length of shared path to be minimised. Due to the risks posed by trucks using Carter Street, it is not possible to fit in a bicycle path and retain parking both sides of the street. The design solution results in approximately 85 spaces being removed from the southern side of Carter Street. However, through the delivery of new streets within the precinct redevelopment, approximately 500 new on street parking spaces will be provided, more than offsetting any loss. An alternative option that retains parking was investigated, however it would limit the pedestrian path width to 1.5m and remove all street trees from the verge.
7. Birnie Avenue at Carter Street has two travel lanes in each direction with a centre turning median that makes it very challenging for any pedestrian or cyclist to cross in that location to the shared path on the eastern side of Birnie Avenue. Therefore Council will lead the design of new traffic signals in that location that will be subject to the approval of TfNSW. New separated pedestrian and cyclist paths are being provided through the redevelopment of 10-12 Birnie Avenue through to Sarah Durack Avenue.
8. Should all elements be supported, the Carter Street Bridges and Cycleway will provide significant additional connectivity for pedestrians and cyclists to and from the Carter Street as well as the wider Olympic Park Precinct.

CONSULTATION & TIMING

Stakeholder Consultation

9. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Res'bility
Ongoing	TfNSW Property / Transurban	Use of the motorway corridor is supported	Noted	City Strategy
Ongoing	TfNSW – Hill Road upgrade team	Ensuring both projects can proceed	Noted and subject to ongoing collaboration.	City Strategy / Capital Projects
July	Traffic and Transport	Westbound right turn bay from Carter to Uhrig is required	Plans updated to include turning bay.	City Strategy
June / July	TfNSW – Bus Planning	<p>Carter St may require bus stops on southern side in the future.</p> <p>Buses may be articulated.</p> <p>TfNSW preference is for in line bus stop: allows for furniture; space for bus customers; buses not required to pull into travel lane and delay services.</p>	<p>Plans updated to allow for a future bus stop on southern side of Carter.</p> <p>Updated to provide adequate length.</p> <p>Not supported due to impacts on other traffic using Carter Street.</p>	City Strategy
Ongoing	Cumberland Council	Pippita Trail is now a priority to investigate.	Council will participate in ongoing working group.	City Strategy
May 2020 – Feb 2021	TfNSW – Sydney Trains Assets	Conversion of disused railway bridges is plausible – subject to TfNSW consent	Noted	City Strategy

Councillor Consultation

10. The following Councillor consultation has been undertaken in relation to this matter:

Date	Clr	Councillor Comment	Council Officer Response	Resp'ility
1 July 2021	Prociv	Ensure any future buses work for the town centre	TfNSW has been consulted with a future bus stop allowed for in design	City Strategy
8 July 2021	Wilson	Would like carriageway further narrowed on Carter St to increase	The carriageway proposed is the minimum recommended, this	City Strategy

		pedestrian safety and amenity.	ensures trucks can continue to use Carter St.	
		Would like the Haslams Creek Bridge expedited in delivery.	This will be explored during procurement, however delivering bridges together will be more efficient.	Capital Projects
		This project is a great opportunity for the Fed Government to support the local community, the plans should be forwarded to local MP for consideration.	Plans will be forwarded to the local Federal MP for her consideration.	City Strategy
	Issa	Significant concerns regarding the loss off on street parking on southern side of Carter Street, however the project can proceed to consultation based on approximately 500 new, public on street spaces being delivered in the new streets of the Carter St Precinct.	Noted	City Strategy
		Existing crossing of Silverwater Road for M4 Shared Path is not safe, particularly the south eastern island that is too small to fit a bicycle.	Council officers will raise issue with TfNSW (outside of CoP boundary).	City Strategy

LEGAL IMPLICATIONS FOR COUNCIL

11. There are no legal implications for Council in publicly exhibiting these draft plans.

FINANCIAL IMPLICATIONS FOR COUNCIL

12. The cost of public exhibition is estimated at \$15,000 including newspaper advertisements and social media promotion. This is already budgeted within the existing allocation to the Carter Street Cycleway for this FY.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs				
Depreciation				

Other				
Total Operating Result	Nil			
Funding Source	N/A			
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX				
Funding Source				

Mark Crispin
Senior Project Officer Transport Planning




Michael Jollon
Transport Planning Manager

Geoff King
Group Manager City Strategy

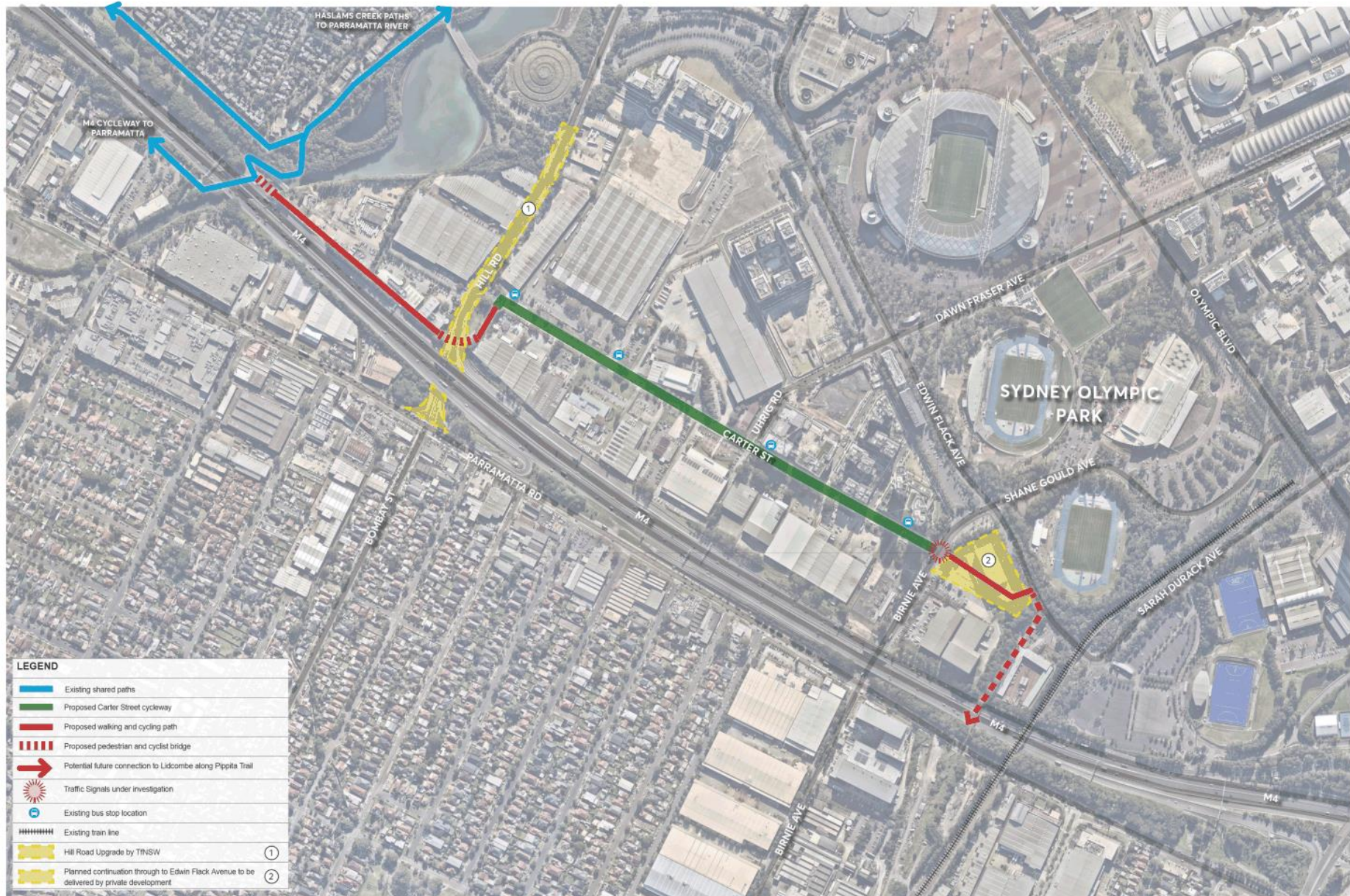
Michael Tzimoulas
Executive Director Corporate Services

Brett Newman
Chief Executive Officer

ATTACHMENTS:

- | | | |
|--|--|----------|
| 1  | Carter Street Bridges and Cycleway - Context Plan | 1 Page |
| 2  | Carter Street Bridges and Cycleway Concept Plan | 6 Pages |
| 3  | Assessment Report - Disused Railway Bridges Over M4 (confidential) | 96 Pages |

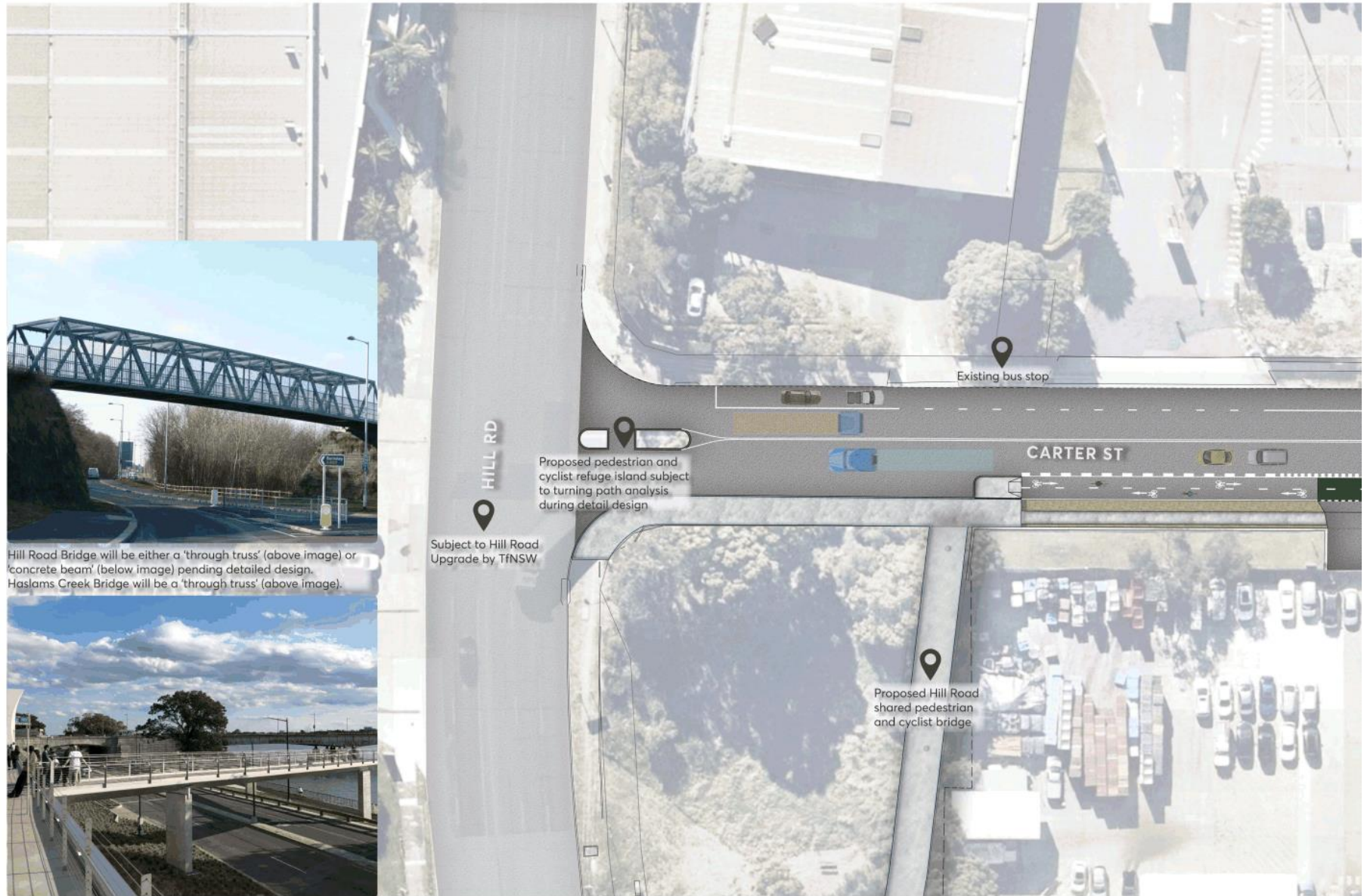
REFERENCE MATERIAL



**PROPOSED CARTER STREET CYCLEWAY, LIDCOMBE
DRAFT ALIGNMENT PLAN**

For information only
Date: JUNE 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS





**CITY OF
PARRAMATTA**

**CARTER STREET CYCLEWAY
DRAFT CONCEPT PLAN**

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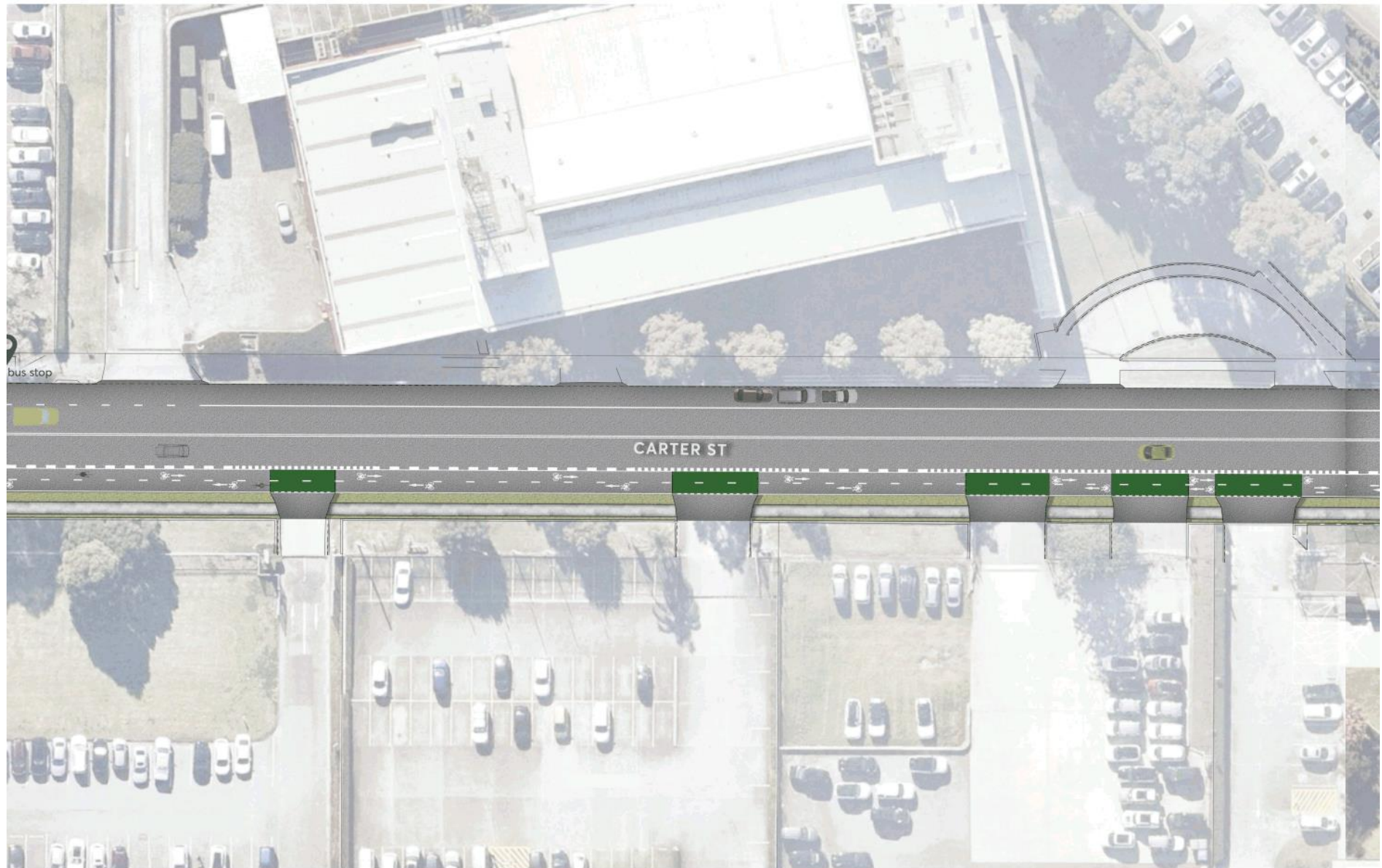
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For information only

Revision: A
Date: JULY 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS



**CITY OF
PARRAMATTA**

**CARTER STREET CYCLEWAY
DRAFT CONCEPT PLAN**

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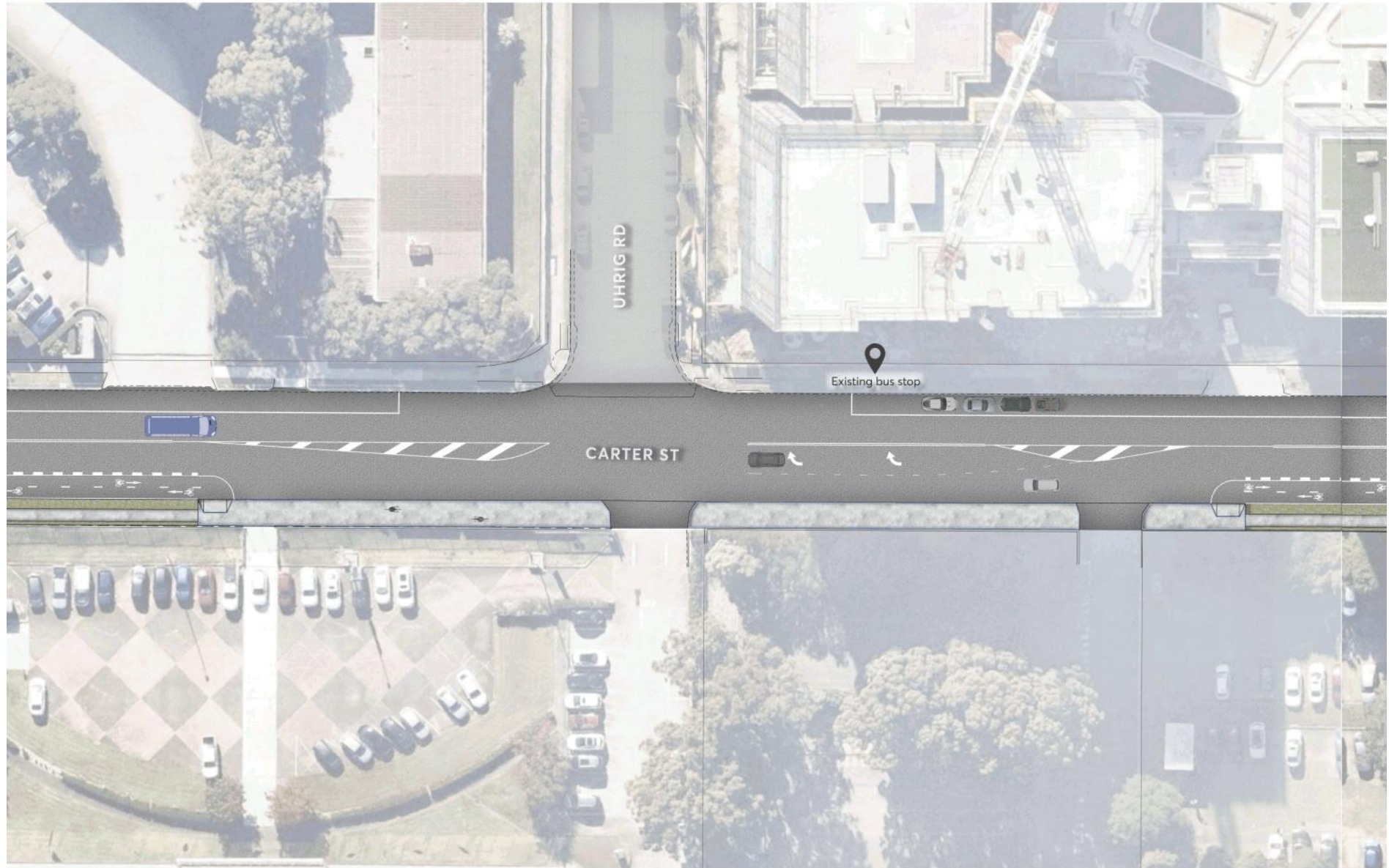
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Revision: A
Date: JULY 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS



**CARTER STREET CYCLEWAY
DRAFT CONCEPT PLAN**

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For information only

Revision: A
Date: JULY 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS



**CITY OF
PARRAMATTA**

**CARTER STREET CYCLEWAY
DRAFT CONCEPT PLAN**

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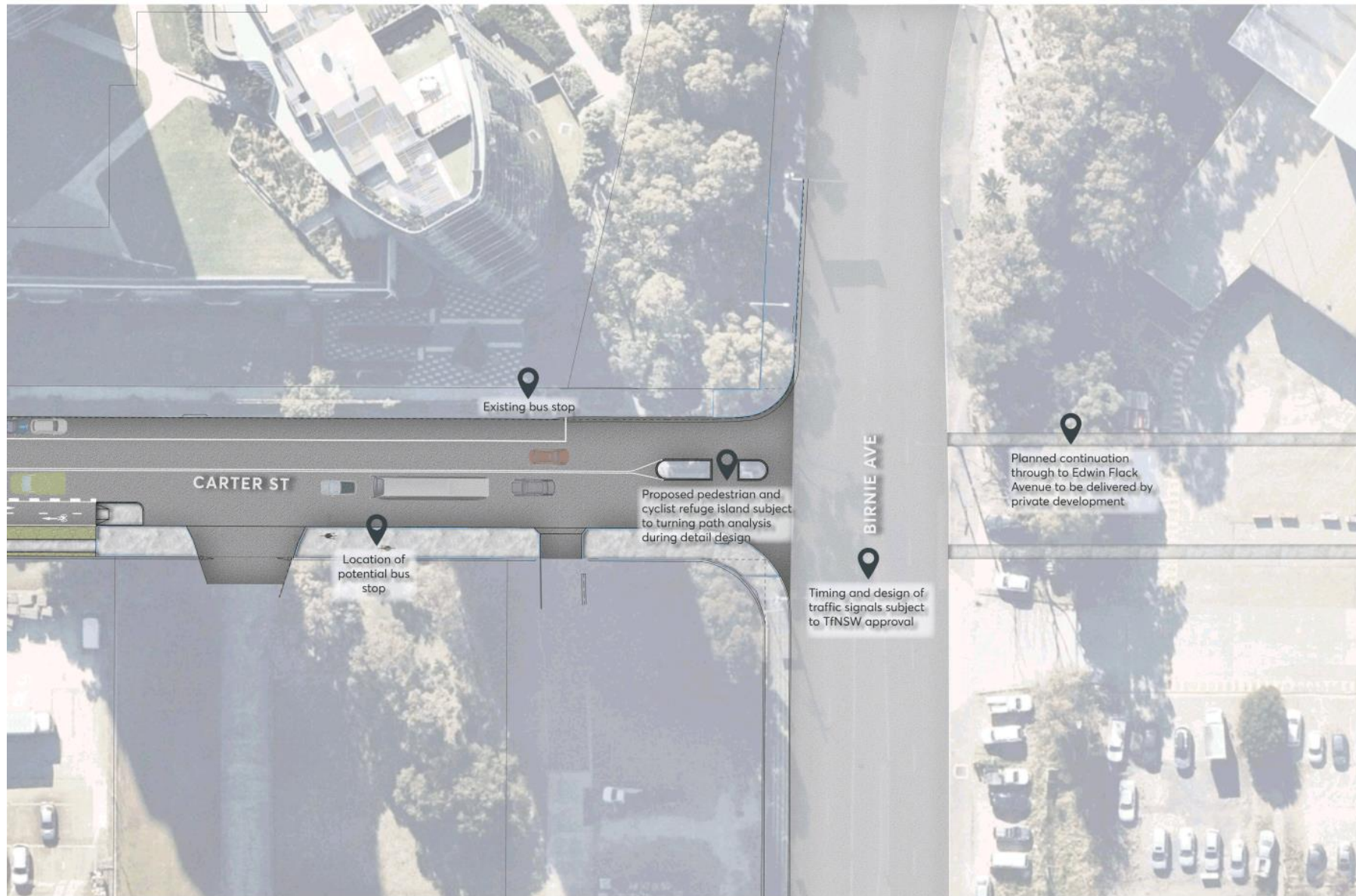
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For information only

Revision: A
Date: JULY 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS



**CARTER STREET CYCLEWAY
DRAFT CONCEPT PLAN**

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For information only

Revision: A
Date: JULY 2021

LANDSCAPE ARCHITECTURE
CAPITAL PROJECTS

THRIVING

23 AUGUST 2021

16.1	FOR APPROVAL: Update on Central City Alliance Program	222
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THRIVING

ITEM NUMBER	16.1
SUBJECT	FOR APPROVAL: Update on Central City Alliance Program
REFERENCE	F2021/00521 - D08086990
REPORT OF	Strategic Partnership Coordinator

WORKSHOP/BRIEFING DATE: Monday 2 August 2021

PURPOSE:

The purpose of this briefing note is to provide Council with an update on recent progress relating to the Central City Alliance Program.

RECOMMENDATION

- (a) **That** Council receive the following report and note progress relating to the Central City Alliance Program which includes the EducateAT and Parramatta Square Alliances to coordinate and manage collaborative projects with mutual benefits.
- (b) **Further, that** Council note the proposed establishment of the ActivateAT Alliance.

BACKGROUND

- 1. The importance of achieving the city's vision, through partnerships and collaborations with government, education, business and the community is identified as high importance in the City's community strategic plan.
- 2. Following the launch of the "At Parramatta" brand in February 2020, senior Council staff reviewed the current model for engagement with key city stakeholders and proposed a renewed strategic direction for Council led city stakeholder engagement. A primary aim of the approach was establishing Council in a leading role in advocacy, marketing and project delivery for the "Central City" across a range of sectors and precincts.
- 3. A series of CEO roundtable meetings occurred in late 2020 and early 2021 to determine the alliance model and agree on a shared vision.

The EducateAT Parramatta Alliance

- 4. The purpose of the EducateAT Parramatta Alliance is to facilitate the coordination and delivery of shared projects that focus on positioning Parramatta as a destination for excellence in education.
- 5. It comprises the City's tertiary institutions including: Western Sydney University, University of Sydney, University of New England, University of New South Wales and Swinburne University.
- 6. The agreed projects include:
 - (a) Project 1: City-Wide Orientation Program and Marketing Campaign.

The objective of this project is to deliver a series of coordinated events and activations connecting campuses and life showcasing what Parramatta has to offer students.

- (b) Project 2: Transport and Digital Connectivity.
The objective of this project is to identify the barriers to high levels of access and connectivity which are required to support Parramatta's precincts in realising their potential as a destination for attracting talent and investment.
- (c) Project 3: Linking Students with Industry and Employment.
The objective of this project is to facilitate equitable connections between local employers and students through genuine work-based learning opportunities that encourage investment in the future workforce of Parramatta.
- (d) Project 4: A Great City for Students Research Project.
The objective of this project is to understand student motivation for studying in Parramatta, including perspectives, civic and community engagement, student life and student satisfaction which can be used to inform potential future projects including: night time economy, connectivity, safety & amenity, student accommodation and arts and culture.

The Parramatta Square Precinct Alliance

- 7. The Parramatta Square Precinct Alliance brings together the Square's landowners and tenants in a collaboration committed to the vision of a world class commercial and cultural precinct for Parramatta.
- 8. The partners include Walker Corporation, National Australia Bank, Western Sydney University, NSW Department of Planning, Industry and Environment, NSW Department of Customer Service, Sydney Water, Powerhouse Parramatta and Charter Hall.
- 9. The agreed projects include:
 - (a) Project 1: Connectivity.
The purpose of this project is to create a seamless physical and digital experience for visitors to the square and a strong connection between the square and the rest of the city.
 - (b) Project 2 & 3: Promotions & Activations.
By bringing together the stakeholders on the square, this project aims to create awareness and drive visitation to the square by establishing a coordinated series of events and activations.
 - (c) Project 4: Sustainability.
The objective of this project is to work together to reach the highest green star rating for the public domain. The partners are committed to working towards best practice sustainability outcomes on the Square.

Future Alliance – ActivateAT Parramatta

10. The purpose of ActivateAt Alliance is to position Parramatta as a significant sports, entertainment and events hub leveraging our world class facilities at Bankwest Stadium, ANZ Stadium, Sydney Olympic Park venues, Parramatta Park and Rosehill Racecourse.
11. Comprehensive stakeholder engagement was undertaken early last year. The consultation highlighted great interest from partners in participating in a sports, entertainment and events collaboration that positions Parramatta as an entertainment destination that will attract major state, national and international events and audiences.
12. Staff will update Councillors via briefing note, once established.

CONSULTATION & TIMING

Stakeholder Consultation

13. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
January 2020- November 2020	Over 29 meetings were held with partners and stakeholders	Meetings were to discuss opportunities, priorities and the design of the alliance model (with broad support for involvement).	The program and projects were amended to reflect this (and Councillor) feedback	Executive Director City Engagement & Experience. Senior Officer - Strategic Partnerships
22 October 2020	EducateAt CEO Roundtable	EducateAt Parramatta brings together a number of our tertiary MOU partners to determine the priorities for the sector and agree on positioning of Parramatta as a destination for excellence in Education.		Executive Director City Engagement & Experience. Senior Officer - Strategic Partnerships
26 November 2020	PSQ CEO Roundtable	The Parramatta Square Precinct Alliance is to create a collaborative model for key stakeholders within the Parramatta Square Precinct that will be about a shared vision, collective action, leveraging our resources and delivering shared programs that improve outcomes for the city.		Executive Director City Engagement & Experience. Senior Officer - Strategic Partnerships Executive Director, Property & Place, Bryan Hynes
27 November 2020	EducateAt CEO Roundtable	Review of Mission, Charter and proposed projects		Executive Director City Engagement & Experience. Senior Officer - Strategic Partnerships
11 February 2021	EducateAt CEO Roundtable	Agreed (in principle) to signing the Charter and identifying projects of interest and media participation.		A/Executive Director City Engagement & Experience. Group Manager, City Strategy
19 February 2021	PSQ CEO Roundtable	Agreed (in principle) to signing the Charter and identifying projects of interest and media participation.		A/Executive Director City Engagement & Experience. Group Manager, City Strategy Executive Director, Property & Place, Bryan Hynes

21 April 2021	EducateAT Chart Signing	Media Event		A/Executive Director City Engagement & Experience. Group Manager, City Strategy Senior Officer - Strategic Partnerships
28 May 2021	PSQ Precinct Alliance Charter Signing			Group Manager, City Strategy Executive Director, Property & Place, Bryan Hynes Senior Officer - Strategic Partnerships
20 Aug 2021	EducateAT CEO Roundtable			Executive Director City Engagement & Experience. Senior Officer - Strategic Partnerships
27 Aug 2021	PSQ CEO Roundtable			A/Executive Director City Engagement & Experience. Group Manager, City Strategy Executive Director, Property & Place, Bryan Hynes

Councillor Consultation

14. The following Councillor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
15 June 2020	Councillor Briefing – Strategic Alliance Program	Councillors raised concerns regarding the delivery challenges presented by aspirations of the proposed Alliance model, re-asserted that Council needed to lead any governance process and suggested that the group focus on a small number of achievable projects.	Noted – program amended and reduced to two initial Alliance meetings	Director City Engagement & Experience Group Manager City Strategy
29 July 2020	Councillor Briefing – Strategic Alliance Program	In response to Councillor feedback, the Program has been revised to focus only on a few and limited number of specific projects and engage only with those stakeholders who will be suitable for each project. Formal governance arrangements will be applied to specific projects only.	The Central City Alliance Program was supported by Councillors as a priority strategic project at the Councillor and Executive Workshop on Saturday 29 August 2020.	Director City Engagement & Experience Group Manager City Strategy
12 November 2020	Councillor Briefing Note		Updated Councillors on the progress of the City Alliance Program	Senior Officer – Strategic Partnerships
1 March 2021	Councillor Briefing			Group Manager City Strategy

				A/Director City Engagement & Experience Executive Director, Property & Place, Bryan Hynes
8 March	Report to Council		Update on progress of the City Alliance Program	Group Manager City Strategy
2 Aug 2021	Councillor Workshop			Group Manager City Strategy
23 August 2021	Council Report			Group Manager City Strategy Strategic Partnerships

LEGAL IMPLICATIONS FOR COUNCIL

15. There are no legal implications for Council associated with this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

16. All alliance partners are responsible for contributing resources towards the work plan. The financial contribution required will be jointly funded by the project members.
17. The projects within the program are still being scoped, however should they incur cost, this will be covered by existing operations budgets within Economic Development and Strategic Partnerships.
18. If Council resolves to approve this report in accordance with the proposed resolution, there are no unbudgeted financial impacts on the budget.

	FY 21/22	FY 22/23	FY 23/24
Operating Result			
External Costs			
Internal Costs			
Depreciation			
Other			
Total Operating Result	Nil		
Funding Source	NA		
CAPEX			
CAPEX			
External			
Internal			
Other			
Total CAPEX	Nil		
Funding Source	NA		

Karly Smith
Strategic Partnership Coordinator

Nicole Carnegie
Acting Group Manager, City Strategy

Michael Tzimoulas
Executive Director Corporate Services

Brett Newman
Chief Executive Officer

ATTACHMENTS:

There are no attachments for this report.

REFERENCE MATERIAL

INNOVATIVE

23 AUGUST 2021

17.1	FOR NOTATION: Minutes of the Smart City Advisory Committee Meeting held on 29 June 2021	230
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INNOVATIVE

ITEM NUMBER	17.1
SUBJECT	FOR NOTATION: Minutes of the Smart City Advisory Committee Meeting held on 29 June 2021
REFERENCE	F2017/00685 - D08147273
REPORT OF	Project Officer

WORKSHOP/BRIEFING DATE:

NIL

PURPOSE:

To provide Council with the minutes of the Smart City Advisory Committee meeting held on Tuesday 29 June 2021 and highlight any recommendations made by the Committee to Council.

RECOMMENDATION

- (a) **That** Council note the minutes of the Smart City Advisory Committee meeting held on 29 June 2021 (provided at **Attachment 1**).
- (b) **That** Council note and endorse the updated Terms of Reference for the Smart City Advisory Committee (provided at **Attachment 2**).
- (c) **Further, that** Council note the proposed Innovation Governance Model.

BACKGROUND

- 1. The Smart City Advisory Committee meeting took place on 29 June 2021. Under the terms of reference of the Smart City Advisory Committee, it is a requirement that the meeting minutes are reported to Council.
- 2. This report summaries the agenda and includes the minutes of the meeting (**Attachment 1**).

ISSUES/OPTIONS/CONSEQUENCES

- 3. The Committee was provided with a presentation on the development of the Greater Parramatta Smart Cities Plan by the Department of Planning, Industry and Environment (DPIE), including an overview of the NSW Smart Places Strategy and the Smart Places Acceleration Program.
- 4. A Smart Greater Parramatta and Olympic Peninsula (GPOP) Working Group has been established with Council officers from City of Parramatta Council, Cumberland City Council and Sydney Olympic Park Authority, facilitated by DPIE to co-design the Plan. An update on the development of the Plan will be provided to the next Smart City Advisory Committee.
- 5. DPIE confirmed that two Expressions of Interest (EOI) have been received from the City of Parramatta for Smart Planning Approvals and Smart Integrated Parking for the Smart Places Acceleration Program. An additional EOI has also

been received by the University of Technology Sydney, naming Council as a partner.

6. The Committee was provided with a proposal for consideration to modify the scope of the Smart City Advisory Committee. A proposed Innovation Governance Model for new ideas was also presented to the Committee for consideration.
7. The summarised proposed modifications to the Terms of Reference of the Smart City Advisory Committee include the following (changes in bold) and as provided at **Attachment 2**:
 - a. Purpose is to provide a sounding board and independent advice on the long term development of Parramatta as a Smart City **and Parramatta as an innovative Council and to guide innovation**
 - b. Assist Council to deliver the Smart City Masterplan, **Digital Transformation Strategy, and ICT Strategy**
 - c. The Committee: will meet not less than **6 times annually and can meet at additional times as required**
8. The Committee supported the proposal to modify the scope of the Smart City Advisory Committee and the proposed Innovation Governance Model.
9. The Committee was provided with an update on the Digitising Heritage initiative. Council has a partnership with Macquarie University where students are provided with the opportunity to have hands-on experience in 3D scanning the City's heritage items. A number of items have been scanned and are available to view online - <https://cityofparramatta.pedestal3d.com/>
10. The Committee received an update on the ICT Program.
11. It was noted that the Draft NSW Smart Places Customer Charter and the NSW Smart Places Data Protection Policy is on public exhibition until 20 July 2021.

CONSULTATION & TIMING

Stakeholder Consultation

12. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
N/A	N/A	N/A	N/A	N/A

Councillor Consultation

13. The following Councillor consultation has been undertaken in relation to this matter:

Date	Councillor	Councillor Comment	Council Officer Response	Responsibility
------	------------	--------------------	--------------------------	----------------

29 June 2021	Cr Pandey	N/A	N/A	N/A
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LEGAL IMPLICATIONS FOR COUNCIL

14. There are no legal implications for Council associated with this report.

FINANCIAL IMPLICATIONS FOR COUNCIL

15. There are no budgetary implications for the Smart City Advisory Committee meeting minutes.
16. The table below summarises the financial impacts on the budget arising from approval of this report.

	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Operating Result				
External Costs				
Internal Costs				
Depreciation				
Other				
Total Operating Result	NIL	NIL	NIL	NIL
Funding Source	NIL	NIL	NIL	NIL
CAPEX				
CAPEX				
External				
Internal				
Other				
Total CAPEX	NIL	NIL	NIL	NIL
Funding Source	NIL	NIL	NIL	NIL

Ashlyn Kishore
Project Officer

Michael Tzimoulas
Executive Director Corporate Services

Geoff King
Group Manager City Strategy

Brett Newman
Chief Executive Officer

ATTACHMENTS:

- 1  Smart City Advisory Committee Minutes - 29 June 2021 4 Pages
- 2  Amended August 2021 - Smart City Advisory Committee ToR 7 Pages

REFERENCE MATERIAL

Meeting Name	Smart City Advisory Committee	
Date	Tuesday 29 June 2021	5:03pm
Venue	Online via Zoom	
Attendees	Councillor Sameer Pandey Ben Meek (Member) Lakshmi Logathassan (Member) Geoff King (Convenor) Brett Newman (CEO) Su Cram Ashlyn Kishore Janelle Blucher – item 5 Justine Dowd – item 5 Mark Rugless – item 6 Stephen Pearson (secretariat) Michael Tzimoulas Simon Hunter (DPIE) – item 3 Sandy Burgoyne (DPIE) – item 3 Rory Brown (DPIE) – item 3	
Apologies	Councillor Steven Issa Lauren Jewell	
Chaired by	Councillor Sameer Pandey	

1. Welcome & Acknowledgment of the traditional land owners

The Meeting commenced at 5:03pm. Councillor Pandey acknowledged the traditional owners of the land and welcomed everyone to the Smart City Advisory Committee meeting and introductions were made.

Councillor Issa and Lauren Jewell were apologies for this meeting.

2. Conflicts of Interest & Disclosures

There were no disclosures of pecuniary/non-pecuniary interest.

There were no directorship disclosures.

Lakshmi Logathassan advised the Committee that she was now working for Investment NSW.

3. Presentation from Department of Planning, Industry & Environment (DPIE) on the Greater Parramatta Smart Cities Plan

The Committee was provided with a presentation on the development of the Greater Parramatta Smart Cities Plan by DPIE.

An overview of the NSW Smart Places Strategy that was released in August 2020 by Minister Dominello (Minister for Customer Service) was also presented.

DPIE advised that a webinar would be held on 2 July 2021 on the Draft NSW Smart Places Customer Charter and Draft NSW Data Protection Policy, both of which are on public exhibition until 20 July 2021.

The Committee requested to be provided with a link to the webinar.

The development of the Greater Parramatta Smart Cities Plan currently involves two primary workstreams as follows:

- Strategic Planning for Greater Parramatta and Olympic Peninsula (GPOP)
- Smart GPOP Working Group – A working group has been established with Council officers from the City of Parramatta Council, Cumberland City Council and Sydney Olympic Park

Authority, facilitated by DPIE. The indicative timeframe for the Smart GOP Strategic Direction and Action Plan is October 2021.

The Committee was provided with an overview of the Smart Places Acceleration Program.

DPIE confirmed that they had received two EOIs from the City of Parramatta to date for the Program for Integrated Smart Parking and Smart Planning Approvals. An additional EOI had also been received by the University of Technology Sydney, naming Council as a partner.

Brett Newman, CEO of City of Parramatta indicated that Council wrote to the Chief Commissioner of the Greater Sydney Commission (GSC), outlining a draft list of key infrastructure and advocacy projects to identify areas in which Council and the GSC could collaborate. It was requested that the letter and draft be circulated to Committee members.

The intention to modify the Terms of Reference of the Smart City Advisory Committee to better align stakeholders, priorities and projects was outlined (discussed in further detail in item 4).

DPIE staff (Simon Hunter, Sandy Burgoyne and Rory Brown) left the meeting at 5:38pm.

4. Presentation on the Proposed Innovation Governance Model and Modifying the Scope of the Smart City Advisory Committee

This presentation was a follow up to an item raised at the previous Smart City Advisory Committee Meeting held on 4 May 2021, proposing to modify the scope of the Committee.

Michael Tzimoulas joined the meeting at 5:42pm

The summarised proposed modifications to the Terms of Reference of the Smart City Advisory Committee include the following (changes in bold):

- Purpose is to provide a sounding board and independent advice on the long term development of Parramatta as a Smart City **and Parramatta as an innovative Council and to guide innovation**
- Assist Council to deliver the Smart City Masterplan, **Digital Transformation Strategy, and ICT Strategy**
- The Committee: will meet not less than **6 times annually and can meet at additional times as required**

The Committee noted the proposed changes.

The Committee was presented with a proposed Innovation Governance Model for new ideas. The proposed Model is a means by which proposed ideas can be reviewed and assessed to progress to a pilot stage. Proposed ideas can be presented to the Committee for review or generated through the Committee. The Committee supported the proposed Innovation Governance Model.

Ben Meek left the meeting at 5:59pm.

5. Update on the Digitising Heritage Initiative

The Committee was provided with an update on the Digitising Heritage initiative.

The initiative began as a pilot to use emerging technology to promote and preserve items from Council's collections and the collections of heritage partners, as a result of a Notice of Motion in 2018.

The initiative also included the revitalisation of the Parramatta History and Heritage website.

In early 2020, an opportunity to partner and collaborate with Macquarie University (MQU) came up as Council currently utilises their 3D model visualisation platform (Pedestal 3D). The partnership has seen cultural heritage and archaeology students from MQU provided with the opportunity to learn skills in 3D scanning with real artefacts. A number of items have been digitised and made available to view online. An overview of the scanned items was provided to the Committee.

The Committee was advised that the collaboration with MQU is ongoing.

A question was raised by the Committee regarding ownership of the scans. It was advised that Council owns the scan and that Council has a non-exclusive copyright agreement.

The Parramatta Heritage and Visitor Information Centre team left the meeting at 6:23pm.

6. ICT Update

The Committee received an update on the ICT Program including key ICT projects, core ICT functions and the status of core Council business applications.

It was advised that the current focus for ICT is supporting the digital transfer of activity with Council's customers.

It was suggested that there is no single Enterprise Resource Planning (ERP) solution for local government that has the maturity and scope to meet City of Parramatta Council's needs. The approach being taken is to look at Council's core systems and modernise them, consolidate them and simplify them to make sure staff and residents have the latest versions.

7. Update from SCAC Members

No new updates.

8. General Business

Smart Places Acceleration Program

The Committee received an update on the Smart Places Acceleration Program.

Two Expressions of Interest (EOI) have been submitted for Smart Planning Approvals and Integrated Smart Parking.

DPIE is currently going through the triage process to match EOIs with potential State Government partner agencies.

Update on Smart City Projects

The Committee received updates on the following Smart City initiatives:

- Real Time Environmental Monitoring: Data integration has been completed for sensors in Melrose Park and Doyle Ground. Procurement has been finalised for the network to improve coverage across the LGA.
- Smart City Hub: An updated Briefing Note and Business Case are being prepared for the Project Review Committee.
- Storybox: Completed.
- Melrose Park Smart Planning for Climate Responsive Neighbourhoods: Completed with the Smart Cities and Suburbs grant successfully executed.
- CBD Parking Finder: Bicycle parking has now been added to the online tool.

The next meeting will be held on Tuesday 24 August 2021 at 5pm.

The meeting closed at 6:38pm.

Parramatta City Council Smart City Advisory Committee TERMS OF REFERENCE

(Amended August 2021)

1. Purpose of the Smart City Advisory Committee

1.1. The primary purpose of the Smart City Advisory Committee (referred to as “the Committee” for the balance of this document) is to provide a trusted sounding board and independent advice to Council on the foundational principles and guiding frameworks to ensure the long-term development of Parramatta as a Smart City and Parramatta as an innovative Council and to guide innovation. Other contributions from the Committee will include:

1.2. Consideration of Federal and State government’s commitment and funding toward digital services, innovation and transformation, and providing advice on maximising Parramatta’s benefits from this interest,

1.3. Generating and assisting to refine and prioritise proposals that will underpin Parramatta’s Smart City transformation,

1.4. Provide advice on industry trends and potential project risks for the program.

1.5. Provide strategic, integrated advice to ensure that technology solutions benefit citizens, customers and the public of Parramatta City,

1.5. Assist Council to deliver actions aligned to Council’s Smart City Masterplan, Digital Transformation Strategy, and ICT Strategy.

2. Background

2.1. Council resolved to form the ParraConnect Committee on 28 August 2010 as an interim working Committee, with Council and community representation to assist Council with identifying relevant local technology projects to enhance the City’s liveability.

2.2. As a result of the commitment and efforts of the ParraConnect members over a 6-year period, the reputation of Parramatta as a Smart City was established.

2.3. At its meeting of 10 August 2015, Council resolved:

- a) **“That** Council endorse the Smart City Masterplan for Parramatta.
- b) **That** Council officers work to embed the Smart City vision, guiding principles and framework through the organisation and promote cross-functional collaboration to achieve its objectives.
- c) **That** Council engage broadly with the community and industry on the development and implementation of Smart City initiatives.
- d) **Further, that** Council seek to position Parramatta as a Smart City in a local, national and international context.”

2.4. To implement the resolution of 10 August 2015 and the Smart City Masterplan for Parramatta, at its meeting of 23 November 2015, Council recognised the need to formalise a broader engagement mechanism and resolved the establishment of the Smart City Advisory Committee as an evolution of the ParraConnect committee.

3. Roles and Responsibilities of the Advisory Committee

3.1. The Smart City Advisory Committee has no executive powers and has been established to provide advisory services.

3.2. The Committee is directly responsible and accountable to the Council for all responsibilities.

3.3. The responsibilities of the Committee may be revised or expanded by Council resolution from time to time with the agreement of the Committee.

3.4. The key responsibilities of the Committee are to undertake activities to deliver the purpose of the Committee (set out in Section 1 - Purpose of the Smart City Advisory Committee) of this Terms of Reference.

4. Membership

4.1. The Committee is intended to be a small (5-7 member), diverse and visionary group to guide the implementation and future iterations of the Smart City Masterplan. All members of Council's Smart City Advisory Committee must have a specific interest in furthering the objectives of Council's Smart City Strategy, as detailed in the Council's Smart City Masterplan and relevant experience.

4.2. The Smart City Advisory Committee will comprise such members as are appointed by Council from time to time including:

4.2.1. the Lord Mayor of the day (or representative) as the Chairperson and the option to appoint one (1) additional Councillor (It is recommended that the number of Councillor representatives be limited to a maximum of two (2) who have either an interest or expertise in the area. Additional Councillors may attend committee meetings at the invitation of the Chair),

4.2.2. up to five (5) independent representatives with demonstrated experience relevant to furthering the objectives of Council's Smart City Masterplan.

4.3. The duties of members are to:

4.3.1. Attend and participate in a compulsory induction which will include information on the role of the Advisory Committee, the role and responsibility of members and Council, Council's Code of Conduct and other related policies and protocols;

4.3.2. Attend and participate in meetings of the Smart City Advisory Committee (including planning sessions and relevant training);

4.3.3. Work co-operatively with other members in achieving the aims of the Committee;

4.3.4. Contribute ideas and suggestions relating to items on the agenda;

4.3.5. Provide advice and recommendations to Council on items relating to the agenda; and

4.3.6. Action and follow up tasks established by the Committee and resolved by Council.

4.4. Ex-officio Members

4.4.1. All Councillors, excluding those Councillors described in clause 4.2 above are ex-officio members of all Advisory Committees.

4.4.2. Depending on the nature of issues raised, relevant Council staff and/or other stakeholders may be invited to attend Committee meetings.

4.4.3. Guest speakers may attend meetings if invited to do so for particular reasons by the Committee and as approved by the Council Committee Chairman convening the Committee.

4.4.4. All ex-officio members are non-voting positions.

5. Membership Application Process

5.1. The term of membership is for a maximum of four (4) years and coincides with Council elections. At this time, all positions are declared vacant. Committee members may choose to review their involvement on an annual basis.

5.2. Council will then implement an Expression of Interest process to recruit members for the Committee

5.3. All applicants for membership must apply using the relevant Expression of Interest form which require applicants to address the stated criteria for membership.

5.4. Previous members are entitled to apply for membership using the Expression of Interest form.

5.5. A panel of Council Officers will assess Expressions of Interest against the stated criteria of each Committee in consultation with the nominated Chair. In addition, Access and Equity principles will be applied in the selection of members and the composition of the Committees will reflect a diversity of views and opinions, variations in, length and quality of related experience and gender balance.

5.6. Membership applications are then submitted to Council for consideration.

5.7. Where a casual vacancy occurs the Council Officer convening the Committee is responsible for distributing information regarding the vacancy and encouraging applicants to fill the vacancy, through existing Council, community and the Committee members' networks. Applicants must apply using the Expression of Interest Form which will be forwarded to Council for its decision and ratification.

6. Chairperson

6.1. The Lord Mayor of the Day (or delegate) is the Chairperson of the Advisory Committee

6.2. The Lord Mayor may delegate the role of Chairperson to another Councillor on an annual basis, or for the term of the appointment of the Committee.

6.3. If the Chairperson is absent from the meeting, the Committee will nominate a Chairperson for the meeting.

6.5. Duties of the Chairperson are to:

6.5.1. Chair meetings according to Council's Code of Conduct, the Terms of Reference and Guidelines and meeting agenda;

6.5.2. Liaise with the Council Officer convening the Committee to determine the Agenda for each meeting;

6.5.3. Facilitate the discussion of items on the agenda in a timely manner;

6.5.4. Facilitate the moving of recommendations by Committee members; and

6.5.5. Ensure all Committee members have the opportunity to participate.

7. Sub-committees

7.1. The Committee may determine to establish sub-committees to enable focus on key priority areas and to maximise the value of member's time

7.2. Sub-committees may consist of both members and ex-officio members

7.3. Sub-committees of the Smart City Advisory Committee have no executive powers and will be established to provide advisory services only

7.4. Sub-committees are directly responsible and accountable to the Smart City Advisory Committee for all responsibilities.

7.5. Members of any sub-committee are required to comply with Council's Code of Conduct and other related policies and protocols;

8. Attendance

8.1. When a member is absent for three (3) consecutive meetings without an apology or notification, their position will be declared vacant. Contact shall be made by the Council Officer who convenes the Committee following the second absence to clarify interest in continuing to be a member of the Committee. As positions on the Committee are prescribed (refer to Clause 4) a Council resolution will be required for a new member to join the committee.

9. Frequency of Meetings

9.1. The Smart City Advisory Committee will hold such meetings as the Chairperson shall decide in order to fulfil the Committee's duties, but will meet not less than six times annually and can meet at additional times as required.

9.2. Special meetings may be held to consider matters arising from a meeting or circumstance.

9.3. Special meetings of the Committee are called by the Chairperson of the Committee following a reasonable request from a member of the Committee, the Chief Executive Officer, or by Resolution of Council.

9.4. Where a special meeting or sub-committee meeting is held it may make recommendations and take actions only as set out by the Committee and will report back to Committee as soon as practicable.

10.Quorum

10.1. The quorum for any committee meeting shall be one member more than ½ of the existing voting membership one of whom must be a Councillor.

10.2. With the agreement of the Chairperson members may participate in a meeting by telephone, closed circuit television or other appropriate means of communication.

10.3. Each Committee member is entitled to 1 vote. Only Committee members participating in a meeting may vote on a matter.

10.4. Where there is no quorum, the Committee is not able to determine any decisions or actions and can only deliberate on issues. Any decisions or actions must be held over to the next meeting where a quorum is present.

11.Secretariat/Council Support

11.1. The Advisory Committee is convened by a Council Officer. This Officer will:

11.1.1. Set each meeting's agenda with input from membership and/or Council;

11.1.2. Attend each meeting;

11.1.3. Ensure meetings are run according to Council's Code of Conduct and the Terms of Reference;

11.1.4. Liaise between the Committee and other officers within Council as determined by the Committees business;

11.1.5. Finalise Committee minutes; and

11.1.6. Prepare Council reports on the Advisory Committee.

11.2. Council's Executive Support Team will provide secretariat support to the Advisory Committee and be responsible for taking draft minutes and distributing minutes and the agenda to members prior to each Committee meeting.

12.Reporting

12.1. Minutes of each Smart City Advisory Committee meeting will be reported to Council at its next Ordinary Meeting. The Committee shall provide an annual report to Council.

13.Conflict of Interest

13.1. Committee members are to declare any pecuniary or non-pecuniary conflict of interest regarding any issue on the agenda at the commencement of the meeting.

13.2. All conflict of interest is to be declared and recorded in the minutes, and if necessary, the parties involved will be asked to leave the room while the matter is discussed.

14.Confidentiality

14.1. Where Committee meetings include confidential information relating to members or the business being discussed, members are required to respect principles of confidentiality.

14.2. Smart City Connect Committee members must enter into a Confidentiality and non-disclosure agreement prior to attending Committee meetings and will keep all discussions during meetings in confidence and comply with Council's policy regarding public comment and talking to the media.

14.3. Where appropriate invitees or guests to Committee meetings must either enter into Confidentiality and non-disclosure agreements prior to attending, or may be required to leave the meeting at any time a risk of breach of confidentiality is possible.

Confidentiality agreements should include all sub-committee or additional meetings being held in connection with Smart City Connect matters.

15.Council's Code of Conduct

15.1. All Members must abide by Council's Code of Conduct at all times.

15.2. All members must attend and participate in a compulsory induction which will include information on Council's Code of Conduct.

15.3. No member of an Advisory Committee is able to make media or public comment on behalf of the Council at any time.

16.Training Opportunities

16.1. In addition to the compulsory induction workshop which all members of Advisory Committees are required to attend, training will be provided to members where this is required for them to fulfil their duties.

17.Representation on/from other Council Advisory Committees and Attendance at Forums

17.1. From time to time one Advisory Committee may be approached to supply a representative to another Committee of Council. Where the Committee determines that

representation is appropriate, nominations will be called for at the meeting and a vote shall take place to select a representative.

17.2. Representatives shall be entitled to reimbursement of the equivalent public transport fare when they attend such meetings.

18.Changes to the Terms of Reference

18.1. The Core Terms of Reference and each Advisory Committee's particular Terms of Reference are ratified by Council and any changes or additions to them must be ratified by Council.

18.2. An annual review of the Terms of Reference will be conducted.