Council Meeting

Wednesday, 6 March 2019 at 6:30pm

Cumberland Council Chambers
Merrylands Service Centre, 16 Memorial Avenue, Merrylands
Councillor Contact Details

**Granville Ward**

Clr Steve Christou  0419 651 187  Steve.Christou@cumberland.nsw.gov.au
Clr Ola Hamed  0405 070 007  Ola.Hamed@cumberland.nsw.gov.au
Clr Joseph Rahme  0418 995 471  Joseph.Rahme@cumberland.nsw.gov.au

**Greystanes Ward**

Clr Greg Cummings  0417 612 717  Greg.Cummings@cumberland.nsw.gov.au
Clr Ross Grove  0418 987 241  Ross.Grove@cumberland.nsw.gov.au
Clr Eddy Sarkis  0418 306 918  Eddy.Sarkis@cumberland.nsw.gov.au

**Regents Park Ward**

Clr Ned Attie  0419 583 254  Ned.Attie@cumberland.nsw.gov.au
Clr George Campbell  0409 233 315  George.Campbell@cumberland.nsw.gov.au
Clr Kun Huang  0418 911 774  Kun.Huang@cumberland.nsw.gov.au

**South Granville Ward**

Clr Glenn Elmore  0418 459 527  Glenn.Elmore@cumberland.nsw.gov.au
Clr Paul Garrard  0414 504 504  Paul.Garrard@cumberland.nsw.gov.au
Clr Tom Zreika  0449 008 888  Tom.Zreika@cumberland.nsw.gov.au

**Wentworthville Ward**

Clr Lisa Lake  0418 669 681  Lisa.Lake@cumberland.nsw.gov.au
Clr Suman Saha  0419 546 950  Suman.Saha@cumberland.nsw.gov.au
Clr Michael Zaiter  0418 432 797  Michael.Zaiter@cumberland.nsw.gov.au

For information on Council services and facilities please visit [www.cumberland.nsw.gov.au](http://www.cumberland.nsw.gov.au)
ORDER OF BUSINESS

1 Opening Prayer / Acknowledgement of Country / National Anthem
2 Notice of Live Streaming of Council meeting
3 Apologies
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6 Mayoral Minutes
   MM03/19-2 Mayoral Minute - Recycling .....................................................
7 Public Forum / Invited Speakers
8 Items Resolved by Exception
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   C03/19-19 Legal Register February 2019 .....................................................
   Director People & Performance
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   Director Finance & Governance
   C03/19-20 Australian Local Government Association (ALGA) - National General Assembly of Local Government .....................................................
   C03/19-21 Federal Assistance Grants Cumberland - Status of Correspondence sent to Federal Members .....................................................
   Director Community Development
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   C03/19-23 Adoption of Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 - Post Exhibition .....................................................
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   Nil

14 Presentation of Petitions
   Nil

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   Nil
Item No: C03/19-18

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 20 FEBRUARY 2019

Responsible Division: Finance & Governance
Officer: Group Manager, Corporate and Customer

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 20 February 2019.

ATTACHMENTS

1. Council Minutes - 20 February 2019
DOCUMENTS ASSOCIATED WITH REPORT C03/19-18

Attachment 1
Council Minutes - 20 February 2019
Minutes of the Council Meeting 20 February 2019

Meeting commenced at 6:31pm

Present:
Greg Cummings (Mayor) Councillor
Glenn Elmore (Deputy Mayor) Councillor
Ned Attie Councillor
George Campbell Councillor
Steve Christou Councillor
Paul Garrard Councillor
Ross Grove Councillor
Ola Hamed Councillor
Kun Huang Councillor
Lisa Lake Councillor
Joseph Rahme Councillor
Suman Saha Councillor
Eddy Sarkis Councillor (arrived 6:39pm)
Michael Zaiter Councillor
Tom Zreika Councillor
Hamish McNulty General Manager
Melissa Attia Director People & Performance
Brooke Endycott Director Community Development
Peter Fitzgerald Director Works & Infrastructure
Richard Sheridan Director Finance & Governance
Daniel Cavallo Director Environment & Planning

Also Present:
Charlie Ayoub Group Manager Corporate & Customer
Monica Cologna Manager Strategic Planning
Carol Karaki Governance Coordinator
Olivia Shields Governance Administration Officer

Opening Prayer
The opening prayer was read by Pdt Jatinkumar Bhatt from Sri Mandir Hindu Temple.

Acknowledgement of Country
The Mayor, Councillor Cummings, opened the Meeting with the following Acknowledgement of Country:

"I would like to acknowledge the traditional owners of this land – the Darug People, and pay my respects to their elders both past and present."
National Anthem
At this point in the meeting the Mayor, Councillor Cummings, asked all of those in attendance to stand for the playing of the Australian National Anthem.

Notice of Live Streaming of Council Meeting
The General Manager, Hamish McNulty advised that the Council meeting was being streamed live on Council's website and members of the public must ensure their speech to the Council is respectful and use appropriate language.

Min.419 Apologies/Leave of Absence
Resolved (Garrard/Huang)
Note: Councillor Garrard noted that Councillor Sarkis is an apology at this stage of the meeting. Councillor Sarkis later entered the Meeting at 6:39pm.

That the apology tendered on behalf of Councillor Sarkis be accepted.

Confirmation of Minutes
Min.420 C02/19-10 Minutes of the Ordinary Meeting of Council - 6 February 2019

Resolved (Attie/Campbell)
That Council confirm the minutes of the Ordinary Meeting of Council held on 6 February 2019.

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest
Councillor Huang declared a non-pecuniary, less than significant interest in relation to Item C02/19-14 as he had met with a representative from Payce regarding the Planning Proposal.

Councillor Zaiter declared a non-pecuniary, significant interest in relation to Item C02/19-15 as a client of his firm has an interest in the landholding. As such, Councillor Zaiter exited the Chamber during the consideration of this item.

Councillor Grove left the Meeting at 6:35pm during the consideration of this item.

Min. 421 MM02/19-1 Mayoral Minute – Housing

I strongly believe that there is need for a reduction in the strain being placed on Western Sydney by ongoing population growth and failed government housing policies. I am seeking an urgent change in policy so that future housing and population growth is concentrated in those areas of Sydney that are already serviced by well-established infrastructure, rather than in those areas, such as Western Sydney, where vital
infrastructure such as adequate public transport is lacking and will not be available in the near future.

In the past decade western Sydney's population has grown by 25%. By comparison, eastern and central Sydney, where infrastructure is concentrated, has grown by less than 15%.

I believe that future housing policy should be based on the following principles:

1. Major housing projects must be paired with major infrastructure projects and timelines.

2. The Greater Sydney Commission’s housing targets must be revised to ensure Sydney’s growth is more evenly spread and matched with existing infrastructure.

3. Apartments and townhouses, must be directed to those places where there is employment and good infrastructure.

4. The NSW Government must invest in making housing more affordable through zoning and inclusive development schemes.

5. The NSW Government must implement a ‘liveability compact’ with the people of Sydney, ensuring future growth plans embed measurable liveability targets.

6. Developers must pay their fair share of infrastructure costs; including community facilities, which provide the home for services which ensure new communities’ well-being.

7. Rail and other public transport infrastructure must be built and operated so that the density of rail lines, stations and bus services and service frequency is the same in Western Sydney as it is in the rest of Sydney.

Resolved (Cummings)

That Council write to the Premier, Leader of the Opposition, State Members, Minister for Planning and Shadow Minister for Planning recommending a change to housing policy to include the principles outlined in this Mayoral Minute.

Councillor Grove returned to the Meeting at 6:37pm during the consideration of this item.

Councillor Rahme left the Meeting at 6:43pm during the consideration of this item.

Min.422 Suspension of Standing Orders

Resolved (Sarkis/Attie)

That in accordance with Clause 1.6 (2) of the Code of Meeting Practice, Council suspend standing orders to allow Items C02/19-14 and C02/19-15 to be addressed in the meeting following Public Forum.
Public Forum:

Speakers on Items on the Council Meeting Agenda

<table>
<thead>
<tr>
<th>Speaker</th>
<th>Item #</th>
<th>Suburb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr Tony Oldfield</td>
<td>C02/19-14 Planning Proposal Request – 300</td>
<td>Auburn</td>
</tr>
<tr>
<td>Mr Peter Dixon</td>
<td>C02/19-14 Planning Proposal Request – 300</td>
<td>Granville</td>
</tr>
<tr>
<td>Mr Dominic Sullivan</td>
<td>C02/19-14 Planning Proposal Request – 300</td>
<td>Sydney</td>
</tr>
<tr>
<td>Ms Kerryn Stanton</td>
<td>C02/19-14 Planning Proposal Request – 300</td>
<td>Auburn</td>
</tr>
<tr>
<td>Ms Deborah Neyle</td>
<td>C02/19-14 Planning Proposal Request – 300</td>
<td>Auburn</td>
</tr>
<tr>
<td>Mr Andrew Wilson</td>
<td>C02/19-15 Request for Revised Gateway Determination – Planning Proposal for 264 Woodville Road, Merrylands</td>
<td>Baulkham Hills</td>
</tr>
</tbody>
</table>

Note: Mr Tony Merhi, Mark Grayson and Steve Zappia were also registered to address Council, in association with Mr Wilson's address. Mr Wilson introduced them to the chamber, and noted that they were registered to address Council for the purposes of responding to questions only in relation to the Planning Proposal.

Councillor Rahme returned to the Meeting at 6:46pm during the consideration of this item.

Councillor Rahme left the Meeting at 7:24pm during the consideration of this item.

Min.423 C02/19-14 Planning Proposal Request - 300 Manchester Road, Auburn

Motion (Campbell/Hamed)
That Council does not proceed to refer this planning proposal to gateway determination.

Amendment (Grove/Elmore)
That Council defer the consideration of the proposal, in order to determine whether the matter should proceed to gateway determination, subject to obtaining feedback and submissions from government agencies.

The Amendment moved by Councillor Grove seconded by Councillor Elmore on being Put was declared CARRIED.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Amendment: Attie, Christou, Cummings, Elmore, Grove, Rahme, Sarkis, Zaiter and Zreika.
Council Meeting
6 March 2019

Councillor(s) Against the Amendment: Campbell, Garrard, Hamed, Huang, Lake and Saha.

The Amendment moved by Councillor Grove seconded by Councillor Elmore then became the motion.

The motion moved by Councillor Grove seconded by Councillor Elmore on being Put was declared CARRIED to become the resolution of Council (as shown in the amendment).

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Christou, Cummings, Elmore, Grove, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Campbell, Garrard, Hamed, Huang, Lake and Saha.

Councillor Christou left the Meeting at 7:26pm and returned to the Meeting at 7:28pm during the consideration of this item.

Councillor Rahme returned to the Meeting at 7:29pm during the consideration of this item.

Councillor Sarkis left the Meeting at 7:47pm and returned to the Meeting at 7:49pm during the consideration of this item.

ADJOURNMENT
8:34pm The Mayor, Councillor Cummings adjourned the Meeting for a short recess.

8:45pm The Mayor, Councillor Cummings resumed the Meeting.

Min.424 C02/19-15 Request for Revised Gateway Determination - Planning Proposal for 264 Woodville Road, Merrylands

Note: Councillor Zaiter exited the Chamber during the consideration of this item as he had declared a non-pecuniary significant interest in this item.

Motion (Sarkis/Garrard)

That Council:
1. Proceed with the following controls for the site, as outlined in the Gateway Determination (of 24 June 2016): B4 Mixed Use zone with a maximum building height of 31m and maximum FSR of 2:1 across the site;

2. Endorse an amended Planning Proposal as per recommendation 1 above, to forward to the Department of Planning and Environment, subject to the negotiation of a planning agreement to the satisfaction of Council prior to finalisation;

3. Amend the Development Control Plan (DCP) controls ‘4.1.12 Woodville Road Neighbourhood Centre Precinct’ of the Parramatta DCP to reflect the amended proposal; and

4. Delegate to the General Manager authority to make minor non-policy corrections or formatting changes to the draft DCP controls prior to it coming into effect; and

5. Propose to rezone the subject land from B4 Mixed Use zone to B2 Local Centre zone and RET Public Recreation zone as part of the comprehensive Cumberland LEP, reflecting Council's strategic approach to the local centres hierarchy and objectives of the Central City District Plan.

Amendment (Saha/Christou)

That Council defer the consideration of this matter pending further information in relation to the alternate resolution proposed.

The Amendment moved by Councillor Saha seconded by Councillor Christou on being Put was declared LOST.

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Amendment: Campbell, Christou, Elmore, Hamed, Huang, Lake and Saha.

Councillor(s) Against the Amendment: Attie, Cummings, Garrard, Grove, Rahme, Sarkis and Zreika.

The Motion moved by Councillor Sarkis seconded by Councillor Garrard on being Put was declared CARRIED on the casting vote of the Mayor to become the resolution of Council.

A division was called, the result of the division required in accordance with Council’s Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Cummings, Garrard, Grove, Rahme, Sarkis and Zreika.

Councillor(s) Against the Motion: Campbell, Christou, Elmore, Hamed, Huang, Lake and Saha.
Councillor Rahme returned to the Meeting at 8:51pm during the consideration of this item.

Councillor Grove left the Meeting at 9:25pm and returned to the Meeting at 9:29pm during the consideration of this item.

**Min.425**  
Items by Exception

**Resolved (Sarkis/Attie)**  
At this time of the meeting, all items on the agenda not called for discussion were moved collectively, as shown:

That item numbers C02/19-12 and C02/19-16 be moved in bulk.

Councillor Zaiter returned to the Meeting for the consideration of this item.

Councillor Rahme left the Meeting at 9:37pm during the consideration of this item.

**Min.426**  
C02/19-12 Investment Report - January 2019

**Resolved (Sarkis/Attie)**  

**Min.427**  
C02/19-16 Tender Evaluation Report - Auburn Civic Centre Mechanical (Air Conditioning) Upgrade

**Resolved (Sarkis/Attie)**  
That Council:

1. Reject all tenders and invite fresh tenders for Tender T-2018-022 for the mechanical (air conditioning) upgrade at the Auburn Civic Centre in accordance with Clause 178(3)(b) of the Local Government (General) Regulation 2005.

2. Notify all tenderers of Council’s resolution in (1) above.

**Min.428**  
C02/19-11 Quarter 2 Performance Report on the 2018/19 Operational Plan and Budget Review Statement

**Note:** The Director Finance and Governance noted that an amendment had been made to the Attachment (Project Summary Report – Cumberland Swim Centre Modernisation) of the Council report. The amended version of the document is attached as Annexure A of the minutes.
Resolved (Attie/Sarkis)

That Council:

1. Receive the Quarter Two Performance Report on the Operational Plan 2018/19; and
2. Approve the revised estimates of income and expenditure for 2018/19 contained in the Quarterly Budget Review Statement.

Councillors Attie and Zaiter left the Meeting at 9:38pm and returned to the Meeting at 9:39pm during the consideration of this item.

Councillor Christou left the Meeting at 9:38pm and returned to the Meeting at 9:40pm during the consideration of this item.

C02/19-12 Investment Report - January 2019

This item was dealt with earlier in the meeting.

Min.429 C02/19-13 Response to Notice of Motion - Childcare

Resolved (Campbell/Christou)

That Council:

1. Receive and note the information contained in this report.
2. Expresses concern at proposed State government restrictions on Councils’ discretion to refuse approval for Child Care Centres on a range of grounds including size, design, location, distribution and community needs which impact on the quality of premises and the amenity of residents.
3. Is particularly concerned that it will no longer be able to apply health and safety requirements such as the suitability of locations in the event of emergency evacuation or daily traffic flows.
4. Welcomes and endorses the staff submission to the Department of Planning and Environment advocating a range of improvements.

Councillor Huang left the Meeting at 9:44pm during the consideration of this item.

C02/19-14 Planning Proposal Request - 300 Manchester Road, Auburn

This item was dealt with earlier in the meeting.

C02/19-15 Request for Revised Gateway Determination - Planning Proposal for 264 Woodville Road, Merrylands

This item was dealt with earlier in the meeting.
C02/19-16 Tender Evaluation Report - Auburn Civic Centre
Mechanical (Air Conditioning) Upgrade

This item was dealt with earlier in the meeting.

Min.430 C02/19-17 Notice of Motion - Granville Heritage Precinct

Motion (Garrard/Hamed)

That Council:

1. Seek a report on the establishment of a 'Granville Heritage Precinct' within the environs of the existing Granville Neighbourhoods, so as to acknowledge the preservation and interpretation of the heritage of the heritage representing the 19th and 20th century.

2. Further, that when considering any future use of the Granville Library, consideration be given to the establishment of a 'Heritage Centre' as an Annexure to the existing library system, acknowledging the extensive catalogue of data presently in the possession of the Granville Historical Society and others enabling a future benefit to the cultural tourism and family history study as desired by Cumberland residents.

Amendment (Rahme/Zreika)

That Council add the following point to the original motion (becoming point 3):

Consider the options for a multi-level carpark at the site or any other suitable sites within the Granville area, the costs associated and potential funding sources.

The Amendment moved by Councillor Rahme seconded by Councillor Zreika on being Put was declared LOST.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Amendment: Attie, Grove, Rahme, Sarkis and Zreika.

Councillor(s) Against the Amendment: Campbell, Christou, Cummings, Elmore, Garrard, Hamed, Huang, Lake and Saha.

The Motion moved by Councillor Garrard seconded by Councillor Hamed on being Put was declared CARRIED unanimously.

Councillor Huang returned to the Meeting at 9:46pm during the consideration of this item.

Councillor Rahme returned to the Meeting at 9:52pm during the consideration of this item.
The Mayor, Councillor Cummings closed the meeting at 10:20pm.

Chairperson_________________  General Manager__________________
ANNEXURE A

Project Summary Report – Cumberland Swim Centre Modernisation

Construction Commencement Date Forecast:
- Wentworthville: September 2019
- Guildford: February 2020

Estimated "Practical Completion" Date Forecast:
- Wentworthville: December 2020
- Guildford: May 2021

Total Project Budget (includes Design, Authority Fee and Construction): Wentworthville $17,950,000, Guildford $6,950,000

Main Contractor: TBC

Project Status: 24 January 2019

Project Background and Scope
The Cumberland Council Swim Centre Modernisation has been under consideration for some time. The pools considered under this program are Guildford, Wentworthville, Granville & Merrylands. The modernisation and upgrades of the pools is strongly influenced by the Community Consultation. The upgrades of the pools are to address statutory requirements such as water quality and disability access. The modernisation of the pools will be addressed by the inclusion of facilities to better serve the current and future needs of the community.

The current approach is to focus on Guildford and Wentworthville Swim Centres as priorities. The design components of Merrylands and Granville are currently on hold, however, in the case of Granville, future design components are being developed in conjunction with the adjoining development of the Granville Multipurpose Centre.

Project Status
Design consultants have been engaged and 80% Design Documentation is being produced for Guildford and Wentworthville. Additional consultation has been undertaken with the broader community. A pre Development Application meeting with Council's development section was conducted for Wentworthville and Guildford. Documentation for Wentworthville is being prepared in accordance with the requirements of the planning requirements (Infrastructure SEPP) for submission in late February, 2019. Documentation for Guildford is ongoing, awaiting confirmation from Council as to the approval process. Following the approval of Construction Certificates, tenders for the works will then be requested.

Budget Summary
The total project budget for this project is $17.9M. [All figures below exclude GST].

To date total spend on this project totals $516,565. The commitments of $424,394 include works by consultants.

A breakdown of the project expenditure is in the following table (note all figures exclude GST):

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Actual 31 December 2018</th>
<th>Commitments</th>
<th>Approved budget</th>
<th>Proposed Q2 budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guildford Swim Centre Upgrade</td>
<td>403,953</td>
<td>284,431</td>
<td>8,950,000</td>
<td>1,000,000</td>
<td>8,261,616</td>
</tr>
<tr>
<td>Wentworthville Swim Centre Modernisation</td>
<td>112,512</td>
<td>139,963</td>
<td>8,950,000</td>
<td>1,500,000</td>
<td>8,457,425</td>
</tr>
<tr>
<td>Total</td>
<td>516,565</td>
<td>424,394</td>
<td>17,900,000</td>
<td>2,500,000</td>
<td>16,959,041</td>
</tr>
</tbody>
</table>
Item No: MM03/19-2

MAYORAL MINUTE - RECYCLING

Author: Mayor Greg Cummings  
File Number: HC-27-06-1/05

SUMMARY

The Protection of Environment Operations Act 1997 (POEO Act) requires certain licensed waste facilities in NSW to pay a contribution to the NSW Government for each tonne of waste received at the facility. The ‘waste levy’ aims to reduce the amount of waste disposed of to landfill, and encourage recycling and resource recovery.

The waste levy applies in the regulated area of NSW which comprises of the Greater Sydney metropolitan area including: Blue Mountains, Wingecarribee and Wollondilly councils, the Illawarra and Hunter regions, the central and north coast local government areas to the Queensland border.

However, very little of the waste levy is currently used to support waste avoidance, recycling and resource recovery, with the vast majority flowing to the NSW Government’s consolidated revenue.

In 2016/17, the NSW Government collected $726 million from local government, community, businesses and industry via the waste levy, but only committed to use $72 million on waste avoidance and recycling in 2017-18.

This amount – roughly 10 percent of the total levy collection – will be spent on the NSW Government’s Waste Less Recycle More program. At a local government level, just 18% of the $300 million collected annually from local government was returned to councils to reinvest in recycling and waste management.

In the 2016/17 and 2017/18 financial years Cumberland Council paid a total of over $13.3 million in levies and received a total of $729,176 in grant funding.

The reinvestment of the waste levy to support waste and resource recovery infrastructure, develop markets and innovative solutions, and undertake other initiatives to encourage reuse and recycling offers wide-ranging benefits to our communities right across NSW.

It is noted that the following motion was unanimously endorsed at the Local Government NSW (LGNSW) 2018 Conference:

That the NSW Government be called upon to ensure that 100% of the levy arising from Section 88 of the Protection of the Environment Operations Act 1997 be used for waste infrastructure and programs, predominantly by local government and the waste sector, for initiatives such as:
• Development of regional and region-specific solutions for sustainable waste management (e.g. soft plastic recycling facilities, green waste, waste to energy).

• Support innovative solutions to reduce waste and waste transport requirements.

• Protect existing and identify new waste management locations.

• Local community waste recovery and repair facilities.

• Funding a wider range of sustainability initiatives, such as marketing and strategies that promote and support a circular economy.

LGNSW continues to progress this policy on behalf of the local government sector via an advocacy campaign calling on all those contesting the State election to reinvest 100% of the waste levy collected each year into waste avoidance, recycling and resource recovery in NSW. This is not a party-political issue – this advocacy initiative calls on all parties and candidates to commit to return 100% of the waste levy to the purpose for which it is collected.

RECOMMENDATION

That Council:

1. Sign up to Local Government NSW’s campaign, Save Our Recycling, to advocate that 100% of the Waste Levy collected by the NSW Government be reinvested in waste avoidance, recycling and resource recovery;

2. Make representation to the local State Member(s), in support of this campaign; and

3. Write to the Premier, the Hon Gladys Berejiklian MP, the Opposition Leader, the Hon Michael Daley MP, the Minister for Local Government and the Minister for the Environment, the Hon Gabrielle Upton MP, and the Shadow Minister for the Environment and Heritage, Penny Sharpe MLC, seeking bipartisan support for 100% reinvestment of the waste levy collected each year into waste avoidance, recycling and resource recovery.

ATTACHMENTS

Nil
Item No: C03/19-19

LEGAL REGISTER FEBRUARY 2019

Responsible Division: General Manager
Officer: General Counsel
File Number: T014916/2018
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

This report provides Council with a summary of legal proceedings in which Council is involved.

RECOMMENDATION:

That Council receive this report.

REPORT

This report provides Council with a summary of legal proceedings in which Council is involved.

It does not include the following types of legal proceedings:

1. Proceedings that are managed by Council’s insurers;
2. Local Court Proceedings involving an appeal against a parking fine; and
3. Proceedings for the recovery of debts where those proceedings are being run by Council’s external debt collection agency.

The report is current to 31 January 2019. It does not capture changes that have occurred between that date and the date the report is considered by Council.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.
FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.

CONCLUSION

This is an information report with the Legal Register provided as a confidential attachment.

ATTACHMENTS

1. Legal Report (confidential)
Item No: C03/19-20

AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION (ALGA) - NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-08-02-3/10
Community Strategic Plan Goal: Transparent and accountable leadership

SUMMARY

The National General Assembly (NGA) of Local Government is the peak annual event for Local Government, organised by the Australian Local Government Association (ALGA). Councils may develop and submit motions for debate at the 2019 National General Assembly by 11:59pm on Friday 29 March 2019. The NGA provides Council with a valuable opportunity to influence the national policy agenda.

RECOMMENDATION

That Council:

1. Give consideration to nominating the Mayor and/or Councillor(s) to attend the 2019 National General Assembly of Local Government to be held in Canberra from 16 – 19 June 2019; and

2. Give consideration to submitting motion(s) to the 2019 National General Assembly of Local Government.

REPORT

The ALGA National General Assembly of Local Government will be held in Canberra from 16 – 19 June 2019. This peak event attracts in excess of 800 mayors and councillors each year, offering an opportunity for local government to engage directly with federal government.

The ALGA has called for councils to submit motions for debate at the annual event. All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of council. Motions should be received no later than 11:59pm on Friday 29 March 2019.

There are strict guidelines on suitable motions for consideration, detailed in Attachment 1 ‘Call for Motions Discussion Paper 2019’ provided by the ALGA.
If Council is considering proposing a motion to be discussed at the National General Assembly, it should be aware that motions must meet the following criteria to be eligible for inclusion in the NGA Business Papers and subsequent debate on the floor of the NGA:

1. Be relevant to the work of local government nationally
2. Be consistent with the themes of the NGA
3. Complement or build on the policy objectives of your state and territory local government association
4. Be submitted by a council which is a financial member of their state or territory local government association
5. Propose a clear action and outcome
6. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.

The costs associated with the event are as follows:

- Early bird registration (payment received by 10 May 2019) – $989.00
- Standard registration (payment received by 7 June 2019) – $1099.00
- Late registration (payment received on/after 7 June 2019) – $1199.00
- General Assembly Dinner – $140 per person
- Accommodation – $270 per night

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

Councillor attendance to the ALGA National General Assembly is included under the adopted Councillor Expenses and Facilities Policy, and is considered as Councillor professional development. Travel arrangements are to be made in accordance with the above Policy.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Should Council proceed with sending representation to the ALGA National General Assembly, there is an appropriate allocation within the 2018/19 Elected Officials budget to fund this.
CONCLUSION

The ALGA’s National General Assembly 2019 is Australia’s largest gathering for Local Government involving mayors, councillors, chairs and officials.

The event also provides a unique opportunity for Local Government to engage directly with the Federal Government to develop national policy and influence the future direction of councils and communities.

Council is to consider and determine its participation in this event.

ATTACHMENTS

2. ALGA National General Assembly - Registration Brochure
Attachment 1

National General Assembly of Local Government 2019 - Call for Motions Discussion Paper 2019
Future Focused

Call for Motions Discussion Paper 2019

National General Assembly of Local Government 2019

16—19 June 2019
SUBMITTING MOTIONS

The National General Assembly of Local Government (NGA) is an important opportunity for you and your council to influence the national policy agenda.

To assist you to identify motions that address the theme of the NGA, the Australian Local Government Association (ALGA) Secretariat has prepared this short discussion paper. You are encouraged to read all of the sections of the paper, but are not expected to respond to every question. Your motion/s can address one or all of the issues identified in the discussion paper.

To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

1. be relevant to the work of local government nationally
2. be consistent with the themes of the NGA
3. complement or build on the policy objectives of your state and territory local government association
4. be submitted by a council which is a financial member of their state or territory local government association
5. propose a clear action and outcome
6. not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.

Motions should generally be in a form that seeks the NGA’s support for a particular action or policy change at the Federal level which will assist local governments to meet local community needs. For example: That this National General Assembly call on the Federal Government to restore funding for local government financial assistance grants to a level equal to at least 1% of Commonwealth taxation revenue.

Motions should be lodged electronically using the online form available on the NGA website at: www.alga.asn.au. All motions require, among other things, a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of your council. Motions should be received no later than 11:59pm on Friday 29 March 2019.

Please note that for every motion it is important to complete the background section on the form. Submitters of motions should not assume knowledge. The background section helps all delegates, including those with no previous knowledge of the issue, in their consideration of the motion.

All motions submitted will be reviewed by the ALGA Board’s NGA Sub-Committee as well as by state and territory local government associations to determine their eligibility for inclusion in the NGA Business Papers. When reviewing motions, the Sub-Committee considers the importance and relevance of the issue to local government. Please note that motions should not be prescriptive in directing how the matter should be pursued. With the agreement of the relevant council, motions may be edited before inclusion in the NGA Business Papers to ensure consistency. If there are any questions about the substance or intent of a motion, ALGA will raise these with the nominated contact officer. Any motion deemed to be primarily concerned with local or state issues will be referred to the relevant state or territory local government association, and will not be included in the NGA Business Papers.
INTRODUCTION

The purpose of this discussion paper is to provide guidance to councils developing Motions for Debate at the 2019 National General Assembly. This will be the 25th National General Assembly and will focus on the future of local government and local communities. It will consider what Councils can do today to get ready for the challenges, opportunities and changes that lie ahead.

Local governments across Australia already face a host of challenges including financial constraints, adapting to rapidly evolving technologies and community expectations of access to 24/7 services via websites, mobiles and call centres, changes in demographics and population size and preferred means of community engagement. It is unlikely that these challenges will disappear. In some cases, they will be compounded by climate change, the ageing population and further advances in disruptive technologies including artificial intelligences.

The challenges may also be exacerbated by increasing community expectations about the level and types of services and infrastructure provided by councils and the community’s willingness to pay. The community, as councils’ customers, are increasingly growing accustomed to steadily falling prices for better products and services such as cars, computers, overseas travels. Exceptions to this are housing and in many cases government services such as health care and tertiary education. Another exception is council rates. While a number of states have capped rates, rates across the nation typically continue to rise.

In the case of rates, local communities can perceive that they are being asked to pay more money for the same product. The community may feel that they are paying enough and are therefore unlikely to be supportive of rate rises or swing behind the call for increased federal funding for local government (= 1% FAGs).

KEY QUESTIONS

This therefore raises the questions of:

1. What can local governments do differently now, and in the future, to deliver more for less?
   o Are there new business models and new partnerships, new technologies and the willingness to reduce, phase out or change existing practices, opportunities for more sophisticated service planning and more efficient procurement?

2. How can local governments collaborate, be entrepreneurial and embrace disruption and innovation?

3. How can the Commonwealth Government help local governments prepare for the future and why should they care?
   o What are the opportunities for leveraging regional, state and national partnerships?
THE PRESENT

Demographics

In 2018 the Australian population reached the 25 million mark.

73% of the population lives in stand-alone houses, while 27% of the population live in homes such as flats, apartments, semi-detached, row houses and town houses. 38% of occupied apartments are in high rise blocks with four or more storeys. That’s up from 18% in 2006.

67% of Australians live in capital cities, 23% in other urban areas and 10% live in rural Australia. In total more than 90% of our population lives within 100km of the coast making us one of the world’s most urbanised coastal dwelling populations. 86% of all Aussie households have internet access at home.

Australia has an aging population and we’re also living longer with almost 4,000 people over the age of 100. In 2017, 308,000 babies were born. As a population, we’re made up of more than six million families and they come in all shapes and sizes.

Diversity and culture

Australia has one of the most multicultural populations in the world with more than 300 different ancestries and 28% of our resident population born overseas — nearly 7 million people. Across the country more than 300 languages are spoken.

At the 2016 Census 50.7% of the population was female. However, gender equality advances have stalled across the local government sector. The rates of women in senior positions are far lower than any other tier of government. At the last round of local government elections, women accounted for just 32 per cent of all candidates and were elected to 30 per cent of positions. Even fewer (24 per cent) mayoral candidates were women but almost all were elected. Women account for 46 per cent of staff positions but this falls as the management level rises. Only 11 per cent of council chief executives are women.

At the 2016 Census Aboriginal and Torres Strait Islander people made up 2.8 per cent of the Australian population (approximately 649,000 out of 23.4 million people). Only eight politicians who identify as Indigenous have served in the Federal Parliament with six of those having been elected since 2010.

With the exception of a small number of local governments it is expected that there are very few Aboriginal and Torres Strait Islanders holding elected or senior executive positions in local government (data is not available for this issue).

According to the 2016 Census, almost 50 per cent of Australians were born overseas or had a parent born overseas. Census data also indicates that almost one quarter of Australians speak languages other than English in their homes. State and federal parliaments and local governments should reflect contemporary Australia but fail to do so.
A 2016 report by the Australian Human Rights Commission revealed that 1.61 per cent of federal and state public service heads of department, and 0 per cent of federal Ministers and Assistant Ministers come from a non-European background. In the federal parliament 79 per cent of the 226 elected members in the Australian Parliament have an Anglo-Celtic background, 16 per cent have a European background and those from a non-European background make up less than four per cent of the total⁴. There are no statistics available about cultural diversity in local government.

Fair Work Australia statistics indicate that workers compensation claims involving alleged bullying in local government were among the second highest of all sectors in 2017, with 42.2 claims per 100 million hours worked in 2017, up from being the third highest in 2016⁵.

Roles and funding
The scale and functional scope of local government spending has been subject to significant change over the last two decades. According to a report by the McKell Institute there has been a fourfold increase in spending by local governments in nominal terms (7.3% p.a. compound growth rate) from total outlays of A$8.2 billion in 1994-95 to A$33.6 billion in 2014-15 and $35.9 billion in 2016-17 despite the fact that in some jurisdictions significant public service responsibilities (such as water and sewerage) have been stripped out from local government.

Causes for the increase in functions undertaken by local government⁵ include cost shifting, the need to address market failure (particularly in rural areas where it is commonly not financially viable for the private sector to provide essential goods and services such as aged care or childcare) and increasing community demand which has been rising steeply over the past two decades.

A gap has emerged between the community's propensity to pay for various amenities and the cost to council in providing those services. This has resulted in local governments under-charging and failing to effectively demonstrate the cost to consumers.
The following table demonstrates some of the key changes in local government expenditure between 2011-12 to 2016-17:

<table>
<thead>
<tr>
<th>Expense by purpose</th>
<th>Proportion of total expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport and communications</td>
<td>23.7%</td>
</tr>
<tr>
<td>Housing and community services</td>
<td>22.3%</td>
</tr>
<tr>
<td>General public service</td>
<td>18.3%</td>
</tr>
<tr>
<td>Recreation and culture</td>
<td>15%</td>
</tr>
<tr>
<td>Social security and welfare</td>
<td>5.3%</td>
</tr>
<tr>
<td>Other purpose</td>
<td>3.9%</td>
</tr>
<tr>
<td>Other economic affairs</td>
<td>3.6%</td>
</tr>
<tr>
<td>Public order and safety</td>
<td>2.6%</td>
</tr>
<tr>
<td>Public debt transaction</td>
<td>2.1%</td>
</tr>
<tr>
<td>Health</td>
<td>1.3%</td>
</tr>
<tr>
<td>Mining, manufacturing and construction</td>
<td>1.2%</td>
</tr>
<tr>
<td>Education</td>
<td>0.5%</td>
</tr>
<tr>
<td>Fuel and energy</td>
<td>0.1%</td>
</tr>
<tr>
<td>Agriculture, forestry and fishing</td>
<td>0.1%</td>
</tr>
<tr>
<td>Total in $$</td>
<td>$30.6b</td>
</tr>
<tr>
<td></td>
<td>$35.9b</td>
</tr>
</tbody>
</table>
Between 2011-12 and 2016-17 local government revenue increased from $36 billion to $45.5 billion. Of this 88% (in 2011-12) and 89% (in 2016-17) was own source revenue. Funding from the Commonwealth Government in the form of Financial Assistance Grants (FAGs) was $2.14 billion in 2011-12 and $2.29 billion (following the end on the freeze to indexation).

**LOCAL GOVERNMENT REVENUE BY SOURCE 2016-17**

Total assets increased from $350 billion in 2011-12 to $467 billion in 2017-18. It has been estimated that the gross replacement value of local government infrastructure for all Australian councils was $438 billion in 2014. 11% or $47 billion of assets are in poor or very poor condition and require renewal or upgrade. Seven per cent or $31 billion of the asset stock has poor function requiring upgrading to meet current or emerging local and regional service level targets for safety, compliance, social, environmental and economic performance. A further seven per cent or $31 billion of assets have poor capacity and require augmenting to support growth and meet service needs.

**THE FUTURE**

**Demographics**

Population projections by the Australian Bureau of Statistics illustrate the growth and change in population which would occur if certain assumptions about the future level of fertility, mortality, internal and overseas migration were to prevail over a projection period. Based on an estimated resident population of 22.7 million people at 30 June 2012 the population has been projected to increase to between 36.8 and 48.3 million people by 2061 and to between 42.4 and 70.1 million by 2101.

The median age of Australia’s population (37.3 years at 30 June 2012) is projected to increase to between 38.6 years and 40.5 years in 2031 (high growth and low growth respectively) and to between 41.0 years and 44.5 years in 2061.
Assuming the current (2012) trends continuing, the population will grow in all states and territories except Tasmania. All capital cities except Darwin are projected to experience higher percentage growth than their respective state or territory balances, resulting in a further concentration of Australia's population within the capital cities. In 2012, 66% of Australians lived in a capital city. By 2061 this proportion is projected to increase to 74%.

**KEY QUESTIONS**

*What partnerships, business models can help local Government deliver more with less?*
<table>
<thead>
<tr>
<th>State</th>
<th>2012</th>
<th>Low growth scenarios (C)</th>
<th>Current trend (B)</th>
<th>High growth scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSW total</td>
<td>7.3 million</td>
<td>10.8 million</td>
<td>11.5 million</td>
<td>12.6 million</td>
</tr>
<tr>
<td>Sydney</td>
<td>4.7 million</td>
<td>8.0 million</td>
<td>8.5 million</td>
<td>8.9 million</td>
</tr>
<tr>
<td>Balance</td>
<td>2.6 million</td>
<td>2.9 million</td>
<td>3.0 million</td>
<td>3.7 million</td>
</tr>
<tr>
<td>Victoria Total</td>
<td>5.6 million</td>
<td>9.0 million</td>
<td>10.3 million</td>
<td>12.1 million</td>
</tr>
<tr>
<td>Melbourne</td>
<td>4.2 million</td>
<td>7.6 million</td>
<td>8.6 million</td>
<td>9.8 million</td>
</tr>
<tr>
<td>Balance</td>
<td>1.4 million</td>
<td>1.4 million</td>
<td>1.7 million</td>
<td>2.3 million</td>
</tr>
<tr>
<td>Queensland total</td>
<td>4.6 million</td>
<td>7.9 million</td>
<td>9.3 million</td>
<td>11.1 million</td>
</tr>
<tr>
<td>Brisbane</td>
<td>2.2 million</td>
<td>3.8 million</td>
<td>4.8 million</td>
<td>5.6 million</td>
</tr>
<tr>
<td>Balance</td>
<td>2.4 million</td>
<td>4.1 million</td>
<td>4.5 million</td>
<td>5.5 million</td>
</tr>
<tr>
<td>Western Australia total</td>
<td>2.4 million</td>
<td>5.4 million</td>
<td>6.4 million</td>
<td>7.7 million</td>
</tr>
<tr>
<td>Perth</td>
<td>1.9 million</td>
<td>4.4 million</td>
<td>5.4 million</td>
<td>6.6 million</td>
</tr>
<tr>
<td>Balance</td>
<td>500,000</td>
<td>975,000</td>
<td>950,000</td>
<td>1.1 million</td>
</tr>
<tr>
<td>South Australia total</td>
<td>1.7 million</td>
<td>2.1 million</td>
<td>2.3 million</td>
<td>2.6 million</td>
</tr>
<tr>
<td>Adelaide</td>
<td>1.3 million</td>
<td>1.7 million</td>
<td>1.9 million</td>
<td>2.2 million</td>
</tr>
<tr>
<td>Balance</td>
<td>377,900</td>
<td>373,700</td>
<td>387,400</td>
<td>451,200</td>
</tr>
<tr>
<td>Tasmania Total</td>
<td>512,200</td>
<td>460,900 #</td>
<td>565,700 #</td>
<td>714,000</td>
</tr>
<tr>
<td>Hobart</td>
<td>217,000</td>
<td>228,700</td>
<td>270,600</td>
<td>339,300</td>
</tr>
<tr>
<td>Balance</td>
<td>295,400</td>
<td>232,200</td>
<td>295,100</td>
<td>324,700</td>
</tr>
<tr>
<td>Northern Territory total</td>
<td>235,200</td>
<td>455,700</td>
<td>453,000</td>
<td>457,800</td>
</tr>
<tr>
<td>Darwin</td>
<td>131,900</td>
<td>254,800</td>
<td>225,900</td>
<td>182,000</td>
</tr>
<tr>
<td>Balance</td>
<td>103,200</td>
<td>203,000</td>
<td>227,100</td>
<td>273,700</td>
</tr>
<tr>
<td>ACT Total</td>
<td>375,100</td>
<td>612,400</td>
<td>740,900</td>
<td>904,100</td>
</tr>
</tbody>
</table>

* In the low growth scenario, the population for the balance of South Australia is projected to increase marginally over the next twenty years, peaking at 398,100 in 2033, before declining to 373,700 in 2061.

# In the current trend scenario (2012) Tasmania's population increases slowly before levelling out by around 2046 and then decreasing marginally from 2047 onwards. In the low growth scenario Tasmania's population increases only slightly over the first 15 years and begins to decline from 2028 onwards.

In the high growth scenario, Australia's growth rate initially increases to 1.9% per year and remains above the 20-year average (1.3%) until the middle of the century. Over the second half of the century, growth rates gradually decline, reaching 1.0% in 2071 and 0.8% in 2101. In the current (2012) trend scenario Australia's annual growth rate decreases from 1.7% in 2012 to 1.0% in 2045, and to 0.5% in 2101. In the low growth scenario Australia's annual growth rate decreases at a faster rate, reaching 1.0% in 2031 and 0.2% in 2101.
Climate Change

The CSIRO and Bureau of Meteorology have compiled different models for predicting the outcome of climate change in Australia. According to this work, droughts are predicted to increase in a large portion of southern Australia, ("medium" level of confidence). It is predicted that in the main the southern half of Australia will experience less rainfall in winter, spring or both (high or medium confidence). Every part of Australia will continue to experience increases in average temperature, and will have a higher frequency of hot days. This will also result in higher evaporation across Australia, which will continue to make drought conditions worse in the future.

People living in large cities can be more susceptible than non-urban dwellers to the effects of heatwaves as a result of the urban heat island effect. This is caused by the prevalence in cities of heat absorbing materials such as dark coloured pavements and roofs, concrete, urban canyons trapping hot air, and a lack of shade and green space in dense urban environments. It can result in substantially higher temperatures (particularly overnight) than surrounding non-urban areas.

Northern Australia
- Average temperatures will continue to increase in all seasons (very high confidence).
- More hot days and warm spells are projected with very high confidence.
- Changes to rainfall are possible but unclear.
- Increased intensity of extreme rainfall events is projected, with high confidence.
- Mean sea level will continue to rise and height of extreme sea-level events will also increase (very high confidence).
- With medium confidence, fewer but more intense tropical cyclones are projected.

The Rangelands
- Average temperatures will continue to increase in all seasons (very high confidence).
- More hot days and warm spells are projected with very high confidence. Fewer frosts are projected with high confidence.
- Changes to summer rainfall are possible but unclear. Winter rainfall is projected to decrease in the south with high confidence.
- Increased intensity of extreme rainfall events is projected, with high confidence.
- Mean sea levels will continue to rise and height of extreme sea-level events will also increase (very high confidence).

Eastern Australia
- Average temperatures will continue to increase in all seasons (very high confidence).
- More hot days and warm spells are projected with very high confidence. Fewer frosts are projected with high confidence.
- Average winter and spring rainfall is projected to decrease with medium confidence. Changes in summer and autumn are possible but unclear.
- Increased intensity of extreme rainfall events is projected, with high confidence.
- Mean sea level will continue to rise and height of extreme sea-level events will also increase (very high confidence).
- A harsher fire-weather climate in the future (high confidence).

Southern Australia
- Average temperatures will continue to increase in all seasons (very high confidence).
- More hot days and warm spells are projected with very high confidence. Fewer frosts are projected with high confidence.
- A continuation of the trend of decreasing winter rainfall is projected with high confidence. Spring rainfall decreases are also projected with high confidence. Changes to summer and autumn rainfall are possible but less clear.
- Increased intensity of extreme rainfall events is projected, with high confidence.
- Mean sea level will continue to rise and height of extreme sea-level events will also increase (very high confidence).
- A harsher fire-weather climate in the future (high confidence).

**KEY QUESTIONS**

How can local governments collaborate, build partnerships to address climate change?
<table>
<thead>
<tr>
<th>Variable</th>
<th>2030 (Intermediate emission scenario)</th>
<th>2090 (Intermediate emission scenario)</th>
<th>2090 (High emission scenario)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adelaide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.7</td>
<td>1.5</td>
<td>2.9</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-4</td>
<td>-7</td>
<td>-9</td>
</tr>
<tr>
<td>Days over 35°C (currently 20)</td>
<td>26</td>
<td>32</td>
<td>47</td>
</tr>
<tr>
<td>Alice Springs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>1</td>
<td>2.1</td>
<td>4.4</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-2</td>
<td>-5</td>
<td>-4</td>
</tr>
<tr>
<td>Days over 35°C (currently 94)</td>
<td>113</td>
<td>133</td>
<td>168</td>
</tr>
<tr>
<td>Brisbane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.9</td>
<td>1.8</td>
<td>3.7</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-4</td>
<td>-9</td>
<td>-16</td>
</tr>
<tr>
<td>Days over 35°C (currently 12)</td>
<td>18</td>
<td>27</td>
<td>55</td>
</tr>
<tr>
<td>Cairns</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.7</td>
<td>1.4</td>
<td>2.9</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>0</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td>Days over 35°C (currently 3)</td>
<td>5.5</td>
<td>11</td>
<td>48</td>
</tr>
<tr>
<td>Canberra</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.8</td>
<td>1.8</td>
<td>3.8</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-2</td>
<td>-6</td>
<td>-5</td>
</tr>
<tr>
<td>Days over 35°C (currently 20)</td>
<td>7.1</td>
<td>12</td>
<td>29</td>
</tr>
<tr>
<td>Darwin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.9</td>
<td>1.8</td>
<td>3.7</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>0</td>
<td>-1</td>
<td>-4</td>
</tr>
<tr>
<td>Days over 35°C (currently 11)</td>
<td>43</td>
<td>111</td>
<td>265</td>
</tr>
<tr>
<td>Dubbo</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>1</td>
<td>2.1</td>
<td>4.2</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-2</td>
<td>-4</td>
<td>-6</td>
</tr>
<tr>
<td>Days over 35°C (currently 22)</td>
<td>31</td>
<td>44</td>
<td>65</td>
</tr>
<tr>
<td>Hobart</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.6</td>
<td>1.4</td>
<td>2.9</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>1</td>
<td>-1</td>
<td>-2</td>
</tr>
<tr>
<td>Days over 35°C (currently 1.6)</td>
<td>2</td>
<td>2.6</td>
<td>4.2</td>
</tr>
<tr>
<td>Melbourne</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
<td>0.6</td>
<td>1.5</td>
<td>3</td>
</tr>
<tr>
<td>Rainfall (%)</td>
<td>-2</td>
<td>-7</td>
<td>-9</td>
</tr>
<tr>
<td>Days over 35°C (currently 11)</td>
<td>13</td>
<td>16</td>
<td>24</td>
</tr>
<tr>
<td>Perth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperate</td>
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Employment

Into the future, some of the most significant factors influencing employment will include change in industry structure, technological advances and globalisation. The trend towards employment requiring skills and training is also set to continue. The CSIRO estimates that while 44 per cent of Australian jobs are potentially at high risk of automation, this technology will also be responsible for the creation of new jobs. A projected growth area for regional economies is in the human services-related industries, particularly health care and social assistance for an ageing population. This will have significant implications for regional populations as service industries are more likely to cluster in regional centres than in smaller towns and rural areas. Tourism and related industries such as accommodation, food services and retail trade are also expected to continue to deliver economic growth in regional areas with help from the low Australian dollar. The knowledge economy, science, technology and finance will drive employment growth in urban areas.

Technology

The pace of technological change at present is increasing and almost daily we hear of new technologies that will disrupt existing markets and change the way our communities live, work, play and travel. It is difficult to predict which of these new technologies will come to fruition, let alone the full impact that they will have. It is also difficult to predict what is likely to occur in the future in terms of the type of technological changes and the speed of change. Forward planning is therefore problematic but it is reasonably safe to assume that drones and electric vehicles and semi- or fully autonomous vehicles (self-driving cars) will be part of our future. These will have dramatic impact on the look and feel of our communities and the services and infrastructure needed to support them.

Local government services that utilise Artificial Intelligence (AI) are already emerging. AI has the ability to tap into social media to learn about problems in real time. When people post or tweet about issues in the local area AI powered systems can improve council response times and reduce costs. Predictive elements in AI help councils analyse infrastructure issues and fix small problems before they grow larger. Modern systems can track water pressure and alert workers to fix pipes before they burst. The application of blockchain should allow local councils to reduce a great amount of transaction costs in the delivery of local services, while also providing greater transparency and participation for citizens.

Contact centre chat bots (virtual customer service assistants) can help the public to pay parking fines and rates, or apply for a permit at any time. Customer service AI can help community members find the information they need. Website AI can help individuals navigate online services. Some AI can even help residents with applications, guiding them through the process and suggesting additional services.

KEY QUESTIONS

How can local government embrace disruption and innovation?
AI technology is an opportunity to reimagine how future services can be delivered as well as gain value in:

- Reducing demand on services
- Improving efficiencies
- Enhancing the customer experience
- Driving better decision making from data insights

AI technology will not displace a team or service but complement it to truly be user-centric. It can reduce the burden of administrative tasks enabling staff to put their skills to more strategic and creative tasks and gain faster access to valuable insights. In doing so, the council is empowered to make better decisions for citizens.

AI has benefits for the workplace and citizens alike helping solve a problem and improving the lives of citizens. AI can have an enabling role in achieving this for local government today and for the 'council of the future.'

REFERENCES

PAGE FIVE - THE PRESENT:

1 Interesting Facts about Australia's 25,000,000 population http://www.abs.gov.au/ausstats/abs@.nsf/home/InterestingFactsaboutAustralia%26%28%20%26%29Population


PAGE SEVEN - THE FUTURE:

6 The McKell Institute (2016) Giving local governments the reboot: improving the financial sustainability of local governments.

PAGE SEVEN - POPULATION

Attachment 2
ALGA National General Assembly
- Registration Brochure
OT NGA

*Experts and influencers*
- Meet experts and influencers face to face.

*60+ exhibitors*
- Encourage over 60 exhibitors with innovative and new solutions specifically to address local government issues.

*Largest national conference*
- For local government held in Australia with over 80 delegates

*140+ motions debated*
- Over 140 motions debated and used to engage with 29 Ministers and Federal portfolios.

*15+ networking hours*
- Over 15 hours available to network with other local government leaders.
National General Assembly
6—19 June 2019

NGA19
25 Years of NGA

Future Focused

Mayor David O’Leary
ALGA President

Key Dates:
Submissions of Motions for Debate
by 11:59am Friday 29 March 2019
Early Bird Registration
On or before Friday 19 May 2019
Standard Registration
On or before Friday 7 June 2019
Late Registration
After Friday 7 June 2019

Council Meeting
6 March 2019

This NGA is one of three on 2019’s local government calendar that bring together councils, staff and industry to share insights, network, celebrate, learn and build strategic relationships to collectively, in partnership with the Government of Australia, take action and shape the future of local government in Australia.

Are you Future Focused?

The NGA 19 Conference is focused on the local government calendar that brings together councils, staff and industry to share insights, network, celebrate, learn and build strategic relationships to collectively, in partnership with the Government of Australia, take action and shape the future of local government in Australia.

Are you Future Focused?

Mayor David O’Leary
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After Friday 7 June 2019
PROVISIONAL PROGRAM

2019 REGIONAL COOPERATION AND DEVELOPMENT FORUM

SUNDAY 16 JUNE
INTERNATIONAL CONVENTION CENTRE
CANBERRA

REGIONS ARE DYNAMIC, MOVING THROUGH BOOM AND BUST CYCLES AND TIMES OF GROWTH AND DECLINE.
WITH CASE STUDIES AND FACILITATED HYPOTHETICAL SESSIONS AND PANELS OF INDUSTRY EXPERTS, THIS YEAR’S FORUM FOCUSES ON 2 MAIN THEMES:

BOOM OR BUST: THE REGIONAL YO-YO DIET
THE CHALLENGES OF REGIONAL ECONOMIC AND SOCIAL ISSUES. WE WILL EXAMINE REGIONAL AND SUBREGIONAL ECONOMIC CYCLES, SOCIAL INCLUSIVENESS AND SOCIAL INVESTMENT, THE PROBLEM OF RURAL DEATH AND THE SOLUTIONS AS RECOMMENDED.

CONNECTED COMMUNITIES
Digitization, the importance of social connectivity, broadband, transport infrastructure and the challenges of rapid demographic shifts for geographically dispersed communities.

SUNDAY 16 JUNE

08:30am  Welcome to Country
09:30am  AGSPA President Opening
09:45am  Keynote Addresses
  Great Kiwi — Personal experiences in our region, setting the scene and hypothetical introduction
10:00am  Boom or Bust: the Regional YO-YO Diet
  Examining regional growth and decline related to social inclusion, settlement, impacts of drought and funding
11:00am  Morning Tea
11:15am  Shadow Minister for Regional Services, Territories and Local Government Address
12:00pm  GDA Forum
  How regional leaders are tackling regional problems in rural and regional communities
12:45pm  State of the Regions Report Launch
01:15pm  Lunch
02:00pm  Connected Communities
  Exploring digital readiness, telecommunications, transport, youth projects and successful local government initiatives
03:30pm  Afternoon Tea
04:00pm  Minister for Regional Development, Territories and Local Government Address
04:15pm  Closing remarks
### Council Meeting

**6 March 2019**

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#### Registration

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- Attendance at all General Assembly sessions
- Morning tea, lunch and afternoon tea as per the General Assembly program
- 1 Ticket to the Welcome Reception: Sunday 16 June
- General Assembly materials

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<th>Sunday Regional Forum Registration Fees</th>
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- NSA Delegate registration includes attending the Regional Forum and the NSA delegates are entitled to this discount

---

#### Information

**Payment Procedures:**
- Payment must be made by:
  - Credit card
  - MasterCard / Visa
- Cheque
  - Made payable to ALGA
- Electronic Funds Transfer (EFT)
  - Bank: Commonwealth Bank of Australia
  - BSB: 0618 95
  - Account: 10007476

**Cancellation Policy:**
- All withdrawals or cancellations to your registration must be made in writing and will be acknowledged by email.
- Cancellations must be sent to:
  - Conferences@alga.org.au
- A cancellation fee of $115.00 will be made to any participant canceling before Friday, 20 May 2019.
- Cancellations received after Friday 20 May 2019 will be required to pay all registration fees. However, if you are unable to attend, substitutes are welcome to replace your registration.

By submitting your registration, you agree to the terms of the cancellation policy.

---

#### Photography

During the National General Assembly, there will be a contracted photographer. The photographer will take images during the sessions and social functions.

If you have your picture taken it is assumed that you are giving consent for ALGA to use the image.

Image usage may be for print and electronic publications.

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#### Privacy Disclosure:

ALGA assumes your personal contact information is its role as a peak body for local government. ALGA may disclose your personal contact information to the sponsors of the event for the purposes of commercial business opportunities. If you consent to ALGA using and displaying your personal contact information, please tick the appropriate box on the registration form.

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#### Carolinas Weather in June:

Winter days in Carolinas are characterized by clear sunny skies but the days can cool at around 12-16°C and temperatures of 60-80°F for an average 1 hour every afternoon. So be sure to bring a warm jacket. Morning dew can be foggy and bring an umbrella. Therefore, the weather may vary from moderate to nippy. It is wise to be prepared with appropriate clothing in case of delays due to fog.
Welcome Reception and Exhibition Opening
Wednesday 20 June 2018
Venue: National Convention Centre
Welcome Reception will be held in the exhibition hall and foyer.
7:00pm – 9:00pm
$50.00 per person for day delegates and guests. No charge for full registered delegates. No charge for accompanying partners.
Dress Code: Smart casual.

Networking Dinner
Monday 17 June 2018
Venue: Australian War Memorial
Dinner is being held in the Great Hall.
7:00pm – 11:00pm
$110.00 per person.
Dress Code: Smart casual.
This year we take the Networking Dinner to the Australian War Memorial, regarded as one of the most significant war memorials worldwide.
Dinner will be held in the Great Hall where you can see historical military items such as famous Lancaster Bomber, the George the Driving Disguise Knight, a models submarine created from a section of two full sized submarines, Sydney U-boat Attack, and World War II aircraft in the Over The Top. The Great War from Above exhibition.
You are welcome to bring along your own. We will also have the opportunity to meet with other councils and organisations.
Note: Numbers are limited and booking early is highly recommended.

General Assembly Dinner
Tuesday 19 June 2018
Venue: To be announced.
7:00pm – 11:00pm
$140.00 per person.
Note: Bookings are accepted in order of receipt.

Partner Tours
Monday 17 June 2018
Lake Crime To Money
Enjoy the view from the recently restored MV Southern Cross at Lake Mulwala. Also, you will visit some of Canberra’s most iconic buildings and political landmarks.
At Lake Mulwala, there will be an opportunity to board a tender to enjoy a 값을 and wine experience at the National Gallery of Australia. The exclusive exhibition will feature Monet paintings on loan from the Musée d’Orsay. The National Art Gallery is housed in an impressive complex.

Tuesday 19 June 2018
Pottery and Wine Experience
Today we will be visiting the Canberra Pottery, where we will be treated to a tour of the pottery and wine tasting. We will then enjoy a wine tasting at the Convent.

Private tours will be available for the Canberra Pottery and a wine tasting with the Convent.

Crown Plaza
3 Rihana Street, Canberra
The Crowne Plaza is adjacent to the Convention Centre.
There are two double beds in the hotel and consists of two double beds.
Standard Room $225 per night — Single/Double
1 Bedroom Apartment $300 per night — Single/Double

Mantra
64 Bathurst Avenue, Canberra
The Mantra is located in the heart of Canberra, overlooking the National Convention Centre.
There are one double bed in the hotel and consists of one double bed.
Standard Room $225 per night — Single/Double
1 Bedroom Apartment $300 per night — Single/Double

QT Hotel
1 London Circuit, Canberra
The QT Hotel is one of the most popular hotels in Canberra. The hotel is located in the heart of the city, with easy access to the National Convention Centre.
There is a double bed in the hotel and consists of a double bed.
Standard Room $225 per night — Single/Double
1 Bedroom Apartment $300 per night — Single/Double

Medina Apartment Hotel
31 Northbourne Avenue, Canberra
The Medina Apartment Hotel is located in the heart of Canberra, close to the National Convention Centre.
There are two double beds in the hotel and consists of two double beds.
Standard Room $225 per night — Single/Double
1 Bedroom Apartment $300 per night — Single/Double

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Future
Focused

NGA19

16—19 June 2019, Canberra, National Convention Centre

Registration:
Online: nga19.com.au

Hard copy registration forms and PDF versions are available by emailing:
NGA@confco.com.au

Debate on Motions:
To assist in identifying motions for the 2019 NGA, a discussion paper has been prepared and is available at: ALGA.asn.au

Submission of motions can also be accessed at: ALGA.asn.au

Celebrating 25 Years of NGA

 nga19.com.au
Item No: C03/19-21

**FEDERAL ASSISTANCE GRANTS CUMBERLAND - STATUS OF CORRESPONDENCE SENT TO FEDERAL MEMBERS**

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-12-11-10/07
Community Strategic Plan Goal: Transparent and accountable leadership

**SUMMARY**

At the Council Meeting of 21 February 2018, Council considered Mayoral Minute MM02/18-1 regarding the Federal Assistance Grants and resolved that Council:

1. Write to the Local Grants Commission to request a review of the calculation of Cumberland Council’s Grant, with a view to retrospectively addressing the errors in the calculation and ensuring no net detriment to Council as a result of the boundary alteration.

2. Provide a copy of the correspondence sent to the Local Grants Commission to Local Members and the Minister for Local Government to inform them of the situation.

Subsequently, at the Council Meeting of 21 November 2018, Council considered Item No: C11/18-225 regarding the Federal Assistance Grants and resolved that Council “Receive a report on the status of all correspondence sent to Federal Members in relation to this matter.”

This report provides an update on the status of all correspondence sent to Federal Members in relation to the Federal Assistance Grants matter.

**RECOMMENDATION**

That Council note the information in this report.

**REPORT**

At the Council Meeting of 21 February 2018, Council considered Mayoral Minute MM02/18-1 and resolved that Council:

1. Write to the Local Grants Commission to request a review of the calculation of Cumberland Council’s Grant, with a view to retrospectively addressing the
errors in the calculation and ensuring no net detriment to Council as a result of the boundary alteration.

2. Provide a copy of the correspondence sent to the Local Grants Commission to Local Members and the Minister for Local Government to inform them of the situation.

Council wrote to Ms Helen Pearce, Executive Officer – NSW Local Government Grants Commission, on 26 February 2018. Subsequently, Council wrote to the Federal Members listed below and provided a copy of the correspondence to Ms Pearce:

- Julie Owens MP
- Chris Bowen MP
- The Hon Tony Burke MP
- The Hon Craig Laundy MP
- The Hon Jason Clare MP
- Michelle Rowland MP

The only responses Council received were from Julie Owens MP and Chris Bowen MP.

Julie Owens MP wrote to The Hon Dr John McVeigh MP, Former Minister for Regional Development, Territories and Local Government, in relation to the 2017-18 Federal Assistance Grant to Cumberland Council. A copy of the correspondence sent from Julie Owens MP and provided to Council is enclosed under Attachment 1.

Chris Bowen MP wrote to Ms Helen Pearce, Executive Officer – NSW Local Government Grants Commission, on behalf of Cumberland Council in relation to the 2017-18 Federal Assistant Grant to Cumberland Council. A copy of the correspondence sent from Chris Bowen MP and provided to Council is enclosed under Attachment 2.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this report.
CONCLUSION

This report provides all correspondence sent to Federal Members as requested by Council.

ATTACHMENTS

1. Correspondence from Julie Owens MP to The Hon Dr John McVeigh MP, Former Minister for Regional Development, Territories and Local Government

2. Correspondence from Chris Bowen MP to Ms Helen Pearce, Executive Officer – NSW Local Government Grants Commission
Attachment 1

Correspondence from Julie Owens MP to The Hon Dr John McVeigh MP, Former Minister for Regional Development, Territories and Local Government
Council Meeting
6 March 2019

Julie Owens MP
Your local Federal Member for Parramatta

The Hon Dr John McVeigh MP
Minister for Regional Development, Territories and Local Government
Parliament House
CANBERRA ACT 2600

Dear Minister,

Subject: 2017-18 Federal Assistance Grant to Cumberland Council

It has been brought to my attention that Cumberland Council - many of whose ratepayers I proudly represent in Federal Parliament - has significant concerns over a miscalculation in the General Purpose Federal Assistance Grant it received for 2017-18.

According to data I have seen, the newly formed Cumberland Council now represents (a) more areas of disadvantage and social vulnerability; and (b) more persons who live with a disability than prior to the NSW Government's controversial rollout of Council amalgamations. And yet, Cumberland's funding from Federal Assistance Grants was reduced by almost 11 percent this year.

I note Council amalgamations were strongly opposed in the previous Holroyd Local Government Area, much of which now falls in the Cumberland LGA.

I note further, with some consternation:

'It is Council's view that as a result of the impacts of amalgamation and boundary alterations, the Cumberland Council community has been unfairly disadvantaged with respect to the basis on which the grants are calculated and therefore the level of funding granted (Mayoral Minute, Cumberland Council Meeting, 21 February 2018).

Minister, on what basis and using what formula was Cumberland Council's Federal Assistance Grant calculated for 2017-18?

In particular, could you outline how the Department applied the National Principle regarding Council Amalgamation of the Local Government (Financial Assistance) Act 1995 which says:

Where two or more local governing bodies are amalgamated into a single body, the general purpose grant provided to the new body for each of the four years following amalgamation should be the total of the amounts that would have been provided to the former bodies in each of those years if they had remained separate entities.

Is Cumberland Council correct that its residents and ratepayers have been unfairly disadvantaged?

I look forward to reporting your response to my concerns to my constituents.

Yours sincerely,

Julie Owens MP
Federal Member for Parramatta

CC: Mayor & CFO, Cumberland Council

Electorate Office: 1/25 Smith Street, Parramatta 2150 (entry on Macquarie Street)
Mail: PO Box 365, Parramatta NSW 2124
Phone: 9631 1400 • Fax: 9631 3011
Email: julie.owens.mp@aph.gov.au • www.julieowens.com.au
Attachment 2

Correspondence from Chris Bowen MP to Ms Helen Pearce, Executive Officer – NSW Local Government Grants Commission
Ms Helen Pearce
Executive Officer
NSW Local Government Grants Commission
Locked Bag 3015
NOWRA NSW 2541.

Dear Ms Pearce,

I write to you on behalf of Cumberland Council, which encompasses a large portion of the eastern part of my electorate of McMahon.

I understand that the funding allocation as part of the General Purpose Federal Assistance Grants for the 2017/18 financial year is significantly lower than in previous years.

The Council has informed me that per capita funding for Cumberland Council has fallen from $30.44 to $26.38. This is well below comparable Councils such as Fairfield, Campbelltown, and Blacktown, which are all above $36 per capita.

This means a loss of 10% of the funding that was granted in the 2016/17 financial year.

While Cumberland Council understands that this situation may be due to an error in the calculation, it will affect the residents who pay their Council rates but nevertheless will receive poorer services.

I strongly urge the NSW Local Government Grants Commission to amend the current funding arrangements, including retrospectively since they were first implemented, to ensure Cumberland Council is not disadvantaged.

Warm Regards,

The Hon. Chris Bowen MP
Federal Member for McMahon
RESPONSE TO NOTICE OF MOTION - RAMADAN STREET FOOD EVENT

Responsible Division: Community Development
Officer: Director Community Development
File Number: T005817/2019
Community Strategic Plan Goal: A great place to live

SUMMARY

This report provides a response to the Notice of Motion - Ramadan Street Food Event resolved at the Ordinary Meeting of Council held on 7 November 2018 (Min.339, Item C11/18-221).

The report presents location assessments, including challenges and opportunities in relation to holding the Ramadan Street Food Event in 2019 in the Town Centres of Auburn, Granville or Guildford alongside the findings of community and stakeholder engagement undertaken for the development of this report.

RECOMMENDATION

That Council:

1. Deliver a one night Ramadan Street Food Event in the Auburn Town Centre as part of Council’s Events Program 2018/19.

2. Reallocate $50,000 within the approved 2018/19 budget to deliver the event as part of the Quarter 2 Budget Review process (from the Iftar Dinner budget and unspent funds from Council’s Staff Functions and Activities budget).

3. Approve the associated road closures for the event, subject to the concurrence of the Traffic Committee.

4. Apply a 50% discount to the adopted Event Stall Hire Fees and Charges for the Ramadan Street Food Event in 2019.

REPORT

At the Ordinary Meeting of Council held on 7 November 2018, Council considered the Notice of Motion - Ramadan Street Food Event, and resolved that (Min. 339, Item C11/18-221):
“1. Council pilot the delivery of a one or two night (dependent on financial implications) Ramadan Street Food Event at a suitable location in the Cumberland LGA (whether in the first instance Guildford, Auburn, Granville or any other location in the Cumberland LGA) in lieu of the Iftar Dinner as part of Council’s Cultural Events Program in 2019.

2. Council engage with local businesses, community organisations, Muslim religious leaders and members of Council’s Events Advisory Committee to inform event planning.

3. A report be returned to Council outlining the location and funding source for the event.”

Alignment with the Cumberland Events Strategy

The Cumberland Events Strategy 2017-2019 outlines five key outcome areas for Council events. The proposed Ramadan Street Food Event aligns with all five outcome areas, which include:

1. **Activate our places** by renewing and bringing to life the personality of our public places and neighbourhoods, creating vibrant entertainment precincts that make Cumberland a great place to live and visit.

2. **Celebrate our community** by enhancing our unique community identity, recognising our diversity as our strength, actively welcoming people to the area and engaging people in community activity to promote a sense of belonging.

3. **Engage and connect residents** by creating new connections and a shared understanding between people to bring us together as one community.

4. **Build a positive profile** by promoting a positive image of Cumberland and its people through showcasing it as a place with unique cultural experiences and assets that attract visitors and create local economic development opportunities.

5. **Promote partnership** by working collaboratively with community, business and other key stakeholders to develop productive relationships that add value and generate benefits for the community.

Community Demographics

Cumberland is one of the most religiously diverse local government areas in NSW with over 25 different religions practiced by members of the local community.

The Ramadan Street Food Event, as with Council’s existing cultural events (such as Lunar New Year, Diwali and Christmas), aims to provide an opportunity to bring together all members of the community to promote a shared understanding and sense of belonging, interfaith dialogue, community harmony and social inclusion within Cumberland’s diverse community.

According to the 2016 Census, 47,286 residents in the Cumberland Local Government Area (21.9% of all people in Cumberland) nominated their religion as Islam (ABS,
Census 2016). This varies across Cumberland, with the demographics of the three locations being considered as follows:

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<th>Suburb</th>
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<th>% of suburb who follow Islam</th>
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<td>15,970</td>
<td>42.8%</td>
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<td>Granville</td>
<td>2,355</td>
<td>22.0%</td>
<td>10,735</td>
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<tr>
<td>Guildford</td>
<td>7,470</td>
<td>33.7%</td>
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While this event is intended for the whole community, its success will depend on ensuring that there is a critical mass of community members likely to attend.

**Methodology**

Council undertook engagement with local businesses, community organisations, Muslim religious leaders and members of Council’s Events and Culturally and Linguistically Diverse (CALD) Advisory Committees to inform this report. This engagement was conducted via site visits, face to face engagement, phone interviews and a Committee meeting.

Council also undertook site assessments of each location, and consultation with Council officers at the City of Canterbury Bankstown Council and Police from the Auburn and Cumberland Police Area Commands to inform event planning.

A total of 165 community members have been consulted in the development of this report. Findings have informed the report recommendations and preliminary event planning.

**Consultation with the City of Canterbury Bankstown Council**

Council’s Events team met with Council officers at the City of Canterbury Bankstown Council in December 2018 to understand key learnings from the Lakemba Ramadan Food Festival.

This consultation indicated considerable differences between the Ramadan Street Food Event under consideration in Cumberland and the well-established one-month long event held in Haldon Street, Lakemba. The key learnings, however, are considered transferable for event planning in Cumberland.

The Lakemba Ramadan Food Festival has been running for over ten years and developed organically from the naturally occurring Ramadan activity of local businesses in the Haldon Street area. The Council’s first involvement in the food festival was not in a delivery role, but commenced around 2014 due to increasing involvement in relation to compliance, risk management and regulation of the commercial activity occurring during Ramadan.

This year marks the first year that the City of Canterbury Bankstown Council’s Events team is playing a direct and lead coordination role in the Lakemba Ramadan Food Festival. This includes coordinating logistics, traffic control, risk management and environmental health compliance.
Access to prayer areas is not provided as part of the Lakemba Ramadan Food Festival.

**Location Assessments**

Assessment of a total of three town centre locations - Auburn, Granville and Guildford has been undertaken as potential sites for the pilot of a one-night Cumberland Ramadan Street Food Event. A two-night Ramadan Street Food Event was not considered due to cost, the short lead time to plan and the sustained impact of road closures on these town centres. Further locations were not considered due to the resourcing required to undertake additional site assessments and community engagement within the time available.

The following provides a summary of the outcomes of the site assessments and consultations undertaken for each location considered for the event.

**Auburn Town Centre**

**Site Overview**

The proposed event site, if the event was held in the Auburn Town Centre, is Auburn Road, Auburn (see site map below, showing event location and the required road closures of part of Auburn Road and Mary Street, Auburn).
Location Challenges

Road closures would be required to facilitate the one night pilot of this event in the Auburn Town Centre, presenting some logistical challenges and impacts on local residents and business. Cumberland Council’s Traffic and Events teams possess considerable historical and recent experience in implementing road closures in the Auburn Town Centre.

Of the 52 Auburn Town Centre businesses surveyed in preparation of this report, 46 provided direct comments on positive and negative impacts the event may have on their businesses. Ten businesses indicated that the event would potentially have negative impacts on their business citing traffic, parking and access issues, whilst 36 businesses indicated that the event would cause little to no impact or issues for their business.

Location Opportunities

Auburn is a diverse area with many people from different cultures already living in or visiting Auburn, and a local concentration of places of worship across the Auburn area, including the landmark Auburn Gallipoli Mosque. The proximity of the Auburn Town Centre to local prayer rooms and mosques represents a strong opportunity to attract people observing Ramadan from immediately nearby to the event.

Auburn is well serviced by public transport. The multi-level Susan Street Car Park also provides a high level of accessibility to the event if travelling by car, reducing the impact and pressure on local kerbside parking.

Similar to the City of Canterbury Bankstown’s experience in Lakemba, Auburn features a high level of existing Ramadan-based activity with a large number of businesses already extending trading hours and/or serving food tailored to the Muslim community during Ramadan.

Auburn is recognised (along with Granville) as a distinctive dining and night-time precinct in the Greater Sydney Commission Central City District Plan, reinforcing the opportunity to capitalise on Auburn’s night time economy with a night time Ramadan Street Food Event.

The food-focussed event would also complement and build on the existing network of community organisations and local businesses involved in Council’s Flavours of Auburn food tours and cooking classes (a cultural destination tourism initiative focussed on the area’s diverse cuisine). Flavours of Auburn tours feature local guides leading food tours throughout Auburn based Middle Eastern, Asian and Turkish food businesses. These networks and the existing profile of Auburn as a food destination provides a strong opportunity for Council to expand upon the Flavours of Auburn initiative in the development of the Ramadan Street Food Event if held in Auburn.

Community Feedback

Auburn received the highest level of support in Council’s survey of Muslim community leaders/organisations, with 63% of respondents indicating the Auburn Town Centre as
Council Meeting  
6 March 2019

their preferred location for the Ramadan Street Food Event. It is noted, however, that Auburn was the most highly represented location base of the respondent organisations/individuals in this survey with 47% of respondents based in Auburn.

Council’s Events Committee feedback supports Auburn Road as an appropriate location for this event. Committee members noted Auburn’s existing night time activity, accessibility, and large Muslim community.

Events Committee feedback also noted that Auburn (or Granville) will attract more attendees due to ease of access, including well connected public transport. Events Committee feedback further highlighted that Auburn (or Granville) feature attractions and activity, providing an improved likelihood for repeat visitors post the event.

The majority of members (60% or 6 out of 10) of Council’s Culturally and Linguistically Diverse (CALD) Committee recommended Auburn as the most suitable location for the Ramadan Street Food Event. The reasons stated were: Auburn has a diverse multicultural community and a large number of Muslim residents living in the area, Auburn Road has the busiest main street and lots of food shops, it is accessible and in close proximity to many mosques to enable people to attend the event after prayers.

Business Feedback

A total of 52 businesses in the Auburn Town Centre participated in the Ramadan consultation survey, 13 of these (25%) were food related businesses.

Business engagement documented existing Ramadan-related business activity, with a total of 8 businesses either extending trading hours and/or serving food tailored to the Muslim community during Ramadan and/or extending trading onto the footpath.

Business engagement indicates that the local business community will be a positive supporter of this event. The majority (41 or 80%) of Auburn businesses surveyed indicated that they support the event overall. The main reasons stated were: It was good for the community; it was good for business, would provide more exposure to the area and attract more customers; it is a multicultural area with a large Muslim community and a good event to celebrate local culture.

Two businesses (4%) were not supportive of the event being held and 8 businesses (16%) were neutral. The main reasons stated were traffic or parking issues or it was not relevant to their business. Comparative to all other locations assessed, these responses indicated that Auburn businesses offered the highest level of support overall, and the lowest level of detraction overall.

Overall Assessment

The Auburn Town Centre features good accessibility in terms of transport and parking and a streetscape suitable for the required road closure. Auburn has a well-recognised, distinctive night time and dining environment, existing food destination profile and Council has an existing cultural/cuisine tourism program to build upon to market the event. There is strong business support for the event and there is existing business trading relevant to Ramadan. The high number of local residents who observe
Ramadan and proximity of the Auburn Town Centre to local prayer rooms and mosques represents a strong opportunity to attract people observing Ramadan from immediately nearby to the event.

**Granville Town Centre**

**Site Overview**

The proposed event site, if the event was held in the Granville Town Centre, is South Street, Granville (see site map below, showing event location and the required road closures of part of South Street and Russell Street, Granville).

![Site Map of Granville Town Centre](image)

**Location Challenges**

Road closures would be required to facilitate the one night pilot of this event in the Granville Town Centre, presenting some logistical challenges and impacts on local residents and business.

South Street presents particular challenges due to the width and conditions of the roadway. The presence of traffic and pedestrian management design features such as kerbside fencing and a wide median strip with tree plantings present logistic challenges for infrastructure placement, event operations and pedestrian flow. South Street also
has less available floor space when compared with any other proposed location for this event.

Of the 30 Granville Town Centre businesses surveyed in preparation of this report, 26 provided direct comment on positive and negative impacts the event may have on their business. Nine businesses cited parking issues as having potentially negative impacts on their business, whilst 16 businesses indicated it would have no impact or issues on their business, and 1 provided no comment.

Location Opportunities

The Granville Town Centre is highly accessible with two dedicated car parking areas adjacent to the town centre and good public transport accessibility. The town centre is serviced by rail and bus, which would provide for improved access to the event in this location, reducing the impact and pressure on local kerbside parking.

Granville features some existing Ramadan-based activity and is recognised (along with Auburn) as a distinctive dining and night-time precinct in the Greater Sydney Commission Central City District Plan. This provides an opportunity to capitalise on Granville’s night time economy and existing food destination profile with a night time Ramadan Street Food Event.

Community Feedback

Muslim community organisation and religious leader input indicates that Granville Town Centre has five different prayer rooms, representing a good opportunity to attract people observing Ramadan from immediately nearby to the event.

Events Committee feedback also noted that Granville (or Auburn) will attract more attendees due to ease of access, including well connected public transport. Events Committee feedback further highlighted that Granville (or Auburn) feature attractions and activity, providing an improved likelihood for repeat visitors post the event.

Twenty six percent of respondents to Council’s survey of Muslim community leaders/organisations indicated Granville as their preferred location for the Ramadan Street Food Event. It is noted, however, that 11% of respondents were based in Granville.

One member (10% or 1 out of 10) of Council’s Culturally and Linguistically Diverse (CALD) Committee recommended Granville as the most suitable location for the Ramadan Street Food Event. The reasons stated were: Granville is central and has an existing active night life and a large number of Muslim residents living in the area.

Business Feedback

A total of 30 businesses in the Granville Town Centre participated in the Ramadan consultation survey, 10 of these (33%) were food related businesses.

Business engagement documented existing Ramadan-related business activity, indicating that the Granville Town Centre has the lowest level of existing Ramadan-based activity of all locations assessed. A total of 5 businesses either extend trading
hours and/or serve food tailored to the Muslim community during Ramadan and/or extend trading onto the footpath.

Business engagement indicates that the local business community will be a positive supporter of this event. The majority (23 or 77%) of the 30 Granville Town Centre businesses surveyed indicated that they support the event overall. The main reasons stated were: It was good for the community; good for business and would provide more exposure to the area and attract more customers.

Compared to all locations assessed, Granville businesses are the least interested in participating in on street activity for the event, with 3 food businesses expressing an interest in participating on the street. This result is low in comparison to other locations assessed (7 businesses in Auburn Town Centre and 10 businesses in Guildford Town Centre expressed interest in participating in on street activity for the event). This indicates a limited willingness of local traders to contribute to the intended event experience of ‘on-street’ food offerings.

Two businesses (7%) were not supportive of the event and 5 businesses (17%) were neutral. The main reasons stated were parking issues or it was not relevant to their business.

**Overall Assessment**

Granville is a centrally located and well established food destination with an existing night time economy. There is strong business support for the event. Survey results indicate that local trading is currently limited in terms of existing trading specific to Ramadan. The close proximity of the Granville Town Centre to local prayer rooms and mosques represents a strong opportunity to attract people observing Ramadan from immediately nearby to the event. Granville’s most suitable site location, South Street, presents major logistical challenges in terms of its narrow roadway width which presents pedestrian flow and safety concerns.

Other sites within the Granville Town Centre, namely the Granville Town Hall Car Park and Railway Parade, were also explored but were not deemed suitable due to significant traffic and parking impacts.

**Guildford Town Centre**

**Site Overview**

The proposed event site, if the event was held in the Guildford Town Centre, is Guildford Road, Guildford (see site map following showing event location and the required road closures of part of Guildford Road, Guildford).
Location Challenges

Compared to other suitable locations assessed in Auburn and Granville, Guildford Town Centre is the least established and known as a food destination.

Consultation about the event indicates that local businesses in Guildford, compared to other locations assessed, are the most resistant overall to participating in the event if external food operators are participating in the event. This presents a challenge to Council’s Events team in trying to attract and import appropriate food providers to the area during Ramadan for a first year event and in an area not already established as a food destination without a firmly established night-time economy. This will likely impact on the scale and success of the Ramadan Street Food pilot event.

Road closures would be required to facilitate the one night pilot of this event in the Guildford Town Centre which would have some impact on local residents and businesses.

Of the 46 Guildford Town Centre businesses surveyed, 11 businesses cited traffic, parking and access as having potentially negative impacts on their business, whilst 28 businesses indicated it would have no impact or issues on their business, and 7 were neutral or provided no comment.
Location Opportunities

The proposed event site supports an efficient road closure of Guildford Road with a wide unimpeded road.

As a local centre with a lower overall flow of traffic compared to the Town Centres of Auburn and Granville, Guildford’s existing traffic and parking conditions are more conducive to accommodating road closures without significant impacts on parking and congestion. Pedestrian flow and crowd management would also be more favourable in this location.

Guildford Town Centre is also in close proximity to at least three local mosques.

Piloting this event in Guildford provides a positive opportunity for event-based activation of the Guildford area.

Community Feedback

Feedback from Cumberland’s Events Committee includes consideration of the Guildford Town Centre as a possible event location due to the absence of other major events and activity in the area.

Twenty six percent of respondents to Council’s survey of Muslim community leaders/organisations indicated Guildford as their preferred location for the Ramadan Street Food Event. It is noted, however, that 11% of respondents were based in Guildford.

Feedback from Muslim community organisations and religious leaders also highlighted Guildford’s accessibility, the large demographic of Muslim people living locally, and the presence of a number of local prayer rooms, as factors supporting Guildford Town Centre as the potential event location for the Ramadan Street Food Event.

One member (10% or 1 out of 10) of Council’s Culturally and Linguistically Diverse (CALD) Committee recommended Guildford as the most suitable location for the Ramadan Street Food Event. The reasons stated were: Guildford has more parking spaces and unlike the other locations, Guildford does not have any festivals and would benefit from an event being held in the area.

Business Feedback

A total of 46 businesses in the Guildford Town Centre participated in the Ramadan consultation survey, 20 of these (44%) were food related businesses.

Business engagement documented existing Ramadan-related business activity, with a total of 8 businesses either extending trading hours and/or serving food tailored to the Muslim community during Ramadan.

Business engagement indicates that the local business community will be a positive supporter of this event. Twenty three (77%) of Guildford Town Centre businesses indicated that they support the event overall. The main reasons stated were: It is good for business, will provide more exposure to the area and attract more customers, it is
good for the community, it is a multicultural area with a large Muslim community and the event celebrates the local diversity.

Three (7%) of businesses were not supportive of the event and 13 (28%) were neutral. The main reasons stated were: Loss of business because of the road closure; it is a religious festival; it should be held elsewhere and not in Guildford; previous local events caused problems or it was not relevant to their business.

**Overall Assessment**

Business engagement indicates a high level of existing Ramadan-related business activity and strong support for the event as it will assist in activating a quiet town centre. Community engagement also supports consideration of the Guildford Town Centre as a possible event site for the Ramadan Street Food Event due to the absence of other major events and activity in the area.

The proximity of Guildford Town Centre to local mosques represents a strong opportunity to attract people observing Ramadan from immediately nearby to the event.

Guildford’s site presents fewer logistical challenges from an event delivery perspective. Unlike the other sites, it is not an established and well known food destination and local business resistance to bringing in appropriate food vendors will present challenges that will likely impact the scale and success of the event as a food festival in its pilot year.

**Other Factors for Consideration**

The proposed date and time of the event is Saturday 18 May 2019 from 5pm to 9pm. This allows minimal lead-in time to undertake event planning and promotion, engagement of food stall holders and to meet the requirements involved in developing a traffic management plan and obtain approval from the Traffic Committee for the required road closures.

Based on the limited lead time for the event and the anticipated challenges in attracting food stallholders to a first time food festival event, it is recommended that Council adopt reduced stall holder fees and charges for the Ramadan Street Food Event in 2019. This will assist in encouraging local businesses and other food traders to participate in the event and mitigate the potential for low numbers of food providers.

The following table outlines the Event Stall Hire fees prescribed in Council’s adopted 2018/19 Fees and Charges Schedule and the proposed fees recommended for adoption for the 2019 Ramadan Street Food Event.

<table>
<thead>
<tr>
<th>Event Stall Hire - Fee name</th>
<th>Adopted 2018/2019 Fee (Incl. GST)</th>
<th>Proposed 2019 Ramadan Street Food Event Fee (Incl. GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3m x 3m erected cooking stall with flooring, 2 trestle tables, mesh walls, sneeze guards</td>
<td>$369.00</td>
<td>$184.50</td>
</tr>
</tbody>
</table>
A further factor for consideration in the preparation of this report has been the perception of greater events activity in Auburn as well as the lack of events or activity in Granville and Guildford. This factor was outweighed by event planning considerations that will influence the success of the Ramadan Street Food Event being a first time event.

Based on the site assessments, community and stakeholder engagement findings, Council staff event planning expertise and experience, and the short lead time to plan and market the event, the Auburn Town Centre is recommended as the preferred location for the Ramadan Street Food Event in its pilot year. Council could consider one of the alternative locations listed in this report as a potential site for the Ramadan Street Food Event in the following year due to a longer planning timeframe.

A review of Council’s Community Events Program 2018/2019 is currently underway and provides an opportunity to consider an improved spread of events across Cumberland. Opportunities to activate Guildford and Granville will also be explored through the Cumberland Local Festival and through Council’s Draft Cultural Plan currently in development.

COMMUNITY ENGAGEMENT

Council has consulted with local businesses, community organisations, Muslim religious leaders/community organisations and members of Council’s Events and Culturally and Linguistically Diverse (CALD) Advisory Committees to inform this report.

Community engagement activities included:

- Council’s Events Committee was consulted on 15 November 2018.
- Town Centre businesses were consulted via face to face engagement coordinated by Council’s Business Engagement Coordinator, utilising a standardised survey instrument from 10 to 13 December 2018. 128 businesses participated.
- Interviews were conducted with local community leaders and organisations of the Islamic faith utilising a standardised survey instrument between December 2018 and February 2019. 31 organisations were contacted and 19 interviews were conducted.
- Council Officers at the City of Canterbury Bankstown Council were consulted regarding event logistics and planning considerations in December 2018.
- Council’s Culturally and Linguistically Diverse (CALD) Advisory Committee members were consulted between 18 and 25 February 2019.

In addition, Police from the Auburn and Cumberland Police Area Commands were consulted between December 2018 and February 2019 and noted no major concerns.
regarding the Ramadan Street Food Event. Police identified the need for a traffic management plan, timely notification and liaison with local businesses and the use of user pay Police to help with crowd control and traffic duties for each location.

**POLICY IMPLICATIONS**

The proposed Ramadan Street Food Event aligns with the *Cumberland Events Strategy* which provides a strategic framework to ensure Council’s Events Program reflects the unique identity of Cumberland, celebrates its diversity as a strength and meets a range of outcome areas and related measures.

**RISK IMPLICATIONS**

The risks for Council related to the delivery of this pilot event within the 2018/19 Events Program include: The short lead time to plan and market the event; Poor take up by food stall vendors given it is a first time event; Competition with other events, including the Lakemba Ramadan Food Festival; and potential wet/cold weather as the event will be held in May 2019.

The need to attract and bring in appropriate food vendors may impact the scale and success of the event as a food festival in its pilot year. A discounted food stall hire fee has been proposed for the event to mitigate this risk.

Depending on the site location determined by Council, particularly if not an established and well known food destination, a concerted marketing campaign for this event will be required.

**FINANCIAL IMPLICATIONS**

The estimated costs associated with the delivery of a one night Ramadan Street Food Event include:

<table>
<thead>
<tr>
<th>Item</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Event Infrastructure</td>
<td>$15,000</td>
</tr>
<tr>
<td>Traffic, Security and User Pays Police</td>
<td>$11,100</td>
</tr>
<tr>
<td>Lighting</td>
<td>$12,000</td>
</tr>
<tr>
<td>Staff</td>
<td>$4,900</td>
</tr>
<tr>
<td>Promotion and Marketing</td>
<td>$7,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$50,000 (inc. GST)</strong></td>
</tr>
</tbody>
</table>

Funds of $50,000 to deliver the one night event can be reallocated from within the approved 2018/19 budget as part of the Quarter 2 Budget Review process by utilising the existing Iftar Dinner budget ($15,000) and unspent funds from Council’s Staff Functions and Activities budget ($35,000).

Given the budget constraints, any unforeseen costs related to the delivery of the event may impact the overall budget position of the Events Program for this financial year.
A two night Ramadan Street Food Event was considered cost prohibitive in consideration of the available budget.

CONCLUSION

This report provides a response to the ‘Notice of Motion - Ramadan Street Food Event’ and recommends that Council deliver a one night Ramadan Street Food Event in the Auburn Town Centre as part of Council’s Events Program 2018/19.

This recommendation is based on the site assessments and community engagement findings outlined in this report as well as Council staff event planning expertise and consideration of the short lead time to plan and market the Ramadan Street Food Event in its pilot year.

Of the locations assessed, the Auburn Town Centre offers the highest level of existing Ramadan-related business activity, the highest level of local business support and the greatest diversity of local food businesses. The high number of local residents who observe Ramadan and proximity of the Auburn Town Centre to local prayer rooms and mosques represents a strong opportunity to attract local residents observing Ramadan to the event. The Auburn Town Centre’s accessibility in terms of transport and parking coupled with its distinctive night time dining activity and existing food destination profile also present a strong opportunity to attract people from across Cumberland and from outside the Local Government Area to the event.

Finally, Council has pre-established networks with community organisations and food businesses located in the Auburn Town Centre as a result of its existing cultural/cuisine tourism program, the Flavours of Auburn, which can be built upon to support local collaboration and marketing in the further development of the event.

ATTACHMENTS

Nil
Item No: C03/19-23

ADOPTION OF CUMBERLAND INNOVATE RECONCILIATION ACTION PLAN (RAP) 2019 - 2021 - POST EXHIBITION

Responsible Division: Community Development
Officer: Director Community Development
File Number: C-37-28
Community Strategic Plan Goal: A great place to live

SUMMARY

This report recommends the adoption of the Draft Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 following a period of public exhibition.

RECOMMENDATION

That Council adopt the Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 as outlined in Attachment 1 of this report.

REPORT

At the Ordinary Council Meeting held on 19 December 2018, Council resolved to place the Draft Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 on public exhibition for community feedback (Min. 393).

No formal submissions were received during the 28 day exhibition period.

Feedback was provided by the Cumberland Aboriginal and Torres Strait Islander Consultative Committee regarding minor text changes. Minor amendments have been made to the Plan to reflect Council’s new structure and the ATSIC Committee’s feedback.

Subsequent to the above, Council recommends the Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 be adopted by Council as outlined in Attachment 1 of this report.

COMMUNITY ENGAGEMENT

Council publicly exhibited the Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021 for a period of 28 days from 19 January 2019 to 16 February 2019, both on Council’s website and in local newspaper publications.
During the public exhibition period, the following community engagement activities were undertaken:

- The Draft RAP was distributed to ATSIC Committee members, RAP Working Group members, schools and key stakeholders who participated in the development of the Plan.
- The public exhibition period was promoted via Council’s social media channels, distribution of media releases to local papers and advertisements in the Auburn Review and Parramatta Advertiser.
- The Plan was made available on the Council website and at Council Libraries, Community Centres and Council’s Customer Service Centres.
- The Plan was also distributed through community networks and at interagency meetings.

Council had 96 visits to the ‘Have Your Say’ community engagement website during the public exhibition period, with 28 people downloading the Draft Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021.

No formal submissions were received during the exhibition period.

Formal endorsement of the RAP has also been received by Reconciliation Australia.

POLICY IMPLICATIONS

This is the first Reconciliation Action Plan for Cumberland Council. The Plan aligns with Council’s Community Engagement Policy and Access and Equity Policy.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

Council has recruited a dedicated Aboriginal Education and Programs Officer who will oversee the implementation of the RAP and report to Council, the community and Reconciliation Australia on progress.

FINANCIAL IMPLICATIONS

The majority of key projects outlined in the Reconciliation Action Plan will be delivered utilising existing resources and funding.

Funding for the implementation of the Plan has been factored into the adopted 2018/19 Budget and Draft 2019/2020 Budget. Council will also proactively seek external grant funding and partnerships to support the delivery of actions outlined in the Plan.

CONCLUSION

Council has publicly exhibited the Cumberland Innovate Reconciliation Action Plan (RAP) 2019 - 2021. The Cumberland Innovate Reconciliation Action Plan (RAP) 2019 – 2021 underwent minor text changes post exhibition and is now recommended for
adoption. The Plan has been endorsed by Council’s Aboriginal and Torres Strait Islander Consultative Committee and by Reconciliation Australia.

**ATTACHMENTS**

DOCUMENTS ASSOCIATED WITH REPORT C03/19-23

Attachment 1
Cumberland Council Reconciliation Action Plan 2019-2021
Cumberland Council Innovate
Reconciliation Action Plan
February 2019 – February 2021
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6 March 2019

CUMBERLAND COUNCIL

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ACKNOWLEDGEMENT OF COUNTRY

Council Meeting acknowledges the Darug Nation and People as Traditional Custodians of the land on which the Cumberland Local Government Area (LGA) is situated and pays respect to Aboriginal Elders both past, present and future.

We acknowledge Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia.

Council Meeting also acknowledges other Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms that we will work closely with all Aboriginal and Torres Strait Islander communities to advance reconciliation within the area.

Message from our Mayor


This plan has been developed after extensive consultation with Aboriginal and Torres Strait Islander Peoples, local primary and high schools, service providers, residents and other key stakeholders.

It will guide Council’s actions towards building an inclusive community by working together, promoting respect, creating opportunities and building on existing strengths.

Cumberland is fortunate enough to have many significant Aboriginal heritage sites including Prospect Hill where the first recorded act of reconciliation took place on 3 May 1805, when a group of Aboriginal women together with a young European settler brokered a peace deal between Aboriginal leaders and European settlers – bringing an end to a period of violence and conflict in the area.

These historic moments continue to shape our actions in the present day as we strive as a Council towards our vision of reconciliation, building on successful initiatives implemented by the former Auburn, Holroyd and former Parramatta councils in the new Cumberland Local Government Area.

Across Cumberland we have many programs which focus on the histories, cultures and achievements of Aboriginal and Torres Strait Islander peoples including our annual NAIDOC Week celebrations; Darug language workshops delivered in schools, community centres and child care centres; and cultural awareness and protocol training for Council employees and local community service providers.

This Reconciliation Action Plan is our commitment to our community and achieving reconciliation. Thank you to everyone who assisted in bringing this plan to life.

Clerk Greg Cummings
Mayor of Cumberland Council
Message from Uncle David Williams

The Cumberland Aboriginal and Torres Strait Islander Consultative Committee would like to recognise and thank Cumberland Council and its staff members for acknowledging the importance of consultation and connecting with the Aboriginal Elders and wider Indigenous community when developing this important Reconciliation Action Plan.

Council’s vision for reconciliation is a community where Aboriginal and Torres Strait Islander People are truly valued and respected with equal access and opportunities. The values of Relationships, Respect and Opportunities are the foundation on which true reconciliation stands. It is these values that will guide Council and its staff through their journey of implementing the actions contained in the plan to achieve real and positive outcomes for the local Indigenous community.

My vision for reconciliation is a world of equality where Indigenous people and non-Indigenous people can walk side-by-side, acknowledging the past, but looking to the future. I look forward to engaging in an ongoing relationship with Council in striving to achieve positive outcomes from the actions contained within this 2019–2021 Reconciliation Action Plan.

Chairperson of Cumberland Council’s Aboriginal and Torres Strait Islander Consultative Committee and member of the Reconciliation Action Plan Working Group

Message from Raelene Billedo

I would like to thank Cumberland Council and its staff for developing Council’s Reconciliation Action Plan (RAP), developed through extensive consultation with the Aboriginal and Torres Strait Islander community and other key stakeholders. The RAP document will be Council’s guiding policy, ensuring that Aboriginal and Torres Strait Islander people are recognised, respected and included in the planning and implementation of Council services, employment, facilities, programs and decision-making processes.

The RAP will focus on building positive relationships, creating meaningful opportunities and acknowledging and respecting Aboriginal and Torres Strait Islander history and culture as a valued and proud part of our shared national identity. The implementation and outcomes of the RAP will create a better understanding between cultures and also strengthen the relationship between Council, Aboriginal and Torres Strait Islander peoples and the wider community.

Through foundations of reconciliation — unity, equity and equality, together, we can drive an inclusive and resilient community.

It is an honour to be part of the Cumberland Council’s Aboriginal and Torres Strait Islander Consultative Committee.

Deputy Chairperson of Cumberland Council’s Aboriginal and Torres Strait Islander Consultative Committee
Why develop a Reconciliation Action Plan?

A Reconciliation Action Plan (RAP) is considered ‘best practice’ and helps organisations across Australia to turn their good intentions into real actions.

Council’s Reconciliation Action Plan is a 2-year document which aims to:

- guide Council on best practice for Aboriginal and Torres Strait Islander matters;
- outline Council’s position regarding accessibility and opportunities for Aboriginal and Torres Strait Islander peoples;
- identify specific actions to improve access and equity for Aboriginal and Torres Strait Islander peoples to Council services and facilities;
- acknowledge and celebrate Aboriginal and Torres Strait Islander peoples’ participation in and contribution to the Cumberland community.

Guildford Public School students collaborated to create our NAIDOC 2017 ‘Our Languages Matter’ Artwork to symbolise the importance of valuing each other through the concepts of Unity, Belonging and Courage

About Cumberland Council

Cumberland is at the heart of Sydney’s west. Our vision is to serve our diverse community, creating opportunities for a vibrant future for Cumberland’s people.

Cumberland Council has over 1,000 staff employed across four locations. At this stage we don’t have clarity around the number of Aboriginal and Torres Strait Islander peoples employed in our organisation, and this is one of the areas we aim to improve through implementing our RAP.

Council is responsible for maintaining recreational spaces, delivering programs that enhance community life, ensuring our streets are clean, delivering public health programs, formulating urban planning strategies and instruments, processing development applications and providing education and care services for our community.

The community’s vision is clear. People want Cumberland to be a place where everyone is welcome. Through a process of extensive community engagement, Council has identified the following six priorities as a focus for Cumberland for the next 10 years, within our Community Strategic Plan:

1. Great place to live
2. Safe and accessible community
3. Clean and green community
4. Strong local economy
5. Resilient built environment
6. Transparent and accountable leadership
The Cumberland area has a population of 242,524. It is the fifth largest local government area in NSW in terms of population.

**Community profile:** This profile of the Cumberland community is based on the most recent (2016) Census of Population and Housing data. The profile provides insight into the unique characteristics of the Cumberland community.

### AGE
The Cumberland area has a relatively young community, with a median age of 32 years. The area has high proportions of:

- Young children 0 to 4 years: 7.8%
- Primary school-aged children 5 to 11 years: 9.4%
- Young people 18 to 24 years: 10.4%
- Young adults 25 to 34 years: 19.5%

### CULTURAL DIVERSITY
Cumberland is a culturally rich, vibrant and diverse area. The area has high proportions of people:

- Born overseas: 52.2%
- From countries where English was not their first language: 49.7%
- That arrived in Australia within the last 5 years: 25.5%
- Speaking a language other than English at home: 65.6%

### The top 5 overseas countries of birth for the Cumberland community are:
- India: 6.6%
- China: 6.5%
- Lebanon: 4.9%
- Afghanistan: 2.8%
- Nepal: 2.3%

### The top 5 languages spoken in the Cumberland area (other than English) are:
- Arabic: 15.2%
- Mandarin: 6.3%
- Cantonese: 4.5%
- Persian/Dari: 4.5%
- Tamil: 3.1%

1,362 people identified as being of Aboriginal and Torres Strait Islander background in the 2016 Census

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1 Unique characteristics identified by comparing Cumberland statistics with statistics for Greater Sydney. Data sources include 2016 Census of Population and Housing (Australian Bureau of Statistics) and Cumberland Council Community Profile (id)
Cumberland has the **highest proportion of refugees per capita** and the **highest number of people seeking asylum** of any local government area in NSW\(^2\). Over the past 25 years, **20,000 refugees** have settled in the Cumberland area\(^3\).

**HOUSEHOLDS AND HOUSING**
The Cumberland area has a high proportion of:

<table>
<thead>
<tr>
<th>Type</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Couple families with children</td>
<td>41.4%</td>
</tr>
<tr>
<td>People renting their homes</td>
<td>38.5%</td>
</tr>
<tr>
<td>People without internet connection</td>
<td>14.5%</td>
</tr>
</tbody>
</table>

**DISABILITY**

5.8% people in the Cumberland area needing help in their day-to-day lives due to disability.

**MEDIAN WEEKLY HOUSEHOLD INCOME IN 2016 WAS $1,377** (compared to $1,745 for greater Sydney).

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\(^2\)Department of Immigration and Border Protection (June 2016), Illegal Maritime Arrivals on Bridging Visa E

\(^3\)Department of Social Services (July 2016), Settlement Database www.data.gov.au/dataset/settlement-reports
Aboriginal Heritage of Cumberland

For tens of thousands of years before European settlement, what would become the Cumberland Local Government Area was home to several clans of the Darug (also spelt Dharug, Daruk or Dharilk) people. The Darug are thought to have inhabited the area between Port Jackson and Botany Bay in the east, the Georges River to the south and south-west, the Hawkesbury River in the north-west, and then as far west as the Blue Mountains.

The Cennemegal or Weymaly clan occupied what is now Prospect and Greystanes and the Bidjigal clan occupied the areas now known as Merrylands, Guildford, Villawood and Bankstown. The Burramattagal clan of Parramatta and Granville were part of the western Darug clan. Darug land extends from Parramatta to Sydney Harbour. The area now known as Auburn was located on the border between the Darug inland group and the Darug and Dharawal coastal groups.

The Wangal and Watagoro clans are recognised as the original inhabitants of the Auburn and Homebush Bay regions.

Like all Aboriginal people, the Darug people did not own the land but belonged to the land. They respected it and referred to it as their mother and had excellent land management skills which meant they did not have to artificially cultivate crops to survive. Being primarily hunters and gatherers of their food, the Darug displayed seasonal and ecologically friendly practices within their environment. They only harvested food as was needed, before moving on to other sources, ensuring that plants and animals would be available the following year.

Darug culture had (and still has) a strong spiritual connection with the place an individual was born or conceived, which demanded a responsibility by each person to look after the land, as well as plant and animal life. Depending on their time and place of conception, children were allocated totem animals and they had to respect and protect their totem.

Artist: Jamie Eastwood
Warrali Wall means possum in the Darug language is one of the traditional totems of the Darug people.

Aunty Sandra Lee talking to students about the significant of the hill at the Reconciliation Day Program held on 3 May 2012.

Prospect Hill, Penrith is where the first recorded act of reconciliation in New South Wales took place on 3rd May 1805. The hill also serves as a look out point for the local Aboriginal people during the arrival of the European settlers.
Settlement

On 5 February 1788, soon after the landing of Captain Phillip at Sydney Cove, Captain John Hunter and Lieutenant William Bradley sailed up what is now known as the Parramatta River, to the area now known as Homebush Bay.

Ten days later, the Governor, along with a well-armed party in three boats, reached Homebush Bay and ventured about 3 kilometres inland. The following day, a party of explorers traced the river in a westerly direction, reaching the place where the Duck River enters the Parramatta River. They explored the tributary as far as the depth of water permitted.

In 1788, the Aboriginal population of the Sydney region was estimated to be between 5,000 and 8,000 people, of which about 2,000 belonged to the Darug people. They lived in semi-nomadic communities of around 50 members, each with their own hunting district.

On 26 June 1789, Watkin Tench, a young Marine officer of the First Fleet, and his party of five were the first Europeans to walk from Rosehill wharf (now Parramatta) to Marrong (now Prospect Hill). His route to Prospect Hill probably followed an existing Darug track, which today would be similar to the Great Western Highway and Old Prospect Road.

It was also noted by Watkin Tench, during a boat journey with Phillip up the Hawkesbury River in June 1789, 'Natives were found on the banks in several parts, many of whom were labouring under the small-pox. The epidemic had struck in April with terrifying swiftness and killed at least half the Aboriginal population within three months.'

Significant Sites

Within the Cumberland LGA there are a number of significant sites, including:

PROSPECT HILL

Prospect Hill was the site of the first Aboriginal-European reconciliation held in Sydney. On 3 May 1805, a group of Aboriginal women together with a young free settler, John Kennedy, facilitated a meeting on Prospect Hill between the Aboriginal leaders of the Darug clan and European settlers headed by Rev John Mardsen. This was the first recorded act of reconciliation between Indigenous people and Europeans in Australia, and brought about an end to the ongoing conflict in Parramatta and Prospect.

Since 2010 this event has been commemorated on the 3rd of May each year in a ceremony on Prospect Hill.

PROSPECT CREEK

Prospect Creek was a traditional travel route connecting the Darug and Dharawal people. Today this creek forms the border between Cumberland and Fairfield City Councils.

PEMULWUY

Pemulwuy, a suburb created in 2004 is located on the historic Prospect Hill and is named in honour of the Bidjigal clan leader who fought against the European colonists for his people's right to live on their land. The suburb name was nominated by the Aboriginal and Torres Strait Islander Consultative Committee of the former Holroyd Council.

Further information about Cumberland's Aboriginal heritage and history and sites of significance can be found on Council's website.
Our Vision for Reconciliation

Cumberland Council's vision for reconciliation is a community where Aboriginal and Torres Strait Islander Peoples are truly valued and respected with equal access and opportunities. Council acknowledges and celebrates Aboriginal and Torres Strait Islander peoples' participation in and contribution to the Cumberland community.

Reconciliation is not a new concept. It is an ongoing journey which has a variety of meanings to different people.

In the broadest sense of the word, 'reconciliation' in Australia refers to the coming together of Aboriginal and Torres Strait Islander and non-Indigenous Australians to overcome the significant inequalities in health, employment, income and living standards. It is also about justice, recognition, healing, respect, equality and an acknowledgement of Aboriginal peoples being the first people of Australia. Celebrating Aboriginal and Torres Strait Islander peoples' survival, resilience, talent and achievements is something we can all be part of.

'Reconciliation involves raising awareness and knowledge of Aboriginal and Torres Strait Islander histories and cultures, changing attitudes and encouraging actions where everyone plays their part in building a better relationship between us as Australians'.

Reconciliation in Cumberland is about unity and respect between Aboriginal and Torres Strait Islander peoples and non-Aboriginal and Torres Strait Islander Australians. It is about understanding and respecting Aboriginal and Torres Strait Islander heritage and valuing justice and equity for all Australians.

Cumberland Council believes that through actively participating in the reconciliation journey of Australia, Council and the broadly diverse Cumberland community (which includes our culturally diverse, geographical diverse, gender diverse and faith diverse communities) can also assist in the healing of the past. Cumberland will continue its commitment to reconciliation through partnerships, events, initiatives and strong leadership.

Lastly, reconciliation is a commitment to building genuine and strong relationships that will continue into the future. Council is proud to participate in the celebration of many significant events that contribute to the reconciliation healing process such as NAIDOC Week and National Reconciliation Week.

This Reconciliation Action Plan provides our whole organisation with a path to follow, in solidarity with our community, on this journey.

Statements from RAP consultations

Reconciliation...

"Means not only reconciling with me as an Aboriginal and Torres Strait Islander person but its reconciling with my country, my environment and the animals in it."

"Recognising Aboriginal and Torres Strait Islander peoples, their cultures, history and ongoing connection to their land."

"Recognising and making Aboriginal peoples more visible."

"Connects and creates an inclusive community and society."

"Improving how we do things and making things right and fair for everybody."

"Saying sorry and making it better for Aboriginal people."

"Aboriginal culture is celebrated and promoted more often in community and schools."

"Aboriginal and non-Aboriginal people needing to meet more often to establish and develop strong relationships with each other."

"More Aboriginal history is taught in History, more murals and other visual representation of Aboriginal culture in schools and communities."

"Implement programs that educates new arrivals and migrants about Indigenous history and reconciliation and how they could help."
RAP Consultation workshop held at Hilltop Road Public School on the 19 June 2018. Hilltop Road Public School Library banner background text reads: “We may all be different but in this school we are all the same”

What we currently do to support Reconciliation

Currently, Cumberland Council:

- Has an active and long-standing Aboriginal and Torres Strait Islander Consultative Committee.
- Includes a Welcome to Country or Acknowledgement of Country at all major Council events and programs.
- Implements NAIDOC Week and National Reconciliation Week events and programs.
- Implements an annual program for schools on the 3rd of May marking the First Recorded Act of Reconciliation in Cumberland.
- Flies Aboriginal and Torres Strait Islander flags.
- Engages and subsidises Aboriginal educators to visit local schools to raise awareness of Aboriginal cultures, histories, languages and stories.

In adopting the 2019–2021 Reconciliation Action Plan (RAP), Council commits to completing the following actions to ensure we are positioned to implement effective and mutually beneficial initiatives as part of future Reconciliation Action Plans. Council’s RAP will identify actions in the categories of Relationships, Respect and Opportunities.

This RAP will allow Council to focus on building relationships both internally and externally, and raise awareness with stakeholders to ensure there is shared understanding and ownership of reconciliation within the organisation and the community.

Cumberland Council would like to acknowledge and thank everyone involved in the development of this RAP and for their demonstrated and ongoing commitment towards reconciliation.
Community Engagement

To develop this RAP, Cumberland Council undertook consultation with a range of key stakeholders including Aboriginal and Torres Strait Islander residents and stakeholders, representatives from across Council, local services, community organisations, schools and residents.

Council engaged local Aboriginal Elder and consultant, Aunty Cleonie Quayle to facilitate the community consultations.

Community engagement occurred from May to July 2018.

Community engagement was undertaken by:

- Face to face open public consultations held in Merrylands, Lidcombe and Wentworthville
- School consultations involving primary and high schools from the LGA: Auburn, Berala, Guildford, Granville, Granville South, Merrylands, Merrylands East, Pendle Hill and Wentworthville. Schools from outside the LGA: Ringrose, Parramatta West and Widjemen

- Face-to-face pop up surveys during community events for National Reconciliation Week and NAIDOC Week
- Online surveys on Council website – Have Your Say in the Cumberland Reconciliation Action Plan 2019–2021
- Consultation with ATSIC Committee and RAP Working Group in Merrylands

Council widely promoted opportunities for the community to have their say through all Council’s communication channels and community networks.

Cumberland Council would like to acknowledge the contribution of the many residents, organisations, and community stakeholders who contributed to the development of its first Reconciliation Action Plan.
What the community told us

The community would like to see:

**Increased visibility of local Aboriginal histories, cultures, people and languages.**

For example:
- Signage having an Acknowledgement of Country in Darug Language
- Aboriginal heritage information more prominently featured in Council facilities, parks and open spaces
- Easy to find Aboriginal heritage information on Council’s website
- Recognition of local ‘heroes’ – such as a communications campaign featuring local people of significance or exhibitions
- Public artworks such as big wall murals, developed in collaboration with the community
- Flying Aboriginal and Torres Strait Islander flags

**More opportunities for non-Aboriginal and Torres Strait Islander people to build their cultural awareness and understanding.**

For example:
- Public events and programs such as NAIDOC and National Reconciliation Weeks
- Darug language classes
- Cultural awareness training for local workers/ opportunities to network and build connections to Aboriginal communities
- Dreamtime storytelling sessions in libraries
- An Aboriginal Education/Cultural Centre (long-term)

**Initiatives for children and young people.**

For example:
- Workshops in schools which connect children and young people to Aboriginal Elders, cultures, histories and languages
- School holiday programs for children and young people which focus on things like Aboriginal dance workshops, art projects, music, cooking classes, and excursions to go bushwalking and connect with nature
- Mentoring programs for Aboriginal and Torres Strait Islander young people, connecting them to Elders

- Council working with schools to develop new initiatives and programs which increase understanding of and pride in Aboriginal and Torres Strait Islander cultures

**Opportunities for local Aboriginal and Torres Strait Islander people to connect with each other and share.**

For example:
- Bi-annual gathering at Prospect Hill with a BBQ around a camp fire to pass on knowledge and culture and where non-Aboriginal and Torres Strait Islander people also welcomed
- Collaborating with other Councils to connect communities and celebrate together noting that LGA boundaries do not match Aboriginal land boundaries

**Opportunities for Aboriginal and Torres Strait Islander small business and entrepreneurship.**

For example:
- Capacity building workshops for small business owners to develop business plans and comply with government regulations
- Pop up shops to activate under-utilised buildings/areas
- Council to develop and promote a directory of local Aboriginal and Torres Strait Islander suppliers
- Council engaging more Aboriginal and Torres Strait Islander suppliers (social procurement policy)
- Supporting artists – artist development, exhibitions, artists in residence, collaborative public art programs
Council Meeting
6 March 2019

Cumberland building towards being a destination for Aboriginal and Torres Strait Islander cultural tourism.

For example:

- Food tourism opportunities – Aboriginal markets, cooking classes, bush tucker tasting, understanding native ingredients, Aboriginal catering
- Bush tucker talks in native gardens
- Increase the number of native/bush tucker gardens in parks and open spaces
- Development and promotion of sites of significance such as Prospect Hill
- Heritage tours (in person and self-guided with apps)
- More events and festivals which focus on Aboriginal and Torres Strait Islander peoples and cultures

Opportunities for Aboriginal and Torres Strait Islander employment within Council.

For example:

- Aboriginal and Torres Strait Islander identified positions
- Council partnering with Aboriginal and Torres Strait Islander recruitment agencies to promote employment opportunities
- Ensuring Council as an organisation is culturally safe for Aboriginal and Torres Strait Islander peoples – staff being culturally aware

Reconciliation statement written by children 6–12 years old at the NAIDOC Week Tent Program at the Fun 4 Kids Event held on the 13 July 2018.
Reconciliation Action Plan

The actions in this plan are based on the findings and recommendations of community consultation and Council staff engagement. The plan aligns with both Reconciliation Australia’s recommendations for a 2 year Innovate RAP and the Department of Local Government Integrated Planning and Reporting framework.

The Action Plan identifies four key areas:

1. RELATIONSHIPS
Building positive, respectful and meaningful relationships between Aboriginal and Torres Islander peoples, organisations, communities, professionals and staff is important to Cumberland Council. Our core business is to service the whole community and build and maintain relationships that are mutually respectful at all times.

2. RESPECT
Council acknowledges the Darug People and Nation of Cumberland as the Traditional Custodians of this land. In respecting this unique status, Council undertakes to instill a culture of mutual communication and education between Aboriginal and Torres Strait Islander peoples, Council and community members of the LGA. The Council will develop and adapt practices and processes that reflect this relationship and actively promote reconciliation and respect for Aboriginal and Torres Strait Islander cultures and heritage throughout the LGA.

3. OPPORTUNITIES
Providing opportunities for Aboriginal and Torres Strait Islander Peoples in our community is important to Council. Council will endeavour to contribute to closing the gap in education and employment outcomes between Aboriginal and Torres Strait Islander and non-Aboriginal members of the community and identify areas to support greater self-determination and contribute to an inclusive community.

4. TRACKING PROGRESS AND REPORTING
Monitoring the implementation and effectiveness of the actions outlined in this RAP provides valuable information to Cumberland Council about the success of the RAP, what worked well what didn’t and what is needed in the next iteration of the RAP. Reporting on the successful actions in this RAP also provides valuable insights for other organisations undertaking the reconciliation process and adds to the body of evidence Reconciliation Australia can draw upon to support them through the process.

Accountability

The Reconciliation Action Plan Working Group, Aboriginal and Torres Strait Islander Consultative Committee and Council will monitor its implementation through half-yearly and annual report-back meetings to key stakeholders. They will evaluate, and report on the Reconciliation Action Plan based on achievements, lessons learned and new opportunities identified.

Cumberland Council’s RAP will be championed by the Director of Community Development, ensuring a commitment to reconciliation and delivering the RAP at a senior leadership level within our organisation.
## 1. RELATIONSHIPS

Building positive, respectful and meaningful relationships between Aboriginal and Torres Strait Islander peoples, organisations, communities, professionals and staff is important to Cumberland Council. Collaboration, consultation and liaison with Aboriginal and Torres Strait Islander community leaders and key organisations will provide guidance for Council in delivering services to Aboriginal and Torres Strait Islander peoples. Our core business is to service the whole community and build and maintain relationships that are mutually respectful at all times.

**Focus area:** Expanding networks, advocacy, community engagement and encouraging initiatives that support building relationships with Aboriginal and Torres Strait Islander Peoples, communities, services and corporations.

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<tr>
<th>NO</th>
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<th>DELIVERABLE TARGET</th>
<th>TIMELINE</th>
<th>RESPONSIBILITY</th>
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</thead>
<tbody>
<tr>
<td>1.1</td>
<td>RAP Working Group (RWG) actively monitors RAP 2019–2021 development and implementation of actions, tracking progress and reporting</td>
<td>RWG oversees the development, endorsement and launch of the RAP.</td>
<td>March 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ensure Aboriginal and Torres Strait Islander peoples are represented on the RWG.</td>
<td>February &amp; August 2019, February &amp; August 2020</td>
<td>Director Community Development</td>
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<tr>
<td></td>
<td></td>
<td>Meet at least twice per year to monitor and report on RAP implementation.</td>
<td>February &amp; August 2019, February &amp; August 2020</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Establish Terms of Reference for the RWG.</td>
<td>May 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ensure representation on the RWG from the ATSCC Committee, Council staff and local residents and/or community services and organisations.</td>
<td>February 2019 &amp; February 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>1.2</td>
<td>Celebrate and participate in National Reconciliation Week (NRW) by providing opportunities to build and maintain relationships between Aboriginal and Torres Strait Islander peoples and other Australians</td>
<td>Organise at least one internal event for NRW each year.</td>
<td>27 May – 3 June 2019, 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<tr>
<td></td>
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<td>Register all NRW events via Reconciliation Australia's NRW website.</td>
<td>May 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<tr>
<td></td>
<td></td>
<td>Support the development and implementation of a minimum of 3 external (community) events and programs to celebrate NRW.</td>
<td>May 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ensure our RAP Working Group participates in an external event to recognise and celebrate NRW.</td>
<td>27 May – 3 June 2019, 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td>1.3</td>
<td>Develop and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander peoples, communities and organisations to support positive outcomes</td>
<td>Develop and implement an engagement plan to work with our Aboriginal and Torres Strait Islander stakeholders.</td>
<td>September 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td></td>
<td></td>
<td>Meet with local Aboriginal and Torres Strait Islander organisations to develop guiding principles for future engagement.</td>
<td>September 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a network and database of Aboriginal and Torres Strait Islander services and organisations.</td>
<td>October 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
</tbody>
</table>
1. Relationships (continued)

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<tr>
<th>NO</th>
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<th>DELIVERABLE TARGET</th>
<th>TIMELINE</th>
<th>RESPONSIBILITY</th>
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<tbody>
<tr>
<td>1.4</td>
<td>Raise internal and external awareness of our RAP to promote reconciliation across our business and sector</td>
<td>Develop and implement a strategy to communicate our RAP to all internal and external stakeholders.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Promote reconciliation through ongoing active engagement with all stakeholders.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>1.5</td>
<td>Ensure that Aboriginal and Torres Strait Islander peoples are consulted on matters which affect them in the LGA and around sites of significance to Aboriginal and Torres Strait Islander peoples. This should be implemented through the ATSIC Committee. This includes consultation in the development of relevant Council policies, strategies, events, programs, masterplans and Plans of Management.</td>
<td>Ensure Consultation with Aboriginal and Torres Strait Islander stakeholders is embedded within Council’s Community Strategic Plan process.</td>
<td>September 2019 &amp; 2020</td>
<td>Director People and Performance</td>
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<td></td>
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<td>Ensure Consultation with Aboriginal and Torres Strait Islander stakeholders is embedded within Council’s Community Engagement and Participation Strategy.</td>
<td>March 2019</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Ensure that a minimum of 4 ATSIC Committee meetings are held annually.</td>
<td>February, May, August and November 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Actively recruit for any vacancies on the ATSIC Committee to ensure a range of community perspectives are provided.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<tr>
<td></td>
<td></td>
<td>Actively recruit for Aboriginal and Torres Strait Islander representation on Council’s Youth Advisory Committee and Heritage Committee.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>1.6</td>
<td>Develop, support and promote opportunities for local residents to gather, connect and build relationships, share knowledge between generations and develop cross-cultural understanding and respect</td>
<td>Organise 2 x informal community gatherings per year hosted in Council’s outdoor spaces, plan these in consultation with Aboriginal and Torres Strait Islander Elders and residents.</td>
<td>June &amp; December 2019 &amp; 2020</td>
<td>Aboriginal Education and Programs Officer</td>
</tr>
</tbody>
</table>
2. RESPECT

Council acknowledges the Darnag People Nation of Cumberland as the Traditional Custodians of this land. In respecting this unique status, Council undertakes to instil a culture of mutual communication and education between Aboriginal and Torres Strait Islander peoples, Council and community members of the LGA. The Council will develop and adapt practices and processes that reflect this relationship and actively promote reconciliation and respect for Aboriginal and Torres Strait Islander cultures and heritage throughout the LGA.

**Focus area:** Acknowledging the Traditional Owners of the land, cultural awareness training and participation in significant public celebrations. Enhancing existing practices and protocols to guide the Council’s dealings with Aboriginal and Torres Strait Islander peoples.

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<tr>
<th>NO</th>
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<tbody>
<tr>
<td>2.1</td>
<td>Engage employees in continuous cultural learning opportunities to increase understanding and appreciation of Aboriginal and Torres Strait Islander cultures, histories and achievements</td>
<td>Develop and implement an Aboriginal and Torres Strait Islander cultural awareness training strategy for our staff which defines cultural learning needs of employees in all areas of our business and considers various ways cultural learning can be provided (online, face to face workshops or cultural immersion).</td>
<td>December 2019</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Provide a minimum of 2 x cultural awareness training sessions for Council staff annually.</td>
<td>May and October 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
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<td></td>
<td>Investigate opportunities to work with local Traditional Owners and/or Aboriginal and Torres Strait Islander consultants to develop cultural awareness training.</td>
<td>December 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td>Provide opportunities for RWG members, RAP champions, HR managers and other key leadership staff to participate in cultural training.</td>
<td>May and October 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td>2.2</td>
<td>Engage employees in understanding the significance of Aboriginal and Torres Strait Islander cultural protocols, such as Welcome to Country and Acknowledgement of Country; to ensure there is a shared meaning</td>
<td>Develop, implement and communicate a cultural protocol document for Welcome to Country and Acknowledgement of Country.</td>
<td>February 2019</td>
<td>Director Community Development</td>
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<td></td>
<td></td>
<td>Develop a list of key contacts for organising a Welcome to Country and maintaining respectful partnerships.</td>
<td>February 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<tr>
<td></td>
<td></td>
<td>Invite a Traditional Owner to provide a Welcome to Country at a minimum of 15 significant Council events, including the annual Cherry Blossom Festival.</td>
<td>August 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td></td>
<td></td>
<td>Encourage staff to include an Acknowledgement of Country at the commencement of all important internal and external meetings.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<td></td>
<td>Incorporate information on the Aboriginal heritage of the Cumberland LGA and an introduction to the Aboriginal &amp; Torres Strait Islander Cultural Protocols into the quarterly staff inductions held every year.</td>
<td>September 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
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2. Respect (continued)

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<tr>
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<td></td>
<td>Incorporate an Acknowledgement of Country into all new/developing strategic plans, masterplans and plans of management, email and correspondence templates.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development Director Environment and Planning Director Works &amp; Infrastructure Director People &amp; Performance</td>
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<td></td>
<td>In Consultation with Traditional Custodians, investigate naming Council's internal meeting rooms and/or rooms in new community facilities to be of Aboriginal significance.</td>
<td>September 2020</td>
<td>Director Community Development</td>
<td></td>
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<tr>
<td>2.3</td>
<td>Provide opportunities for Aboriginal and Torres Strait Islander staff to engage with their cultures and communities by celebrating NAIDOC Week.</td>
<td>Review HR policies and procedures to ensure there are no barriers to staff participating in NAIDOC Week. April 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
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<td></td>
<td>Provide opportunities for all Aboriginal and Torres Strait Islander staff to participate with their cultures and communities during NAIDOC Week. First week in July 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
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<tr>
<td></td>
<td>Develop and deliver at least 3 public programs and activities during NAIDOC Week annually.</td>
<td>July 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
<td></td>
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<tr>
<td>2.4</td>
<td>Embed initiatives which celebrate Aboriginal and Torres Strait Islander cultures, languages, peoples, stories and heritage into Council's major events calendar and ongoing programs</td>
<td>Develop and include Aboriginal and Torres Strait Islander-led components within at least 3 major Council events per year. September 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<td></td>
<td>Deliver a program for schools around the annual local date of significance, 3rd of May First Act of Reconciliation program on Prospect Hill, Pemulwuy. May 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<tr>
<td></td>
<td>Develop and include at least one Aboriginal and Torres Strait Islander-led program within Council's school holiday programs for children and young people per year. October 2019 &amp; 2020</td>
<td>Director Community Development</td>
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<tr>
<td></td>
<td>Investigate the development of a public food and cultural tourism program around native ingredients, bush tucker and Aboriginal cuisine. November 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td></td>
<td>Deliver a minimum of one Darug language class per year. July 2019 &amp; July 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td></td>
<td>Subsidise a minimum of 15 workshops per year to local schools and childcare centres to deliver Aboriginal heritage, culture and language workshops. September 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<tr>
<td></td>
<td>Increase number of participants in all Aboriginal and Torres Strait Islander focused programs and events annually through improving promotion, marketing and continuous monitoring and improvement of programs. September 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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<td></td>
<td>Collect feedback on these events and programs and benchmark to identify areas for continuous and evaluation April 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
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## 2. Respect (continued)

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<tr>
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<tbody>
<tr>
<td>2.5</td>
<td>Increase the public visibility of Cumberland's Aboriginal heritage</td>
<td>Install suburb signage which incorporates an Acknowledgement of the Traditional Custodians installed in locations around the LGA where suitable.</td>
<td>December 2019</td>
<td>Director Works &amp; Infrastructure Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fly the Aboriginal and Torres Strait Islander flags on prominent Council buildings daily and at significant cultural events.</td>
<td>February 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Collaborate to develop and implement a communications campaign leading up to and during NAIDOC Week which profiles and celebrates local Aboriginal and Torres Strait Islander people of significance and their achievements and contributions.</td>
<td>July 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and publish a dedicated section of Council's website which has information on the Aboriginal and Torres Strait Islander heritage of Cumberland and Cultural Protocols.</td>
<td>February 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate opportunity to include community education on Aboriginal significance and traditional use of native plants at community plant giveaways and National Tree Day planting event.</td>
<td>December 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td>2.6</td>
<td>Strengthen the local community sector’s Aboriginal and Torres Strait Islander cultural awareness and community engagement through regular training and networking opportunities.</td>
<td>Deliver a minimum of one Aboriginal and Torres Strait Islander cultural awareness training per year for local service providers/ community organisations.</td>
<td>June 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate developing a network of local organisations who are engaging with Aboriginal and Torres Strait Islander residents.</td>
<td>September 2019 &amp; 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td>2.7</td>
<td>Investigate opportunities to develop and deliver public art projects and programs involving Aboriginal and Torres Strait Islander artists.</td>
<td>Develop a database of local Aboriginal and Torres Strait Islander artists.</td>
<td>June 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake community consultation with artists, local schools and community groups to identify opportunities to develop public art projects and seek funding if necessary.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement Aboriginal and Torres Strait Islander public art into the Granville Multipurpose Centre.</td>
<td>December 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>2.8</td>
<td>Investigate Aboriginal history and heritage of the Cumberland LGA, including Duck River.</td>
<td>Meet with Council’s Libraries team to investigate existing records and historical accounts.</td>
<td>March 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identify opportunities and relevant stakeholders to develop historical resources as relevant.</td>
<td>August 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Seek funding to engage a research project if required.</td>
<td>February 2020</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
</tbody>
</table>
### 3. OPPORTUNITIES

Providing opportunities for Aboriginal and Torres Strait Islander peoples in our community is important to Council. Council will endeavour to contribute to closing the gap in education and employment outcomes between Aboriginal and Torres Strait Islander and non-Aboriginal members of the community and identify areas to support greater self-determination and contribute to an inclusive community.

**Focus area:** Supporting employment and retention of Aboriginal and Torres Strait Islander staff with Cumberland Council. Supporting Aboriginal and Torres Strait Islander community groups, organisations and corporations.

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</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Investigate and increase Aboriginal and Torres Strait Islander employment outcomes within our workplace</td>
<td>Collect information on our current Aboriginal and Torres Strait Islander staff to inform future employment opportunities.</td>
<td>September 2019</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and implement an Aboriginal and Torres Strait Islander Employment and Retention Strategy.</td>
<td>June 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ensure the Aboriginal and Torres Strait Islander Employment and Retention Strategy is endorsed by Council.</td>
<td>August 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Engage with existing Aboriginal and Torres Strait Islander staff to consult on employment strategies, including professional development.</td>
<td>July 2019</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Advertise vacancies through Aboriginal and Torres Strait Islander employment networks.</td>
<td>July 2019</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review HR and recruitment procedures and policies to ensure there are no barriers to Aboriginal and Torres Strait Islander employees and future applicants participating in our workplace.</td>
<td>October 2019</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Report annually on the number of Aboriginal and Torres Strait Islander employees working with and applying for positions with Council and monitor trends within the two year Innovate RAP period.</td>
<td>September 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employ an Aboriginal Education and Programs Officer in an Aboriginal/Torres Strait Islander dedicated position</td>
<td>February 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Include Aboriginal and Torres Strait Islander young people as a key target group in the development of Council’s Employment Pathways Program</td>
<td>June 2019</td>
<td>Director Community Development</td>
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</table>
3. Opportunities (continued)

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<tr>
<th>NO</th>
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<tbody>
<tr>
<td>3.2</td>
<td>Investigate opportunities to incorporate Aboriginal and Torres Strait Islander supplier diversity within our organisation</td>
<td>Update tender procurement policies and procedures to comply with the requirements of the Aboriginal Participation in Construction (APIC) policy to support participation by Aboriginal people in construction projects.</td>
<td>March 2019 &amp; 2020</td>
<td>Director Finance and Governance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and communicate to staff a list of Aboriginal and Torres Strait Islander businesses that can be used to procure goods and services.</td>
<td>November 2019</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide opportunities for engagement of Aboriginal and Torres Strait Islander-owned businesses in line with Council’s procurement policies.</td>
<td>November 2019</td>
<td>Aboriginal Education &amp; Programs Officer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate Supply Nation membership.</td>
<td>January 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and implement a small business workshop program targeted to Aboriginal and Torres Strait Islander businesses</td>
<td>January 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>3.3</td>
<td>Promote, provide and support professional development opportunities for Aboriginal and Torres Strait Islander staff and Committee members</td>
<td>Provide opportunities for 2x Council staff and 2x Committee members to attend the LGA NSW annual Aboriginal Networking Conference</td>
<td>September 2019 &amp; 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop and implement an Aboriginal and Torres Strait Islander professional development strategy</td>
<td>April 2020</td>
<td>Director People &amp; Performance</td>
</tr>
<tr>
<td>3.4</td>
<td>Deliver programs which improve health and wellbeing of Aboriginal and Torres Strait Islander residents in partnership with local organisations and services</td>
<td>Deliver Yarn Up program monthly.</td>
<td>September 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Embed the Ngroo Walking Together Program into Council’s Children’s Services to improve positive relationships with local Aboriginal and Torres Strait Islander communities and reduce barriers that may prevent Aboriginal and Torres Strait Islander children and families accessing centres.</td>
<td>December 2019</td>
<td>Director Community Development</td>
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</table>
### 3. Opportunities (continued)

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<tr>
<th>NO</th>
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</thead>
<tbody>
<tr>
<td>3.5</td>
<td>Continue development and implementation of Plans of Management for Prospect Hill and the Lakewood Estate Riparian Corridor</td>
<td>Continue development of Prospect Hill Plans of Management, including:</td>
<td>February 2019</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Review of draft Plan of Management and Landscape Masterplan by ATSIC Committee</td>
<td>February 2019</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Invite a member of the ATSIC Committee to provide a “Welcome to Country” page in the draft Plan of Management and Landscape Masterplan</td>
<td></td>
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<tr>
<td></td>
<td>Continue development of Lakewood Estate Riparian Corridor Plans of Management including:</td>
<td></td>
<td>December 2020</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Plan and execute a reserve naming project involving local school groups as recommended by Council’s ATSIC Committee (Plan of Management Action Item 0.5)</td>
<td>December 2020</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Develop a Cultural Interpretation Plan for Prospect Hill and Lakewood Estate Riparian Corridor to promote an integrated landscape and cultural experience for these open space areas in Femuluy (Plan of Management Action Item 0.6)</td>
<td></td>
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<tr>
<td></td>
<td>Maintain and upgrade Prospect Creek Reserve West Artwork:</td>
<td></td>
<td>December 2019</td>
<td>Director Works &amp; Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Review the existing Indigenous artwork titled “Yandiero’s” installed as part of the Warali Wall Project 2001 by the ATSIC Committee to include two options for art work improvement.(^1)</td>
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</table>

\(^1\) The project is identified in the 2014 Special Rate Variation Program for Parks and Recreation renewal works in 2018/19 with a $20k allocation.
4. GOVERNANCE, TRACKING PROGRESS AND REPORTING

Monitoring the implementation and effectiveness of the action outlines in this RAP provides valuable information to Cumberland Council about the success of the RAP, what worked well, what didn’t and what is needed in the next iteration of the RAP. Reporting on the successful actions in this RAP also provides valuable insights for other organisations undertaking the reconciliation process and adds to the body of evidence Reconciliation Australia can draw upon to support them through the process.

**Focus area:** Measuring success, celebrating progress, reflecting on challenges and opportunities for the future.

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<tr>
<td>4.1</td>
<td>Report RAP achievements, challenges and learnings to Reconciliation Australia</td>
<td>Complete and submit the RAP Impact Measurement Questionnaire to Reconciliation Australia annually.</td>
<td>30 September 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate participating in the RAP Barometer.</td>
<td>May 2020</td>
<td>Director Community Development</td>
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<tr>
<td></td>
<td></td>
<td>Submit a half-yearly progress report to the ATSICCC</td>
<td>August 2019 &amp; 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td>4.3</td>
<td>Review, refresh and update RAP</td>
<td>Liaise with Reconciliation Australia to develop a new RAP based on learnings, challenges and achievements.</td>
<td>June 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Send draft RAP to Reconciliation Australia for review and feedback.</td>
<td>August 2020</td>
<td>Director Community Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Submit draft RAP to Reconciliation Australia for formal endorsement.</td>
<td>December 2020</td>
<td>Director Community Development</td>
</tr>
</tbody>
</table>
Consultation Key Stakeholder List

Aboriginal and Torres Strait Islander Consultative Committee (ATSICC)

Uncle David Williams  Chairperson of Council ATSICC and Local Resident
Raelene Billedo      Darug woman, ATSICC Deputy Chairperson and Local Resident
Uncle Rex Sorby     ATSICC Member and Local Resident
Lynette Leerson    ATSICC Member
Wayne Trindall      ATSICC Member and Local Resident
Margaret Gong      ATSICC Member and Local Resident
Christopher Haberecht  ATSICC Member and School Principal at Guildford Public School
Julie Nixon        ATSICC Member and Local Resident
Jeanice Corso      ATSICC Member and Teacher at Guildford Public School
Leanne Unie Day    ATSICC Member
Councillor Greg Cummings  Mayor of Cumberland and ATSICC Member
Councillor Glenn Elmore  Councillor of Cumberland and ATSICC Member

RAP Working Group

Uncle David Williams  Chairperson of Council ATSICC, Local Resident and RAP Working Group Member
Uncle Rex Sorby     ATSICC Member and Local Resident and RAP Working Group Member
Lynette Leerson    ATSICC Member and RAP Working Group Member
Wayne Trindall      ATSICC Member and Local Resident and RAP Working Group Member
Sigrid Herring      Local Aboriginal Elders, Educator, Resident and RAP Working Group Member
Turkan Askoy       Local Resident and RAP Working Group Member
Helen Connell  Manager Human Resources – Cumberland Council
Jessica Brown     Engagement Coordinator – Cumberland Council
Amanda Moran      Event Coordinator – Cumberland Council
Mia Cox            Community Participation Coordinator – Cumberland Council
Beatrice Sesay    Community Participation Officer – Cumberland Council

Other key stakeholders

Aunty Sandra Lee  Darug Elder, former ATSICC Member and Local Resident
Aunty Cleonie Quayle  Local Aboriginal Elder, Educator and RAP Consultations Facilitator
Council staff

Helen Connell  Manager – Human Resources – Cumberland Council
Jessica Brown  Engagement Coordinator – Cumberland Council
Amanda Moran  Event Coordinator – Cumberland Council
Mia Cox  Community Participation Coordinator – Cumberland Council
Beatrice Sesay  Community Participation Officer – Cumberland Council
Paul Clark  Supervisor Premium Parks – Cumberland Council
Kirsty Plumeridge  Children and Young Adults Librarian – Cumberland Council
Chriss Bull  Youth Participation and Programs Coordinator – Cumberland Council
Evan Ellis  Communications Officer – Cumberland Council
Johnny Youseff  Marketing Manager – Cumberland Council
Adama Kamara  Acting Manager Community Development and Planning – Cumberland Council
Cara McClure  Children’s Educator – Cumberland Council
Corey Jones  Manager Corporate Planning – Cumberland Council
Susan Miles  Senior Landscape Architect – Cumberland Council
Anna Marquez  Social Inclusion Assistant – Cumberland Council

Community Organisations

Western Sydney Regional Reconciliation Network (WSRRN)
Darug Tribal Aboriginal Corporation
Western Sydney Family Referral Service – Relationships Australia
Max Employment
Friends of Linnwood
House of Welcome
Ability Linkers – Settlement Services International
Sydney Youth Dragon and Lion Dance Troupe
YMCA NSW
Karabi Community and Development Services Incorporation
NSW Multicultural Seniors Association
Unfolding Futures – Reconciliation for Western Sydney
Western Sydney Community Forum

Primary Schools

Hilltop Road Public School
Merrylands East Public School
Guildford Public School
Granville South Public School
Wentworthville Public School
Granville Public School
Parramatta West Public School
Ringrose Public School
Pendle Hill Public School
Greystanes Public School
Widermere Public School
Berala Public School

High Schools

Auburn Girls High School
Merrylands High School
Granville Boys High School
Greystanes High School
Granville South Creative and Performing Art High School
Item No: C03/19-24

DEVELOPMENT OF A GREYSTANES SKATE PARK

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: HC-20-02-15
Community Strategic Plan Goal: A great place to live

SUMMARY

The purpose of this report is to provide an update on the Greystanes skate park development program and to seek Council endorsement for a variation to the Council resolution of 2 August 2017 concerning the construction of the skate park in Bathurst Street Greystanes.

RECOMMENDATION

That Council endorse Darling Street Park as the preferred location for the Greystanes skate park and continue community consultation on the detailed design and final location of the skate park within Darling Street Park.

REPORT

Background

Council under Administration at its Ordinary Meeting of 3 May 2017 considered a report on the need for a neighbourhood scale skate park in the Greystanes area (Min 82 Item 054/17) and subsequently resolved to:

“1. Endorse the need for a neighbourhood scale skate park in the Greystanes area and confirm its location at one of the three sites - Bathurst Street Park, Greystanes Sportsground or Dirrabari Reserve preferred by the site assessment study
2. Endorse phase 2 of the development programme which will include further community engagement and facility design as detailed in this report
3. Include funding of $572,000 within the 2017/18 annual budget to fund a skate park in or close to the Greystanes catchment.
4. Submit an application to the Community Building Partnerships Grant programme for $50,000.”

In response to this resolution, Council officers commissioned a background study – Greystanes Skate Facility Planning and Concept design Study 2017, to identify skate park needs and opportunities across Cumberland in order to provide the necessary planning context for the Greystanes proposal.
Subsequently, community engagement was conducted from 8 June to 16 July 2017 to obtain community feedback on the preferred location for the skate park based on the three sites proposed in Greystanes-Bathurst Street Park, Greystanes Sportsground and Dirrabari Reserve.

This community engagement resulted in the preparation of a report that was submitted to Council’s Ordinary Meeting of 2 August 2017 recommending Council endorse Bathurst Street Park as the preferred location for the skate park and Council resolved (Min 193 Item 130/17) to:

1. **Confirm Bathurst Street Park as the preferred location for the skate park and continue community consultation on the detailed design of the project.**
2. **Subject to confirmation of $50,000 from the NSW Government Community building partnership, the General Manager be authorised to submit a Development Application for independent assessment and following determination to call tenders as appropriate.**

In response to this resolution Council continued community consultation and submitted a grant application to the Community Building Partnership grant programme.

In December 2017, Council was advised that the Community Building Partnership (CBP) grant was unsuccessful, but also received feedback that the grant application should be resubmitted in the future and cited concerns around the site location as one of the reasons for the unsuccessful application.

As a result of failing to secure the CBP grant, Council’s resolution of 2 August 2017 was deemed to have not met the condition precedent and the skate park project was deferred pending further investigation and a further briefing to Council.

Feedback from the grant application process, key stakeholders in Bathurst Street Park and the community raised some concerns regarding the original choice of the Bathurst Street site. In response to this, officers were subsequently requested by Council to review the original site assessment. This review identified a potential additional and suitable location for the skate park in Darling Street Park (adjacent to Beresford Road Public School).

Darling Street Park had been included in the original site locations assessed but the site location review highlighted an alternate placement within the park. This alternate location was also verified as suitable by an assessment undertaken by the original design consultants used to verify the Bathurst Street site.

**Consultation**

In response to community feedback received by Council regarding the initial choice of Bathurst Street Park and in order to determine whether the community still supported the proposal for a skate park as well as in which park it should be situated in Greystanes, Council officers undertook further community engagement during October and November 2018. This consultation included a community forum on 10 November 2018 and an online survey through Council’s “Have your Say” page.
The forum and survey assessed support for sites in Bathurst Street Park, the alternate location in Darling Street Park (adjacent to Beresford Road Public School), Dirrabari Reserve and Greystanes Sportsground.

The results of this engagement were that the forum (14 people) supported Bathurst Street Park as the ‘best location for the skate park’ rating it as number one preference in location.

The online Survey identified the majority of participants (26 of 34 respondents) supported a new skate park with Darling Street Park as the preferred location with 10 of 34 respondents (30% of participants) selecting it as the preference. Seven out of the 34 (20%) selected Bathurst Street Park and seven selected Greystanes Reserve with only 2 out of 34 (6%) selecting Dirrabarri Reserve.

Council also received a petition opposing Greystanes Sportsground from 30 local residents.

**Alternate Locations**

In response to community and Council feedback Council officers also explored the following alternate locations using the same suitability criteria that were applied to the earlier sites by external consultants:

- Civic Park, Pendle Hill
- CV Kelly Park
- Gipps Road Sportsground
- Girraween Park
- Harold Read Park
- Pendle Hill Park

*Civic Park* presented as a highly rated location for the placement of a Skate Park. However due to the already high activity for community use and events and thoroughfare to the railway station, the addition of such a facility would mean possible over-crowding and disrupt current usage of the reserve. Further activation is not recommended at this location.

*CV Kelly Park* presented several locations suitably sized for a skate park. The location at the rear of the clubhouse would unfortunately have very little surveillance from surrounding streets, and the front area appears utilised for overflow parking and events. Priority of this area’s use would need to be considered. Alternate possibilities may involve adjusting the placement of the existing playground and parking. Access to amenities at this site is also restricted as they are locked within the clubhouse compound. A skate park is not recommended at this location.

*Girraween Park* contains a suitably sized area for a skate park facility, however it is close to the residential areas and lacks surrounding surveillance despite pedestrian traffic through the park. A skate park is not recommended at this location.

*Harold Read Park and Pendle Hill Park* - both lack a suitably sized area for a skate park facility. Harold Read Park rated the lowest in the assessment with limited
surveillance to the area, limited parking, close proximity to residential areas and no pedestrian access with low visitation. A skate park is not recommended at these locations.

Overall the highest scoring new site assessed was the Gipps Road Sporting Complex. This venue rated high in the criteria required with suitable infrastructure to support the facility. However, it should be noted that this site is more suitable for a regional / district level facility rather than a local/neighbourhood facility due to the distance from residential areas.

Darling Street Park, (adjacent to the Beresford Road Public School) was determined to be the best site in Greystanes for a neighbourhood skate park. It is close to a main road, Beresford Road, with public transport, has a small car park, amenities and will not displace existing sports use.

During the site assessment phase the Darling Street site was ranked by both an internal Council officer assessment and by the external skate park design consultants engaged by Council, as highly suitable. Furthermore during the community engagement phase Darling Street was the preferred location for a skate park for those who participated the online survey. Subsequent discussion with the Community Building Partnership grant representatives have indicated that they would support a Council resolution to construct the facility in Darling Street Park.

Cumberland has two existing neighbourhood skate parks – Wyatt Park in Lidcombe and Granville Park. A third neighbourhood skate park in Greystanes would provide a reasonable geographic spread of facilities for wheeled sports participants across the Cumberland LGA.

As proposed in feedback from the initial CBP grant process a second application was submitted for a skate park in Greystanes and notification of a successful application for a Community Building Partnership grant for $50,000 was received on 19 November 2018.

COMMUNITY ENGAGEMENT

Members of the community who have been involved in community engagement activities for this project from 2017 to the present, have been informed of this report to Council. Another round of community engagement will be undertaken in relation to the detailed design of the skate park once the final site is approved by Council.

POLICY IMPLICATIONS

Community engagement will be undertaken which is consistent with Council’s Community Engagement Policy.

RISK IMPLICATIONS

There has been considerable community engagement undertaken for this project. In addition, if a site in Greystanes for a skate park is not approved in the short term, the $50,000 CBP grant will need to be declined or returned.
FINANCIAL IMPLICATIONS

There are currently no funds identified for a skate park in Greystanes in Council’s Capital Works Program for 18/19 and 19/20. However, grant matched funding of $50,000 (to match the CBP grant) is included in the draft 2019/20 Annual Budget.

CONCLUSION

Cumberland has two existing neighbourhood skate parks – Wyatt Park in Lidcombe and Granville Park. A third neighbourhood skate park in Greystanes would provide a reasonable geographic spread of facilities for wheeled sports participants across the Cumberland LGA.

A second application was submitted for a skate park in Greystanes and notification of a successful application for a Community Building Partnership grant for $50,000 was received on 19 November 2018. This means that Council has now met the condition precedent for the original Council resolution to construct a local scale skate park in Greystanes.

As a result of sustained and extensive positive and negative community feedback regarding the choice of Bathurst Street Park as the preferred location, Council officers have revisited the community consultation undertaken in the original concept proposal and are recommending that a new site in Darling Street Park be endorsed by Council as the preferred location for the Greystanes skate park.

This reports seeks Council’s endorsement of this recommendation and approval to undertake the detailed design necessary to construct the neighbourhood scale skate park in Darling Street Park, Greystanes.

ATTACHMENTS

Nil
Item No: C03/19-25

CONDITION OF LOCAL GOVERNMENT AREA

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: P-02-01/04
Community Strategic Plan Goal: A clean and green community

SUMMARY

This report has been prepared in response to a Council resolution, and seeks to provide Council with information on the current presentation and condition of the Local Government Area (LGA) along with the factors which have impacted Council’s routine maintenance programs throughout the summer period.

The report also provides Council with a number of proactive measures currently being implemented to address feedback raised. These measures ensure that Council’s public domain and parks maintenance activities continue to provide a level of service and response which is consistent with the community’s expectations.

RECOMMENDATION

That Council receive and note the report.

REPORT

Background

Council at its Ordinary Meeting of 6 February 2019 considered a Matter of Urgency regarding the Condition of the Local Government Area (Min 418) and subsequently resolved as follows:

“1. That the General Manager provide a report to Council in relation to the unkept condition of the Local Government Area with respect to parks, footpaths, verges, etc.”

Council is currently adequately resourced to provide proactive and reactive streetscape and park maintenance services in non-peak periods, which are typically between the months of March and November. Council’s peak periods are typically between the months of December and February each year, when warm weather coincides with rainfall to create accelerated vegetation growth.
The current model of service delivery provides the most optimal and cost effective service to our community throughout the majority of the year. It is noted however in peak periods of demand, the capacity of Council’s maintenance programs within all open space and streetscape often become burdened by additional volumes of requests from the community.

Current Situation

During the summer period of 2018/19, the Cumberland LGA has been subjected to unusual weather conditions which have resulted in high volume and frequent rain events followed by very warm temperatures. These conditions have seen the rate of vegetation growth exceed normal growth patterns, with passive parks requiring two weekly maintenance visits and sportsgrounds requiring weekly visits.

Regular storm events including major storms in December and early February have also placed additional pressure on Council resourcing, with flooding reported at some sportsgrounds and parks. In addition, responding to a high number of tree related issues within the public domain following these storm events has placed further pressure on Council’s resourcing. This is evident from the volumes of customer service requests requiring action following the most recent storm event. Council typically receives up to 45 customer initiated parks and tree requests in a week. Following the recent February storm, Council received 302 requests for support in a single week.

In relation to staffing levels, Council’s parks and streetscape teams ordinarily operate at approximately 90% complement of staff. Due to a number of vacancies prior to the Christmas period, these positions were unable to be recruited until mid to late January.

During this same period, Council also experienced some significant equipment failures in key pieces of major equipment, which were unable to be repaired in a timely manner over this period. Also, one of Council’s main verge maintenance contractors in Auburn terminated their contract with Council, citing their inability to resource staff as the main factor for ceasing works.

As a result of the above combination of factors, Council was unable to meet the maintenance schedule through December and early January, thus creating a backlog of maintenance requests to work through.

Council did approach external contractors to assist with this schedule backlog during this period, however was unsuccessful in sourcing a contractor who could take on the high volume, short term nature of the works required in this instance.

Future Provision

Proactive measures and remedial actions (which are cost effective and complement the existing maintenance activities) will now be put into place to ensure that Council can adequately accommodate seasonal variances.

These measures include a proposed allocation of an additional $1 million towards the funding of additional staff resourcing, which will improve Council’s ability to respond to
any future seasonal variances. This will extend Council’s service reach to ensure the public domain is managed and maintained in accordance with the community’s expectations.

These additional staff will operate primarily as ward based crews, and will also work proactively on the key transport routes throughout the LGA as well as the high volume areas that require a more regular service schedule. The availability of ward based maintenance crews will also provide additional rapid response capabilities for critical and urgent maintenance activities.

Further proactive measures being introduced include the implementation of new maintenance structures. This will ensure the daily presentation of the areas within the road reserves, parks and open space are the responsibility of single service units and will create clear lines of reporting and improve overall accountability.

Remedial measures include continuing to recruit staff to key vacancies within the Parks areas. Negotiations have been completed, which has led to one of Council’s existing verge contractors undertaking the workload surrendered by the previous contractor. Council has also been able to restore its park maintenance plant back to full working capacity. Furthermore, Council has identified and will be acquiring additional high speed mowing tractors for the larger open space areas, and will also be purchasing specialised maintenance equipment that can be utilised on RMS and high traffic roads without the level of traffic control previously required.

Negotiations are also commencing with staff in relation to the timing of annual leave over the Christmas period, and Council is confident that moving forward there will be adequate resourcing rostered during the Christmas and New Year period.

COMMUNITY ENGAGEMENT

There are no community engagement processes required for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

The proactive and reactive maintenance measures outlined in this report will lead to improved reputational outcomes for Council.

FINANCIAL IMPLICATIONS

Council’s draft 2019/2020 budget will be prepared to include the additional operational resources required to improve Council’s management and maintenance of the public domain and open space as outlined within this report.
CONCLUSION

A series of factors including unusual weather patterns have impacted Council’s ability to maintain and manage the public domain and open space in accordance with the community’s expectations. The proactive measures and remedial actions outlined in this report including introducing additional staff and implementing new maintenance structures will improve overall accountability and service reach.

ATTACHMENTS

Nil
Item No: C03/19-26

CUMBERLAND TRAFFIC COMMITTEE - MINUTES OF MEETING HELD ON 6 FEBRUARY 2019

Responsible Division: Works & Infrastructure
Officer: Director Works & Infrastructure
File Number: T-28-02/08
Community Strategic Plan Goal: A safe accessible community

SUMMARY

This report presents the minutes of the Cumberland Traffic Committee meeting held on 6 February 2019.

RECOMMENDATION

That the minutes of the Cumberland Traffic Committee meeting held on 6 February 2019 be received and the recommendations contained therein be approved.

REPORT

A meeting of the Cumberland Traffic Committee was held on 6 February 2019. The minutes are presented for Council’s approval, in accordance with the Council Resolution (Item 218/17 – Min.343) of the meeting held on 13 December 2017.

COMMUNITY ENGAGEMENT

Community consultation will occur in accordance with the approved recommendations of each report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The expenditure of funds will be allocated from Council’s current traffic facility construction budget.
ATTACHMENTS

1. Minutes of Meeting for Cumberland Traffic Committee 6 February 2019
Attachment 1
Minutes of Meeting for Cumberland Traffic Committee 6 February 2019
CUMBERLAND TRAFFIC COMMITTEE
HELD IN ADMINISTRATION BUILDING, 16 MEMORIAL AVENUE, MERRYLANDS
ON WEDNESDAY, 6 FEBRUARY 2019 AT 9:30 AM

ATTENDANCE & APOLOGIES

Cumberland Council -  Clr Paul Garrard (Chair)
                       Mr Siva Sivakumar - Manager Engineering and Traffic
                       Mr Soma Somaskanthan – Tem Leader, Transportation & Traffic

Roads & Maritime Services (RMS) –  Mr Ryan Home

Local Member for Auburn –  Representative Clr George Campbell
Local Member for Prospect –  Representative – Clr Suman Saha

NSW Police Force, Cumberland Police Area Command (PAC) – Sen. Const. Shane Armstrong

Transit Systems –  Mr Peter Whitney

APOLOGIES

Local Member for Granville –  Representative – Mr Chris Worthington

NSW Police Force, Auburn Police Area Command (PAC) – Const. Reema Fajloun

*Email communication was received concurring with the relevant item recommendations.*

Local Member for Fairfield – No representative was present.

State Transit Authority
CDC Hills Bus
Transdev
## Items by State Electorate and Police Local Area Command

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<td>135</td>
<td>X</td>
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</tbody>
</table>
A. Confirmation of the Minutes of the last Cumberland Traffic Committee meetings.

CTC-19-001 DISCLOSURE OF PECUNIARY INTEREST

The provisions of Chapter 14 of the Local Government Act 1993 regulate the way in which Councillors and nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions, or voting, on that matter.

Recommendation

That the report be received and advice of non-disclosure noted.
CTC-19-002  INTERSECTION OF BOUNDARY ROAD AND HECTOR STREET, CHESTER HILL - ROAD SAFETY CONCERNS

State Electorate: Auburn  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received road safety concerns from a local resident regarding right turning vehicles from Boundary Road into Hector Street losing control on the 90 degree bend.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns from a local resident regarding right turning vehicles from Boundary Road into Hector Street losing control on the 90 degree bend.

The map below shows the location:
Hector Street, Boundary Road and Ferndell Street are on a regional road network.

Boundary Road and Hector Street have priority and the continuing Boundary Road is treated as the minor road. Inspections have revealed that the reversed priority of Boundary Road is clearly

Traffic count data at two locations on Boundary Road taken in November 2018 is listed below;

<table>
<thead>
<tr>
<th></th>
<th>Location 1</th>
<th>Location 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic (Veh/day)</td>
<td>12,456</td>
<td>357</td>
</tr>
<tr>
<td>85th percentile speed (km/h)</td>
<td>49.5</td>
<td>51.5</td>
</tr>
<tr>
<td>Peak hour maximum traffic (Veh/hr)</td>
<td>1,087</td>
<td>58</td>
</tr>
</tbody>
</table>

Location 1 is on the regional road section.

The map below shows the intersection. It is also proposed to install fencing in Hector Street between the two power poles to prevent any loss of control vehicle mounting the kerb and hitting the fence of the corner property.

Comments:

Council officers indicated that an amendment to the original plan has been proposed and raised thresholds have been incorporated at this intersection on the Boundary Road western approach and Hector Street approach. The amended plan was presented at the meeting and members agreed with the proposal.
Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed treatment at the intersection of Boundary Road and Hector Street as per the attached plan be approved.

2. The affected resident be notified of the outcome generally.

Attachment: Plan – Intersection of Boundary Road & Hector Street, Chester Hill
CTC-19-003 SUSAN STREET, AUBURN – PROPOSED RESIDENT PARKING SCHEME

State Electorate: Auburn
File No. T-28-01/06]

Summary:

Council, at its meeting on 4 July 2018, considered a report on Auburn Resident Parking Scheme and resolved to proceed with the implementation of a Resident Parking Scheme in Susan Street, Auburn.

In accordance with Roads and Maritime’s Delegation to Council and Permit Parking Guidelines, Council is responsible for referring all proposed permit parking schemes to the Local Traffic Committee for consideration.

This report outlines the outcome of the investigation and consultation into this matter. It is recommended that a Resident Parking Scheme in Susan Street, Auburn between Beatrice Street and Helena Street be implemented and the performance of the Resident Parking Scheme be assessed after one year.

Background:

Council has received correspondence from local residents, who have difficulty parking adjacent to their premises in the streets near the Auburn Town Centre and in the vicinity of Auburn Hospital. In particular, there was a strong representation from the residents of Susan Street. People works in Auburn and people commute from Auburn Station leave their cars in the resident streets around Auburn Town Centre. Similarly Auburn Hospital staff park their vehicles in the resident streets around the Hospital.

Council undertook an investigation to establish the need for a Resident Parking Scheme in the study area shown in Figure 1 below. The study area is to cover all the streets impacted by the commuter parking around Auburn train station and streets impacted by Auburn Hospital Staff parking.

The need for a Resident Parking Scheme was assessed against the following five criteria as per Council’s Policy on Resident Parking Scheme:

1. Properties participated in the consultation is greater than 70%
2. In average, off-street parking per property is less than 1
3. Properties are in favour of the RPS is greater than 70%
4. Properties with no off-street parking is greater than 30%
5. On-street parking occupation rate is greater than 50%
The report concluded that streets, except Susan Street, within the study area did not meet the criteria for the implementation of a Resident Parking Scheme. The report recommended that Council proceeds with the implementation of a Resident Parking Scheme in Susan Street, between Beatrice Street and Helena Street and the performance of the Scheme be assessed after one year of operation.
Report:

The investigation to establish the need for a resident parking scheme in Susan Street involved:

- A parking study of the area. The study will establish the parking availability and parking demand; and
- A survey of residents to gauge the community support for such a scheme and to understand the availability of off-street parking.

On-street Parking

There are 55 available unrestricted on-street parking in Susan Street, between Beatrice Street and Helena Street. The parking survey undertaken in two different days indicated that 58 cars were parked in this section of Susan Street. That is 105% of occupation rate.

Survey of Residents

There were 78 properties in this section of Susan Street. Council sent out letter with survey forms and information flier to the owners and Occupiers of these properties. Council received 24 responses. Of the 24 respondents, 21 (87.5%) supported implementation of Resident Parking Scheme and 3 (12.5%) did not support the proposal.

Discussion

As stated earlier, Council received a strong representation to address the continuous all day parking in Susan Street by people working in Auburn Town Centre.

A Resident Parking Scheme will allow unrestricted on-street parking for residents while restricting others, without permit, to time restricted on-street parking. Hence, implementing a Resident Parking Scheme in Susan Street will improve available on-street parking for residents and visitors to Council Office, Auburn Library and Auburn Public School.

It is recommended that the proposed Resident Parking Scheme in Susan Street, between Beatrice Street and Helena Street be approved.

Comments:

The members agreed with the proposal.

Recommendation:

For Traffic Committee recommended that:

I) The proposed Resident Parking Scheme in Susan Street, between Beatrice Street and Helena Street, Auburn in accordance with the attached plan be approved.
ii) The affected residents be notified of the Council's resolution.

Attachments:

1. Information Flyer Sent to the Residents
2. Survey Results – Susan Street Resident Parking Scheme
3. Plan – Susan Street, Auburn Between Beatrice Street and Helena Street – Proposed Resident Parking Scheme Signage
Eligibility
If you live within the Resident Parking Scheme area, you are eligible to apply for a parking permit. A maximum of two permits per household, subject to availability of off-street parking, will be issued. Residents of high density residential buildings constructed after December 2017 are not eligible for a parking permit.

Benefit
The permit allows you to park your vehicle conveniently, without the risk of parking violations related to exceeding signed time restrictions, within the designated resident parking scheme area.

Cost
Council is proposing an annual administration fee of $10 per permit.

Validity
All permits are valid for one year from the date of issue, after which a new application must be submitted. Permits are only valid while you live within the Cumberland LGA and are location specific. This means you cannot park in other resident parking scheme areas without risking parking violations.

Restrictions
The term ‘vehicle’ does not cover a truck (vehicle greater than 4.5 tonnes GVM), bus, tram, caravan, trailer (including boat trailers) or tractor.

Visitors
Permits will only be issued to eligible residents. Visitors of residents with a resident parking permit risk parking violations if they exceeding signed time restrictions.

For more information phone Cumberland Council on 8757 9000 or email council@cumberland.nsw.gov.au

Cumberland Council
16 Memorial Avenue, PO Box 42, Merrylands NSW 2160.
T 8757 9000 W cumberland.nsw.gov.au E council@cumberland.nsw.gov.au
f Cumberland Council Sydney
Susan Street – Resident Parking Scheme
Survey Results

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<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Properties</td>
<td>78</td>
</tr>
<tr>
<td>Response Received</td>
<td>24 (31%)</td>
</tr>
<tr>
<td>Support the proposal</td>
<td>21 (87.5%) (27%)</td>
</tr>
<tr>
<td>Not Support</td>
<td>3 (12.5%) (4%)</td>
</tr>
</tbody>
</table>
CTC-19-004 INTERSECTION OF JOHN STREET AND CALOOL STREET, LIDCOMBE – ROAD SAFETY CONCERNS

State Electorate: Auburn PAC: Auburn
(File No. S1940-04)

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersection of John Street and Calool Street, Lidcombe.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersection of John Street and Calool Street, Lidcombe.

John Street, Lidcombe functions as a collector road and carries over 10,000 vehicles per day and over 800 vehicles per hour during peak periods in the morning and evening. Calool Street is a local street linking John Street and Nyrang Street and approximately 275m long.

Council’s Officers have investigated the request and a site inspection revealed that the intersection of John Street and Calool Street, Lidcombe has no parking signage installed, however, 10m statutory “No Stopping” restrictions apply in accordance with Road Rules 2014. It is alleged that motorists tend to ignore the Road Rules as this intersection is approximately 900m from Lidcombe Station and the area is in high demand for parking. It should be noted that the streets in the vicinity of the Station have period parking restrictions preventing commuters from parking all day.

During inspections, it was observed that vehicles park at this intersection close to the corners. It is also difficult to turn from Calool Street into John Street due to restricted sight distance.

It is proposed to install “No Stopping” signage to strengthen the Road Rules at this intersection. It is proposed to install the “No Stopping” sign on the western side of John Street south of Calool Street at 16m to improve visibility for vehicles turning right from Calool Street.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed “No Stopping” signs at the intersection of John Street and Calool Street, Lidcombe in accordance with the attached plan be approved.

2. The affected resident be notified of the outcome generally.

Attachments: Plan – Intersection of John Street and Calool Street, Lidcombe - Proposed “No Stopping” signage
STARITS AVENUE, SOUTH GRANVILLE – PROPOSED 2 HOUR PARKING

State Electorate: Auburn PAC: Cumberland
(File No. T-28-01/08)

Summary:
Council has received a request from a business to convert all day parking to 2 hour parking in Straits Avenue, South Granville.

This report outlines the outcome of the investigation into this matter.

Report:
Council has received a request from a business to convert all day parking in Straits Avenue, South Granville to 2 hour parking.

Straits Avenue is approximately 250m long and 7.5 to 7.7m wide. The street branches off from Femnell Street and ends in a cul-de-sac. Straits Avenue is in an industrial area. The southern side of Straits Avenue is restricted by “No Parking; 8:00AM – 6:00PM; Mon-Fri” signage.

The business has requested period parking signs on the northern side to prevent all day parking by staff and to provide for visitors. It is noted that the businesses / industries have staff parking off-street.

Comments:
The members agreed with the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that:

1. The proposed “2P: 8:00AM-6:00PM: Mon-Fri: 8:00Am-12:00PM: Sat” signage on the northern side of Straits Avenue, South Granville in accordance with the attached plan be approved subject to consultation of the industries.

2. Proposed “No Parking” restrictions in the cul-de-sac of Straits Avenue, South Granville in accordance with the attached plan be approved.

3. Council consult the industries and report back to traffic committee if objections are received.

Attachments:
Plan – Proposed parking restrictions in Straits Avenue, South Granville
HUNT STREET, GUILDFORD WEST– ROAD SAFETY CONCERNS

State Electorate: Fairfield
(File No. T-28-01/08)

PAC: Cumberland

Summary:
Council has received concerns that vehicles are speeding in Hunt Street, Guildford West.

This report outlines the outcome of the investigation into this matter.

Report:
Hunt Street is local road linking Lomond Street with Fairfield Road. It is approximately 580m long and 10.3m wide.

Traffic counts were undertaken in Hunt Street in December 2018, the results indicated an Average Daily Traffic volume of 774 vehicles/day and the 85th percentile speed 58.0 km/hr.

There were no reported accidents in Hunt Street in the 5 year period between 2013 and 2017.

The map below shows the location of Hunt Street.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Hunt Street in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

Table 1 – Olsen Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>17</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>37</td>
</tr>
</tbody>
</table>
The following table indicates the action to be taken according to the assessment points:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Based on the above results, it is advised that traffic calming devices are not warranted in accordance with Council’s LATM Policy.

The recorded 85th percentile speed is over the speed limit and the street be referred to the NSW Police Force for speed enforcement.

Comments:

Traffic Committee discussed the two options presented in the agenda. The options are given below:

Option 1:

i) Traffic calming devices not be provided in Hunt Street, Guildford West

ii) The Cumberland Police Area Command be requested to provide random speed surveillance in Hunt Street, Guildford West.

iii) Council review conditions in Hunt Street, Guildford West and report back to traffic Committee in February 2020.

Option 2:

Council undertake consultation with the residents of Hunt Street, Guildford West to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Traffic committee recommended the Option 1.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) Traffic calming devices not be provided in Hunt Street, Guildford West

ii) The Cumberland Police Area Command be requested to provide random speed surveillance in Hunt Street, Guildford West.
iii) Council review conditions in Hunt Street, Guildford West and report back to traffic Committee in February 2020.
CTC-18-007  INTERSECTION OF HALL STREET AND STATION ROAD, AUBURN – SAFETY CONCERNS

State Electorate:  Auburn  PAC: Auburn
(File No. S1940-04)

Summary:

Council has received safety concerns from pedestrians at the intersection of Hall Street and Station Road, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns from pedestrians at the intersection of Hall Street and Station Road, Auburn.

The intersection of Hall Street and Station Road is controlled by roundabout with concrete raised humps on the approaches. Originally, Council installed rubber cushions which have been modified to concrete humps subsequently.

It is alleged that trucks use the footpath to load / unload for the corner shop and endanger pedestrian traffic using the location. It is also indicated that the pedestrians cross in the vicinity of the roundabout on this approach and not using the access ramps provided at the roundabout. Pedestrians walking along Hall Street are also forced to use the road to pass a parked vehicles (including trucks).

In addition to pedestrian safety at this location, trucks mounting the footpath area may damage the underground utilities in the area particularly the Telstra manhole.

The view below shows the location under consideration.

![Intersection View](image)

It is proposed to provide pedestrian fencing at this corner to streamline pedestrians towards the opening in the splitter island and to prevent any vehicles stopping on the footpath to deliver goods to the business.
Comments

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed pedestrian fencing on the north western corner of the intersection of Hall Street and Station Road be approved.

Attachments:

Plan – Proposed Pedestrian Fencing in Hall Street & Station Road, Auburn.
CTC-19-008 INTERSECTION OF CHISHOLM ROAD AND NORTHCOTE STREET, AUBURN – SAFETY CONCERNS

State Electorate: Auburn PAC: Auburn
(File No. 90710-04)

Summary:

Council has received a request from local residents regarding road safety concerns at the intersection of Chisholm Road and Northcote Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from local residents regarding road safety concerns at the intersection of Chisholm Road and Northcote Street, Auburn.

Chisholm Road is a regional Road and Northcote Street is a local street. Northcote Street has “STOP” control at Chisholm Road. There is also an existing median with opening on Northcote Street.

Chisholm Road has edge line marking and kerb blister islands on both sides of Northcote Street. However, it is alleged that cars are parking within the short length between the kerb blisters and Northcote Street thus creating unsafe conditions for vehicles entering and exiting Northcote Street.

The map below shows the intersection of Northcote Street and Chisholm Road.
It is proposed to install "No Stopping" signage at this intersection. It is proposed to provide longer no stopping zones in Northcote Street to enhance safety of pedestrians crossing at this location.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed "No Stopping" signs at the intersection of Chisholm Road and Northcote Street, Auburn in accordance with the attached plan be approved.

2. The affected residents be notified of the outcome generally.

Attachments:

Plan – Proposed "No Stopping" signage at the intersection of Chisholm Road and Northcote Street, Auburn
CTC-19-009 ASHGROVE ESTATE – ENTRY THRESHOLDS ON RAGLAN ROAD AND ASHGROVE BOULEVARDE

State Electorate: Auburn PAC: Auburn

(File No. T-28-01/06)

Summary:

This report considers the construction of two entry thresholds on Raglan Road and Ashgrove Boulevarde to define entry into the Ashgrove Estate.

Report:

Following concerns from the residents and the Community Association of Ashgrove estate, Council undertook consultation with the residents for the proposed parking restriction signage.

Cumberland Traffic Committee considered a report (CTC-18-151) on the proposed “No Parking” and “No Stopping” restrictions in the streets of Ashgrove Estate and consultation results at its meeting held on 7 November 2018.

The Traffic Committee recommended that the “No Stopping” restrictions as proposed in the streets in the Ashgrove Estate be implemented in accordance with the revised plans CTC-18-151 Rev 1.

Council at its meeting held on 5 December 2018 approved the recommendation.

In the original scheme, two entry thresholds were also proposed at the two entry points to the estate. These thresholds were proposed on Ashgrove Boulevarde south of Kirkham Road and on Raglan Road west of Kirkham Road / Raglan Road intersection.

Council has now finalised plans for the two entry thresholds and proposes to construct them as originally planned.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed entry thresholds on Raglan Road and Ashgrove Boulevarde in accordance with the plan CTC-19-009 be approved for construction.

Attachments:


2. Details of Thresholds on Raglan Road and Ashgrove Boulevarde
CTC-19-010  LAVINIA STREET, MERRYLANDS – SPEEDING CONCERNS

State Electorate: Granville  PAC: Cumberland
(File No. HC-24-01-3/02)

Summary:

Council has received a complaint from a local resident regarding speeding concerns and requested Council to improve road safety on Lavinia Street, Merrylands between Robertson Street and Excelsior Street.

This report outlines the outcome of the investigation into this matter.

Report:

Lavinia Street runs in an east-west direction, it has a width of approximately 9m with signposted 50km/h speed limit and two existing roundabouts between Robertson Street and Excelsior Street. Parking restrictions apply on both sides of the road.

Council has received a complaint from a local resident regarding speeding concerns between Robertson Street and Excelsior Street and requested Council to improve road safety on Lavinia Street, Merrylands.

Traffic counts were undertaken in November 2018 on Lavinia Street east and west of Zilah Street, the results of the traffic counts indicated an AADT volume of 3269 vehicles/day and 3243 vehicles/day and 85th percentile speed of 43.2 km/h and 45 km/h respectively.

An investigation was conducted to assess the feasibility of the installation of additional traffic calming devices on Lavinia Street in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy. The assessments are summarised in the tables below:
### Table 1 – Lavinia Street east of Zillah Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>16</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>36</strong></td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

### Table 2 – Lavinia Street east of Zillah Street – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

### Table 3 – Lavinia Street west of Zillah Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>16</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>36</strong></td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

### Table 4 – Lavinia Street west of Zillah Street – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

The recorded 85th percentile speed values at two sections of Lavinia Street were 43.2 and 45.0 km/hr which are significantly below the speed limit of the street.
Based on the above results, it is advised that traffic calming devices are not warranted in accordance with Council’s LATM and additional traffic calming devices is not supported.

**Comments:**

The members agreed with the recommendation.

**Recommendation:**

The Cumberland Traffic Committee recommended that the request for additional traffic calming devices on Lavinia Street, Merrylands not be approved.

**Attachments:**

Nil
CTC-19-011  FOWLER ROAD, MERRYLANDS—REQUEST FOR TRAFFIC CALMING

State Electorate: Granville  
(PAC: Cumberland  
(File No. GS-294-TP/03)

Summary:

Council received concerns that vehicles are speeding in Fowler Road, Merrylands in late 2017.

Council presented a report to Cumberland Traffic Committee in February 2018 on the traffic conditions in Fowler Road, Merrylands.

This report outlines the outcome of a review of conditions in the street with updated data.

Report:

Council received a request from residents for traffic calming treatment in Fowler Road, Merrylands in late 2017.

Fowler Road is part of the Regional Road network between McCredie Road and Burnett Street.

Following investigation, a report was presented to Cumberland Traffic Committee on the traffic conditions in Fowler Road, Merrylands at its meeting held on 7 February 2018.

The Traffic Committee recommended that:

1. The installation of traffic calming devices on Fowler Road, Merrylands not be approved.
2. Council will review traffic condition and a report will be brought back to Cumberland Traffic Committee in November 2018.
3. The resident be notified of the Traffic Committee comments generally.

Subsequently, the traffic committee recommendation was approved by Council at its meeting held on 7 March 2018.

In accordance with the second part of the recommendation above, Council has undertaken new traffic counts and assessed Fowler Road to review conditions now. Council has also used updated crash data from the Centre for Road Safety.

<table>
<thead>
<tr>
<th></th>
<th>Dec 2017</th>
<th>Dec 2018</th>
<th>Dec 2017</th>
<th>Dec 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>East of</td>
<td>East of</td>
<td>East of</td>
<td>East of</td>
</tr>
<tr>
<td>Morris St</td>
<td>Morris St</td>
<td>Donnelly St</td>
<td>Donnelly St</td>
<td></td>
</tr>
<tr>
<td>ADT-Vehicles/day</td>
<td>16,779</td>
<td>16,737</td>
<td>11,809</td>
<td>11880</td>
</tr>
<tr>
<td>85th %tile speed (km/Hour)</td>
<td>54.7</td>
<td>55.4</td>
<td>56.7</td>
<td>56.2</td>
</tr>
<tr>
<td>Median Speed (km/hour)</td>
<td>48.6</td>
<td>49.0</td>
<td>50.2</td>
<td>50.0</td>
</tr>
</tbody>
</table>

Comparison of the above traffic count data shows slight variation (up to 1.2%) in all the recorded values for traffic volume and speeds. The increases are very low and will not change any scores as per Council's
LATM Policy. The following shows the assessment data as per the LATM Policy.

Table 1 - Fowler Road - LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>18</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>43</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 2 - Fowler Road - Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 75</td>
<td>Report to TC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt; 25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Previous crash data was considered for the period between 2012-2016. There were 5 reported crashes in the 5 year period between 2012-2016.

Examination of the updated Accident Database has indicated that there were no new crashes reported in 2017.

The map below shows Fowler Road with traffic count locations circled.
Based on the above, the conditions in Fowler Road has not changed significantly and the data shows that there were no reported accidents in the one year since the last assessment was made in December 2017.
Based on the previous assessment in February 2017, Fowler Road scored 43 out of 100 in accordance with Council’s LATM Policy and traffic calming devices were not warranted in the Street.

A new assessment does not change the scores as the parameters considered have not significantly reduced.

Based on the above, it is again proposed that Council review conditions in Fowler Road in one year with updated accident and traffic data.

Comments:

The members agreed with the recommendations.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The installation of traffic calming devices on Fowler Road, Merrylands not be approved.

2. Council review conditions in Fowler Road, Merrylands and report back to traffic Committee in April 2020.

Attachment:

Previous Report: CTC-18-025 - Fowler Road, Merrylands – Request for Traffic Calming Devices
CTC-18-025 FOWLER ROAD, MERRYLANDS – REQUEST FOR TRAFFIC CALMING DEVICES

State Electorate: Granville LAC: Holroyd
(File No. GS-294-TP/03)

Summary:

Council has received a request from a resident for the installation of traffic calming devices on Fowler Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of traffic calming devices on Fowler Road, Merrylands.

Traffic count was undertaken on Fowler Road in December 2017. The results indicated an AADT volume of 15,779 vehicles/day, an 85th percentile speed of 54.7 km/h and the median vehicle speed of 48.6 km/h.

An investigation was conducted to assess the feasibility of the installation of traffic calming devices on Fowler Road in accordance with the criteria set out in Council’s LATM Policy. The assessments are summarised in the tables below:

Table 1 - Fowler Road – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
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<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>43</td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 2 – Fowler Road – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
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</tr>
</tbody>
</table>

The LATM results in the tables above indicates that installation of traffic calming devices on Fowler Road, Merrylands is not warranted at present time.

MINUTES OF CUMBERLAND TRAFFIC COMMITTEE 7 February 2018
Comments:

The members present agreed with the proposal.

Report Recommendation:

The Cumberland Traffic Committee recommended that:

i) The installation of traffic calming devices on Fowler Road, Merrylands not be approved.

ii) Council will review traffic condition and a report will be brought back to Cumberland Traffic Committee in November 2018.

iii) The resident be notified of the Traffic Committee comments generally.
CTC-19-012  2019 AFRICULTURES FESTIVAL - WYATT PARK, CHURCH STREET, LIDCOMBE

State Electorate: Auburn                                      PAC: Auburn
(File No: F-02-01/02)

Summary

This report considers the Traffic Management Plan (TMP) and associated partial road closures for 2019 Africultures Festival to be held on Saturday 09 March 2019 at Wyatt Park, Church Street, Lidcombe.

Report

The Africultures Festival is an annual event that will be held on Saturday 09 March 2019 at Wyatt Park, Church Street, Lidcombe. It is expected that around 12,000 visitors will attend the festival throughout the day. The festival is organised by the “Africultures Festival Event organisers” this year.

It is proposed to close the entry into Church Street from Olympic Drive at 11:00am after the ‘bump in’ of the event and re-open at 6:00pm following the end of the event. Stall holders and organisers will arrive at the venue before 07:00am and can access the street from the Olympic Drive traffic control signal (TCS). Traffic will be allowed to exit Church Street at the TCS at all times. After 11:00 am, vehicles can enter Wyatt Park through the driveway off Percy Street until all the parking spaces are used. This entry point will be closed after the car parks within the complex are full.

When the Church Street entry is closed at the traffic lights, the right turn bay on the northern approach (southbound) will be closed with staff from the Roads and Maritime Services making appropriate changes to the operation of the signals.

The Traffic Control Plan prepared for the TMP provides for VMS (variable message signs) boards and several static signs to help direct traffic on Olympic Drive and other local streets.

In accordance with the RMS’ “Guide to Traffic and Transport Management for Special Events”, this event falls under the category of Class 2 Event impacting on local traffic and transport systems only.

A Traffic Management Plan has been prepared and along with the completed Special Event Traffic Management Plan (SETMP) template will be submitted to the RMS for consideration. The documents will be submitted to the Transport Management Centre (TMC) for consideration and approval following traffic committee approval.

The attached Plan details the proposed traffic management plan for the above festival.

Comments

The members agreed with the recommendations.
**Recommendation**

The Committee recommended that:

1. The 2019 Africultures Festival to be held on Saturday 09 March 2019 at Wyatt Park, Church Street; Lidcombe be classified as a “Class-2” event.

2. The partial closure of Church Street between Olympic Drive and the cul-de-sac end, on 09 March 2019 between 11:00am and 6:00pm as per the Traffic Management Plan (TMP) prepared for the 2019 Africultures Festival be approved subject to approval of the ‘Special Event Traffic Management Plan (STMP)’ by the RMS and concurrence from the Transport Management Centre.

**Attachment:** Traffic Management Plan (TMP) and Police approval
APPLICATION FOR_LANE/ROAD CLOSURE or NOTIFICATION to
STAND and OPERATE SPECIAL PURPOSE VEHICLE - Issued under
Class 1 Special Purpose Vehicle Stand and Operate Notice 2013 - Heavy
Vehicle National Law (HVNL)

M.T. THESE WORKS MUST COMPLY WITH AUSTRALIAN STANDARD AS 1742.3 – 1996. (TRAFFIC CONTROL
MEASURES FOR WORKS ON ROADS) - ENQUIRIES MAY BE DIRECTED TO WORKSHELP 1800 191 900.

Applicant Name: NADEAN ARNOLD Company Name: JIM'S TRAFFIC CONTROL
Phone No: 0416 140 604 For No: Email: nadean.arnold@jimtrafficcontrol.com.au
Road Occupancy License (ROL): 109 000 08 (Must obtain first before submitting application)

PARTICULARS OF CLOSURE AND CONDITIONS:

(1) Notification of a (circle) TEMPORARY lane/whole road closure as described below during the nominated
times due to the (circle) obstruction danger posed to traffic by the standing and operation of a (circle) mobile crane
travel tower scissor lift mobile concrete pump/excavation, Other festival

(2) with [ ] metres lane of roadway on the [ ] side of [ ] Street, (Suburb) [ ] between [ ] Street and [ ] Street,
occupying [ ] metres lane of roadway,

(3) Between the hours of [ ] AM on (Day) SATURDAY the (Date) [ ] of [ ] 20[ ] and [ ] AM on (Day) SATURDAY the (Date) [ ] of [ ] 20[ ].

(4) Other specific details (Additional dates/other road closures):

CHURCH STREET CLOSED TO TRAVELLING TRAFFIC WILL BE OPEN TO VEHICLES EXCEPT

Signature of Applicant /Employee /Agent

Time/Date

4:50 pm 4/12/18

POLICE USE ONLY

ACKNOWLEDGEMENT NUMBER: 2018/ 12/001

✓ Required × Not required

1. This notice or an exact copy is to be carried by the operator of the unit and produced if required. It is subject to cancellation,
at any time and upon expiry the notice must be destroyed.

2. Suitable warning signs and barricades are to be erected in the areas that the unit is being operated.

3. The roadway is to be properly marked with an adequate number of traffic lane markers to safely control the flow of traffic.

4. Traffic Control Flagmen to be in attendance to control traffic.

5. Sign suitably illuminated with adequate warning lamps when standing during the hours of darkness.

6. Approval to be obtained from the Council Traffic Engineer (in the case of full road closure approval from the Local
Pleasantry, Cycling and Traffic Control Committee is required).

7. In addition to the foregoing conditions the operator will comply with any direction of a member of the NSW Police Force.

8. Ambulance and Fire Brigade to be informed (in the case of a whole road closure).

9. Relevant bus authorities to be informed (in the case of temporary closure or disruption of traffic flow on a public road that
involves a bus service).

10. Traffic Management Centre to be informed (in the case of temporary closure or disruption of traffic flow on a public road).

11. Acknowledgement of operation has been obtained from [ ] of Auburn Local Area

Command Traffic Unit.

[ ] Other conditions:

Approved: [ ] 12/12/2018 at [ ]:00 [AM/PM]

Signature

Police Station: Auburn Police Area Command Traffic Unit – (Ph) 02 9646 0598 – (Fax) 02 9646 0532
(Email) auburntraffic@police.nsw.gov.au

C03/19-26 – Attachment 1
TRAFFIC MANAGEMENT PLAN
Wyatt Park, Church St, Lidcombe
NSW 2141

AFRICULTURES FESTIVAL

19/11/2018

Prepared By: Nadean Arnold
Company: Jim's Traffic Control
RMS Red Card (select/modify) No:
0040071570
A Traffic Management Plan [TMP] must be prepared for any activity or event that results in a temporary road closure.

All TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan [TMP]" Ver 2.0 dated December 2001. The relevant details required for the TMP is reproduced below:

<table>
<thead>
<tr>
<th>ACTIVITY/EVENT</th>
<th>Africultures Festival</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPERTY</td>
<td>Wyatt Park, Church St, Lidcombe 2141</td>
</tr>
<tr>
<td>LOCATION OF WORKS</td>
<td>Wyatt Park, Church St, Lidcombe 2141</td>
</tr>
<tr>
<td>TYPE</td>
<td>Partial Road Closure</td>
</tr>
<tr>
<td>CLIENT</td>
<td>Africultures Festival</td>
</tr>
<tr>
<td>CONTACT</td>
<td>Fatma Mohamed, Africultures Festival, Event Organiser, 0407 904 526</td>
</tr>
<tr>
<td>APPLICANT CONTACT</td>
<td>Jim's Traffic Control, Nadene Arnold, Director, 0416 140 604, <a href="mailto:nadene.arnold@jimstrafficcontrol.com.au">nadene.arnold@jimstrafficcontrol.com.au</a></td>
</tr>
<tr>
<td>ADDRESS</td>
<td>6 Shen Place, Prospect, NSW 2148</td>
</tr>
<tr>
<td>EVENT DATE(S) &amp; EVENT HOURS</td>
<td>Saturday 9th March 2019, 7:00am – 7:00pm</td>
</tr>
</tbody>
</table>

DEFINITIONS:

T.C.- Traffic controller
T.C.P.- Traffic Control Plan
L.B.D.- Letter Box Drop
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- Traffic Control..........................................................................................................3
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- Time Management...................................................................................................6
  1. Bump in
  2. Bump out
- Assessment of Public Transport services affected.................................6
- Details of provisions ..................................................................................................6
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  2. Heavy Vehicles
  3. Pedestrians
  4. Surrounding Roads
  5. Additional Parking
  6. Detours
- Assessment of effect on existing and future developments....6
- Assessment of effect on adjoining Councils......................................................7
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1. Overview.

Africultures Festival propose to the entrance to Church Street, Lidcombe for an event they are holding, on Saturday 9th March 2019 between the hours of 7:00am & 7:00pm.

- **Description or detailed plan of proposed measures.**

It is proposed that there will be no entry onto Church Street, Lidcombe heading North West. Traffic heading out of Church Street, Lidcombe South East will still be able to do so. Detours will be in place for the partial road closure.

A TCP has been prepared in conjunction with the site plan/map to show details of how the event will be run. This is on page 5.

Sections of the carpark will be closed to motorists due to the safety of pedestrians and stall holders and motorists will be under the direction of Traffic control and signage.

2. Management of the TMP

Africultures has warranted that they will outsource traffic controllers, materials, resources and systems to properly perform the services related to traffic management of the event.

3. Traffic Control

It is suggested that 8 T.C with a vehicle attend to the proposed works and lay out all advanced warning signs and barricades ready for the start.

T.C will be required to assist with all vehicle movements in the carpark, including:
- Directions.
- Available car spots.
- Carpark capacity.

T.C will be in two-way communication at all times.
4. Measures to ameliorate the impact of re-assigned traffic,
A T.C.P has been developed to ameliorate conditions whilst work is taking place. The T.C.P and the Traffic Management Plan (TMP) are to go to council for approval. Certified T.C and all advanced warning signs are to be on-site to assist road traffic whilst the work is being carried out.
6. **Time Management.**
   - **Bump In:** Setup for the works will begin at 11:00am – 4pm on Thursday 7th of March 2019 to ready the event.
   - **Bump Out:** Upon completion of works, pack-up will begin between 9:30pm – 11:00pm on Saturday 9th March 2019.

7. **Assessment of public transport services affected.**
   There will be no impact to public transport whilst the proposed works/event are in effect.

8. **Details of provision made for emergency vehicles, heavy vehicles, pedestrians and additional parking.**
   - **Emergency vehicles:** will not be affected by the event.
   - **Heavy vehicles:** will not be affected during the proposed works/event.
   - **Pedestrians:** will be required to follow any and all instructions given by T.C and adhere to all advanced warning signs and devices set out within the T.C.P.
   - **Surrounding Roads:** The surrounding roads including Olympic Dr will be maintained at all times.
   - **Detours:** Traffic heading North on Olympic Dr will continue to Percy St and make a left-hand turn to enter the event/festival.
     Traffic heading south will make a left-hand turn onto Church St, another left-hand turn onto John St and continue straight to Boore St where they will make another left-hand turn and continue straight back onto Olympic Dr and make a left-hand turn onto Percy St to enter the event/festival.

9. **Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**
   There will be no effect as the event is short term and once completed, Church Street will be returned to normal conditions.
10. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.
There will be no disruption to adjoining council areas.

VMS boards will be set up prior to the event to notify motorists of the road closure.
CTC-19-013 ROAD CLOSURE FOR LUNAR NEW YEAR FESTIVAL 2019

State Electorate: Auburn PAC: Auburn
(File No. T-28-01/06)

Summary

For the Committee to consider the 17 hour closure of a short section of Queen Street at Harrow Road, Auburn in the Auburn CBD to facilitate Lunar New Year Festival.

Report

Lunar New Year Festival has been held every year.

Lunar New Year Festival is planned for Saturday, 16 February, 2019. Road closure will commence from 6:00AM to 11:00PM on 16 February, 2019.

A section of Queen Street will be closed between Vales Lane and Harrow Road bend.

The closure will affect the car park entrance to Auburn Central.

The attached plan shows the area to be closed.

Further communication including a Traffic Management Plan and Traffic Control Plan is expected from the event organiser.

Comments

Council officers indicated that there were no further information available at this time. The report was submitted with the view of getting further information before this meeting and Council has not received any further information.

RMS representative advised that a TMP is required as soon as possible and need to be approved by RMS.

Recommendation

Traffic committee members noted the information.
CTC-18-014  MCARTHUR STREET, GUILDFORD–REQUEST FOR TRAFFIC CALMING

State Electorate: Granville  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council received concerns that vehicles are speeding in McArthur Street, Guildford in late 2017.

Council presented a report to Cumberland Traffic Committee in February 2018 on the traffic conditions in McArthur Street, Guildford.

This report outlines the outcome of a review of conditions in the street with updated data.

Report:

Council received a request from residents for traffic calming treatment in McArthur Street, Guildford in late 2017.

Following investigation, a report was presented to Cumberland Traffic Committee on the traffic conditions in McArthur Street, Guildford at its meeting held on 7 February 2018.

The Traffic Committee recommended that:
1. The request for traffic calming devices in McArthur Street, Guildford not be supported.
3. Council request NSW Police Force to undertake random speed surveillance in the street.

Subsequently, the traffic committee recommendation was approved by Council at its meeting held on 7 March 2018.

In accordance with the second part of the recommendation above, Council has undertaken new traffic counts and assessed McArthur Street to review conditions now. Council has also used updated crash data from the Centre for Road Safety.

Previous Traffic counts in November/December 2017:

<table>
<thead>
<tr>
<th></th>
<th>Both directions</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic (ADT)</td>
<td>1,471 Veh/day</td>
<td>733 Veh/day</td>
<td>738 Veh/day</td>
</tr>
<tr>
<td>Maximum Peak hour Traffic</td>
<td>137 Veh/hour</td>
<td>71 Veh/hr (2-3pm)</td>
<td>76 Veh/hr (6-7pm)</td>
</tr>
<tr>
<td>85th percentile speed</td>
<td>55.8 km/h</td>
<td>57.6 km/hr</td>
<td>53.6 km/hr</td>
</tr>
<tr>
<td>Median Speed</td>
<td>46.4 km/h</td>
<td>48.2 km/hr</td>
<td>44.6 km/hr</td>
</tr>
</tbody>
</table>

New Traffic counts in November 2018:

<table>
<thead>
<tr>
<th></th>
<th>Both directions</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic (ADT)</td>
<td>1,068 Veh/day</td>
<td>533 Veh/day</td>
<td>535 Veh/day</td>
</tr>
<tr>
<td>Maximum Peak hour Traffic</td>
<td>132 Veh/hour</td>
<td>65 Veh/hr (2-3pm)</td>
<td>75 Veh/hr (2-3pm)</td>
</tr>
<tr>
<td>85th percentile speed</td>
<td>56.1 km/h</td>
<td>56.2 km/hr</td>
<td>53.3 km/hr</td>
</tr>
<tr>
<td>Median Speed</td>
<td>45.7 km/h</td>
<td>47.2 km/hr</td>
<td>44.3 km/hr</td>
</tr>
</tbody>
</table>
Comparison of the above traffic count data shows a reduction in all the recorded values for traffic volume and speeds.

Previous crash data was considered for the period between 2012-2016. There were 6 reported crashes in the 5 year period between 2012-2016.

Examination of the updated Accident Database has indicated that there were no new crashes reported in 2017.

The map below shows the location of McArthur Street.

Based on the above, the conditions in McArthur Street, Guildford has not changed significantly and the data shows that there was slight reduction in the critical parameters considered for assessment under Council’s “Local Area Traffic Management Policy (LATM)”.

Based on the previous assessment in February 2018, McArthur Street scored 45 out of 100 in accordance with Council’s LATM Policy and traffic calming devices were not warranted in the Street.

A new assessment does not change the scores as the parameters considered have been slightly reduced.

Based on the above, it is proposed Council review conditions in one year with updated accident and traffic data.

Comments:
The members agreed with the recommendations.

Recommendation:
The Cumberland Traffic Committee recommended that:

1. The request for traffic calming devices in McArthur Street, Guildford not be supported.
2. Council review conditions in MacArthur Street, Guildford and report back to traffic Committee in April 2020.

**Attachment:** Previous Report - CTC-18-002: McArthur Street, Guildford - Concerns Regarding Speeding and Request for Traffic Calming.
CTC-18-002 MCArthur STREET, GUILDFORD – CONCERNS REGARDING SPEEDING AND REQUEST FOR TRAFFIC CALMING

State Electorate: Granville LAC: Rosehill
(File No. T-28-01/06)

Summary:

For Council to consider traffic calming request for McArthur Street, Guildford.

Report:

Council has received a request from residents for a traffic calming treatment in McArthur Street, Guildford.

McArthur Street runs East-West between Marian Street and Woodville Road. It is approximately 560m long and 12.8m wide. There is a pedestrian refuge built in McArthur Street near its intersection with Marian Street.

The plan below shows the location of McArthur Street.

Following the request, Council ordered traffic counts in the street to assess traffic volumes and speeds of traffic. Traffic counts were taken in McArthur Street east of Townsend Street in November/December 2017.

The traffic count data revealed the following:

<table>
<thead>
<tr>
<th></th>
<th>Both directions</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic (ADT)</td>
<td>1,471 Veh/day</td>
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<td>738 Veh/day</td>
</tr>
<tr>
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<td>71 Veh/hr (2-3pm)</td>
<td>76 Veh/hr (6-7pm)</td>
</tr>
<tr>
<td>85th percentile speed</td>
<td>55.8 km/h</td>
<td>57.8 km/h</td>
<td>53.6 km/h</td>
</tr>
<tr>
<td>Median Speed</td>
<td>46.4 km/h</td>
<td>48.2 km/h</td>
<td>44.6 km/h</td>
</tr>
<tr>
<td>speed limit of the street</td>
<td>50km/h</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The directional traffic volumes indicate that there is no significant 'rat runs' through McArthur Street.
According to the Accident Database, there were 6 reported accidents in McArthurr Street in the five year period 2012-2016. The details are given in tabulated form below:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Degree</th>
<th>Street</th>
<th>Distance &amp; Direction</th>
<th>Other Street</th>
<th>Road/Total Movement (RTM) code</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17/04/2013</td>
<td>11:15</td>
<td>N/C</td>
<td>WOODVILLE RD</td>
<td>0 Spot</td>
<td>MCARTHUR ST</td>
<td>Left Turn side Swirl Intersection</td>
<td></td>
</tr>
<tr>
<td>16/02/2013</td>
<td>22:22</td>
<td>Injury</td>
<td>WOODVILLE RD</td>
<td>0 East</td>
<td>MARIAN ST</td>
<td>Off Road Right &gt; Obs Mid-block</td>
<td></td>
</tr>
<tr>
<td>20/04/2015</td>
<td>8:46</td>
<td>N/C</td>
<td>WOODVILLE RD</td>
<td>179 West</td>
<td>WOODVILLE RD</td>
<td>U-turn</td>
<td></td>
</tr>
<tr>
<td>20/05/2015</td>
<td>21:30</td>
<td>N/C</td>
<td>MCARTHUR ST</td>
<td>0 Spot</td>
<td>NUMBER 13</td>
<td>Oner overtaking</td>
<td></td>
</tr>
<tr>
<td>31/05/2016</td>
<td>21:00</td>
<td>Injury</td>
<td>MARIAN ST</td>
<td>0 Spot</td>
<td>MCARTHUR ST</td>
<td>Other adjacent</td>
<td></td>
</tr>
<tr>
<td>07/02/2016</td>
<td>6:00</td>
<td>Injury</td>
<td>MARIAN ST</td>
<td>0 Spot</td>
<td>MCARTHUR ST</td>
<td>Pedestrian nearside</td>
<td></td>
</tr>
</tbody>
</table>

There were three (3) mid-block accidents in McArthur Street, one related to an unsafe U-turn and the other two were due to running off the road and overtaking. There were two (2) reported accidents at the intersection of McArthur Street and Marlan Street.

Council has analysed the street using Council’s Local Area Traffic Management (LATM) Policy and the following scores were assigned to the street:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Scores achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash Data analysis (5 years)</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>15</td>
</tr>
<tr>
<td>Community support</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Total score</td>
<td>100</td>
<td>45</td>
</tr>
</tbody>
</table>

In accordance with the policy, a score of 45 (range 41-60) requires Council to review traffic data in 6 months.

The following table indicates the recommended actions to be taken in accordance with the scores:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to TC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
</tbody>
</table>

Speed

That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Comments:

The members present agreed with the proposal.
Recommendation:

The Cumberland Traffic Committee recommended that:
1. The request for traffic calming devices in McArthur Street, Guildford not be supported.
3. Council request NSW Police Force to undertake random speed surveillance in the street.
CTC-19-015  INTERSECTION OF CHURCH STREET AND SWETE STREET, LIDCOMBE – ROAD SAFETY CONCERNS

State Electorate:  Auburn  PAC: Auburn
(File No. S1940-04)

Summary:
Council has received a request from a local resident regarding road safety concerns at the intersection of Church Street and Swete Street, Lidcombe.

This report outlines the outcome of the investigation into this matter.

Report:
Council has received a request from a local resident regarding road safety concerns at the intersection of Church Street and Swete Street, Lidcombe.

Church Street, Lidcombe is a classified regional road pursuant to Roads Act 1993. The intersection of Church Street and Swete Street is controlled by a roundabout. The existing "No Stopping" zone on Church Street east of Swete Street extends up to 12m and allows for unrestricted parking of one vehicle up to the driveway of the corner property. This one car space creates an unsafe situation for vehicles turning left from Swete Street into Church Street. The corner property comprises of two dwellings each have own garage and car space within the premises. There is also unrestricted parking available after the driveway. It is alleged that the short space west of the driveway is unsafe when trucks park in that area.

It is proposed to extend the existing "No Stopping" zone 5m in an easterly direction up to the driveway to enhance safety at this intersection.

Comments:
The members agreed with the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that:

1. The proposed extension of "No Stopping" zone in Church Street at its intersection with Swete Street in accordance with the attached plan be approved.

2. The affected residents be notified of the outcome generally.

Attachments:
Plan – Proposed extension of "No Stopping" zone in Church Street, Lidcombe

State Electorate: Auburn PAC: Auburn
(File No. S1970-04)

Summary:

Council has received funding under the Safer Roads Program for 2018/2019 Financial Year for the construction of Intersection Treatment at the intersection of Junction Street and Short Street, Auburn.

This report outlines the outcome of a review into this matter.

Report:

Council has received funding under the Safer Roads Program for 2018/2019 Financial Year for the construction of Intersection Treatment at the intersection of Junction Street and Short Street, Auburn.

The map below shows the location of the intersection.

The intersection is in the Auburn Industrial area. Both roads are over 12m wide. B-Double trucks access both roads.

Based on the crash record at the intersection, Council’s Officers have investigated the intersection performance and nominated the site for Black Spot
Program 2018/2019 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

<table>
<thead>
<tr>
<th>Crash Period Investigated:</th>
<th>July 2010 – June 2015 (5 years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of crashes:</td>
<td>2</td>
</tr>
<tr>
<td>Total number of injury:</td>
<td>2</td>
</tr>
<tr>
<td>Primary crash type:</td>
<td>Cross traffic (RUM 10)</td>
</tr>
<tr>
<td>Proposed treatment:</td>
<td>Intersection treatment (including median islands and raised concrete thresholds.)</td>
</tr>
<tr>
<td>Treatment cost:</td>
<td>$52,500</td>
</tr>
</tbody>
</table>

Following the submission, Council received a formal letter from the Roads and Maritime Services (RMS) advising approval of funding for the proposed intersection treatment. This project will need to be constructed/completed within 2018/2019 Financial Year.

The proposed designs have been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on all approaches and in accordance with current Roads and Maritime Services guidelines and considered satisfactory. Council officers have also checked B-Double accessibility as per the approval.

It is advised that the proposed treatment will slow down traffic and improve road safety for all road users.

**Comments:**

The members agreed with the proposal.

**Recommendation:**

The Cumberland Traffic Committee recommended that the proposed intersection treatment at the intersection of Junction Street and Short Street, Auburn in accordance with the attached plan be approved.

**Attachments:**

1. Plan – Intersection of Junction Street and Short Street, Auburn

State Electorate: Auburn
(PAC: Auburn)
(File No. S1970-04)

Summary:

Council has received funding under the Australian Government Black Spot Program for 2018/2019 Financial Year for the construction of Intersection Treatment at the intersection of Samuel Street and Water Street, Lidcombe.

This report outlines the outcome of a review into this matter.

Report:

Council has received funding under the Safer Roads Program for 2018/2019 financial year for the construction of traffic calming at the intersection of Samuel Street and Water Street, Lidcombe. The intersection is on a bend.

The map below shows the location of the intersection.

Water Street is an important local road providing one of the accesses to Auburn Hospital and functions as a Collector road in the area. It carries over 3,100 vehicles/day. Samuel Street provides a shortcut to Olympic Drive via Bridge Street.

Based on the crash record at the intersection/bend, Council’s Officers have investigated the safety conditions and nominated the site for Black Spot Program 2018/2019 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:
Crash Period Investigated:  July 2011 – June 2016 (5 years)
Total number of injury crashes:  3
Primary crash type:  Off Right/Left Bend=>Object (RUM 81 & 85)
Proposed treatment:  Traffic Calming Treatment (Including Median Island and concrete raised thresholds.)
Treatment cost:  $100,000

Following the submission, Council received a formal letter from the Roads and Maritime Services (RMS) advising approval of funding for the proposed traffic calming at the bend. This project will need to be constructed/completed within 2018/2019 Financial Year.

The proposed plan has been prepared to accommodate the movement of Heavy Rigid Vehicle (12.5m long) on the bend and in accordance with current Roads and Maritime Services guidelines and considered satisfactory.

It is advised that the proposed treatment will slow down traffic and improve road safety for all road users on the bend.

Comments:

Council officers indicated that there were minor changes made to the plan attached to the agenda and presented the amended plan.

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed traffic calming treatment at the intersection of Samuel Street and Water Street, Lidcombe in accordance with the attached plan be approved.

Attachments:

1. Plan – Traffic calming treatment at the intersection of Samuel Street and Water Street, Lidcombe

State Electorate: Auburn
(File No. S1870-04)

PAC: Auburn

Summary:

Council has received funding under the Australian Government Black Spot Program for 2018/2019 financial year for the construction of Intersection Treatment at the intersection of Mount Auburn Road and Oxford Street, Berala.

This report outlines the outcome of a review into this matter.

Report:

Council has received funding under the Safer Roads Program for 2018/2019 financial year for the construction of Intersection Treatment at the intersection of Mount Auburn Road and Oxford Street, Berala.

The map below shows the location of the intersection.

Both Mount Auburn Road and Oxford Street are local streets. The intersection is controlled by “STOP” signs and line marking on the Mount Auburn Road approaches. There are median islands with opening on the Mount Auburn Road approaches.

Based on the crash record at the intersection, Council’s Officers have investigated the intersection performance and nominated the site for Black Spot
Program 2018/2019 Financial Year. The submission was based on the latest RMS crash data at the time of the application and are summarised below:

Crash Period Investigated: July 2011 – June 2016 (5 years)
Total number of injury crashes: 4
Primary crash type: Cross Traffic (RUM 10)
Proposed treatment: Traffic Calming Treatment (Including Median Island and concrete raised thresholds.)
Treatment cost: $50,000

Following the submission, Council received a formal letter from the Roads and Maritime Services (RMS) advising approval of funding for the proposed intersection treatment. This project will need to be constructed/completed within 2018/2019 Financial Year.

It is advised that the proposed treatment will reinforce the “STOP” control on Mount Auburn Road approaches and improve road safety for all road users at this intersection. As part of this project, the existing refuge islands will be extended appropriately to accommodate the raised thresholds.

Comments:

RMS representative requested that fencing be provided along the nature strip adjacent to the raised thresholds. In addition, he requested a cross section be provided to show the heights of the threshold and Median Island. Council officers agreed to send the information requested.

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed traffic calming treatment at the intersection of Mount Auburn Road and Oxford Street, Beraea in accordance with the attached plan be approved.

Attachments:

1. Plan – Proposed Raised Thresholds on Mount Auburn Road at the intersection of Oxford Street, Beraea
NEW TRAFFIC SIGNS SCHEDULE

<table>
<thead>
<tr>
<th>Sign No.</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS-400</td>
<td>(L&amp;R)</td>
<td>2</td>
</tr>
<tr>
<td>WS-1A</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>WS-25</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>WS-80A</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>WS-3A</td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

**General Notes:**

1. Concrete islands have to be constructed with Fibre Reinforced Concrete. Specification: 20mm Steel Fibres @ the rate of 40kg/m³ with Fe 480 MPA Concrete, Max Agg 20mm, Max Sharp 20mm or approved equivalent.

2. This Drawing shall be read in conjunction with all other Technical Documentation and Specifications. Any discrepancies in these Documents shall be referred to Council’s Supervising Engineer for a decision before proceeding with the work.

3. Provision for traffic during construction shall be in accordance with AS 1742.3 & Work Cover Regulations.

4. All works shall be in accordance with Council’s OHS Policy & Safety Procedure. Appropriate safety signs shall be installed at all times.

5. Excavation & Sedimentation control measures shall be installed in accordance with the requirements of “Department of Conservation and Land Management” and Council’s Specifications.

6. All signage, hoarding & RSP/RAs shall be in accordance with Australian Standard AS 1742.3.
CTC-19-019 WILLIAM STREET, GRANVILLE - PROPOSED MODIFICATION TO THE EXISTING RAISED PEDESTRIAN CROSSING

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received road safety concerns and DDA Compliance issues at the existing pedestrian crossing on William Street, Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns and DDA Compliance issues at the existing pedestrian crossing on William Street, Granville.

Council’s Officers have investigated the matter and it was observed that the existing raised crossing on William Street east of South Street was previously constructed as a road narrowing on the northern side of the street, however, the southern side has been constructed with kerb blisters and steep access ramps.

The plans below shows the details of the crossing.
It is proposed to appropriately design and construct the southern side also as road narrowing with easy accessibility.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the redesign of the existing raised pedestrian crossing on William Street east of South Street as per the attached plan be approved.

Attachments:

Plan – William Street, Granville - Proposed modifications to the existing raised pedestrian crossing
CTC-18-020  INTERSECTION OF CHISWICK ROAD AND BERTH STREET, AUBURN – SAFETY CONCERNS

State Electorate: Auburn PAC: Auburn
(File No. S0720-04)

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersection of Chiswick Road and Berth Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersection of Chiswick Road and Berth Street, Auburn.

Chiswick Road and Berth Street are local streets. Chiswick Road runs parallel to Wellington Road and links Auburn Road and Chisholm Road. Chiswick Road functions as a Collector road and carries over 7,300 vehicles/day. The maximum peak hour traffic in Chiswick Road is over 7540 vehicles per hour.

Chiswick Road has edge line markings on both sides of Berth Street. However, it is alleged that cars are parking very close to the corner thus creating unsafe conditions for vehicles exiting Berth Street.

The map below shows the intersection of Chiswick Road and Berth Street, Auburn.
It is proposed to install "No Stopping" signage at this intersection. It is proposed to provide longer no stopping zones in Chiswick Road to enhance safety at this location.

Comments:
The members agreed with the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that:

1. The proposed "No Stopping" signs at the intersection of Chiswick Road and Berth Street, Auburn in accordance with the attached plan be approved.

2. The affected residents be notified of the outcome generally.

Attachment:
Plan – Proposed "No Stopping" signage at the intersection of Chiswick Road and Berth Street, Auburn
CTC-19-021  WYNYARD STREET, GUILDFORD – ROAD SAFETY CONCERNS

State Electorate: Auburn  
(PAC: Cumberland)  
(File No. T-28-01/08)

Summary:

Council previously received concerns from residents that vehicles are speeding in Wynyard Street, Guildford and reported to Cumberland Traffic Committee following investigation.

This report provides a follow up report on the review of traffic conditions in Wynyard Street, Guildford.

Report:

Council previously received concerns from residents that vehicles are speeding in Wynyard Street, Guildford and reported to Cumberland Traffic Committee in June 2017 (CTC-17-061) following investigation.

The traffic committee recommended:

1. That the NSW Police Force be requested to undertake speed surveillance in Wynyard Street.

2. Council review conditions in Wynyard Street after one year once further crash data is received from the RMS

Council has received new crash data (up to Dec 2017) from the Centre for Road Safety. In addition, Council undertook new traffic counts in December 2018.

<table>
<thead>
<tr>
<th></th>
<th>Feb 2017</th>
<th>Dec 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT-Vehicles/day</td>
<td>704</td>
<td>751</td>
</tr>
<tr>
<td>85th %tile speed (km/Hour)</td>
<td>58.3</td>
<td>57.6</td>
</tr>
<tr>
<td>Median Speed (km/hour)</td>
<td>47.9</td>
<td>46.8</td>
</tr>
</tbody>
</table>

Based on the traffic count data, it can be seen that the volume of traffic has increased slightly, but, the speeds have gone down slightly.

According to the Accident Database available until December 2017, the crashes in Wynyard Street during the five year period are tabulated below:

<table>
<thead>
<tr>
<th>Date</th>
<th>Type of crash</th>
<th>Degree of crash</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 2013/01/18</td>
<td>Mid-block</td>
<td>Non-injury</td>
</tr>
<tr>
<td>2 2015/11/19</td>
<td>Mid-block</td>
<td>Injury</td>
</tr>
<tr>
<td>3 2016/05/25</td>
<td>Mid-block</td>
<td>Non-injury</td>
</tr>
<tr>
<td>4 2017/02/15</td>
<td>Mid-block</td>
<td>Injury</td>
</tr>
<tr>
<td>5 2017/03/18</td>
<td>Mid-block</td>
<td>Non-injury</td>
</tr>
</tbody>
</table>

There were five (5) reported crashes in Wynyard Street in the 5 year period ending December 2017. Out of these, two were injury crashes.

One of the above crashes (2 above) occurred due to unsafe U-turn. Another crash (4 above) occurred while driving out of the driveway.
The map below shows the location of Wyndham Street.

As part of the review, an investigation was conducted to assess the feasibility of the installation of traffic calming devices on Wyndham Street in accordance with the criteria set out in Council’s Local Area Traffic Management (LATM) Policy.

The assessments are summarised in the tables below:

Table 1 – Wyndham Street – LATM Assessment Points

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Score Achieved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Study Data</td>
<td>45</td>
<td>15</td>
</tr>
<tr>
<td>Crash warrant in the last 5 years</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Road Characteristics</td>
<td>35</td>
<td>12</td>
</tr>
<tr>
<td>Community Support &amp; other factors</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>42</strong></td>
</tr>
</tbody>
</table>

The following table indicates the action to be taken according to the assessment points:

Table 2 – Action

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;75</td>
<td>Report to HTC with a recommendation of providing traffic calming devices</td>
</tr>
<tr>
<td>61-75</td>
<td>Report to TC and discuss possibility of providing traffic calming devices</td>
</tr>
<tr>
<td>41-60</td>
<td>Council to review traffic data in 6 months</td>
</tr>
<tr>
<td>25-40</td>
<td>Monitor street and review traffic data after 12 months</td>
</tr>
<tr>
<td>&lt;25</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Speed</td>
<td>That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.</td>
</tr>
</tbody>
</table>

Based on the above results, it is advised that traffic calming devices are not warranted in Wyndham Street, Guildford in accordance with Council’s LATM Policy.
The recorded 85th%tile speed is over the speed limit and the street be referred to the NSW Police Force for speed enforcement.

Comments:

Traffic Committee discussed the two options presented in the agenda. The options are given below.

Option 1:

1. Traffic calming devices not be provided in Wynyard Street, Guildford.
2. The Cumberland Police Area Command be requested to provide random speed surveillance in Wynyard Street, Guildford.

Option 2:

Council undertake consultation with the residents of Wynyard Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Traffic committee recommended Option 2.

Recommendation:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Wynyard Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

Attachment: Previous report CTC-17-061
Council Meeting
6 March 2019

ATTACHMENT

CTC-17-061  WYNYARD STREET, GRANVILLE – REQUEST FOR SPEED HUMPS

State Electorate: Auburn  LAC: Rosehill
(File No. T-28-01/08) (UBD Ref. 231, A4-B4)

Summary

This report considers a request for speed humps in Wynyard Street, Guildford.

Report

Council has received representation from former Councillor Paul Garrard on behalf of a resident raising concerns regarding speeding vehicles and for the installation of speed humps in the street.

Wynyard Street is a local road approximately 420m long and 10.3m wide and runs East-West between Excelsior Street and Woodville Road. There are two landscaped traffic islands at both ends of the street to discourage through traffic.

It is alleged by the resident that collector traffic travels in a westerly direction towards Woodville Road.

Council undertook traffic counts in Wynyard Street and the data is summarised below:

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Both directions</th>
<th>704 veh./day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td></td>
<td>453 veh./day</td>
</tr>
<tr>
<td>Westbound</td>
<td></td>
<td>251 veh./da</td>
</tr>
</tbody>
</table>

85th %tile speed  Both directions  58.3 km/hr

According to Roads and Maritime Services Accident Database, there were 2 reported accidents in Wynyard Street between 2011 and 2015. It should be noted that the RMS database contains only the accidents reported and does not provide narrow misses.

The 85th percentile speed is high compared to the speed limit of the street.

Inspections have indicated tyre marks on the street indicating some degree of racing/tyre burning happening in the street.

In such situations, speed humps will not help is reducing racing or tyre burning instances; rather the speed humps will encourage such illegal behaviour.

In view of low accident numbers, it is proposed to monitor the area for one year.

The map below shows the location of the street.
Comments

All members agreed with the proposal.
RMS Concurrence received via email communication.

Report Recommendation:

The traffic committee recommended:
1. That the NSW Police Force be requested to undertake speed surveillance in Wynyard Street.

2. Council review conditions in Wynyard Street after one year once further crash data is received from the RMS.
LOCKWOOD STREET, MERRYLANDS – CONSULTATION RESULT – PROPOSED SPEED HUMPS

State Electorate: Granville PAC: Cumberland
(File No. GS-783-TP)

Summary:

Council at its meeting on 5 September 2018 considered a report (vide CTC-18-127) regarding speeding concerns on Lockwood Street, Merrylands. Council resolved in part that:

"1. Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.
2. Council report back to traffic committee for consideration of the traffic calming scheme and consultation results."

This report details the result of the consultation undertaken in accordance with Council’s resolution.

Report:

Consultation was carried out with the directly affected residents on this matter. There were approximately 19 letters with an attached survey distributed to residents and owners. There were 6 responses received, 3 in support and 3 objected to the proposed speed humps (i.e. 50% / 50%). The objected residents provided the following comments:

<table>
<thead>
<tr>
<th>#</th>
<th>Resident Comments</th>
<th>Council's Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>It will have adverse impact on the natural environment (noise, pollution) and I will be directly affected in its present form. I will build a duplex and the speed hump will be in the middle of the driveway. Also lesser inconvenience that every time I drive to and from the property I will need to drive over three speed humps in both directions for every trip. Six raised threshold will make the street look a lot more unsightly. Other suggestions: more signs, road markings, more police speed checks, speed cameras, calming islands, change speed limit, change ‘Stop’ sign from Leeds Street to Lockwood Street or install a roundabout. We have lived in this</td>
<td>Council does not have any record for the proposed duplex at the time of preparing this report. Request to change ‘Stop’ sign from Leeds Street to Lockwood Street or install a roundabout will not address speeding concerns along Lockwood Street.</td>
</tr>
</tbody>
</table>
area for 50 years and we not convinced that speed humps are necessary.

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>The location near my driveway will be annoying when we are reversing out, if the hump was further away, say 3-4m from my driveway it would be better.</td>
<td>Plan has been amended.</td>
</tr>
<tr>
<td>3</td>
<td>We have concerns about installation of a traffic calming device in front of our property. The occupants’ elderly and will experience issues when parking their vehicle in the affected area. Furthermore, we are concerned about noise that may be caused by vehicles driving on top of the device thought the night. We request that Council finds another location to install the device which is away from our property.</td>
<td>Noted, however, there is no guarantee that the on-street parking at the proposed speed humps in front of the property will be available for a particular property as Lockwood Street is a public road and any residents / visitors within the area can park in this location.</td>
</tr>
</tbody>
</table>

It is noted that the proposed speed humps will reduce speeding concern in the street, however, the proposal would increase noise level within Lockwood Street and may redistribute traffic flow through other local roads.

In view of the 50/50 support/objection from the consultation, this report is presented for traffic committee discussion and recommendation.

**Comments:**

Traffic committee members discussed the matter and agreed that the report be noted and no further action taken.

**Recommendation:**

The Cumberland Traffic Committee recommended that the report be received and noted.

**Attachments:**

1. Plan – Lockwood Street, Merrylands – Proposed speed humps
2. Previous report – CTC-18-127
General Notes:

1. Concrete thresholds shall be constructed with Fibre Reinforced Concrete, Specification: Use 30mm Steel Fibres @ the rate of 40kg/m³ with Fc 40MPa Concrete, Max. Agg. 20mm, Max. Slump 80mm or approved equivalent.

2. This Drawing shall be read in conjunction with all other Technical Documentation and Specifications. Any discrepancies in these Documents shall be referred to Council’s Supervising Engineer for a decision before proceeding with the work.

3. Provision for traffic during construction shall be in accordance with AS 1742.3 & Work Cover Regulations.

4. All works shall be in accordance with Council’s OH&S Policy & Safety Procedures. Appropriate safety signs shall be installed at all times.

5. Erosion & Sedimentation control measures shall be installed in accordance with the requirements of “Department of Conservation and Land Management” and Council’s Specifications.

6. All signage, line-marking & RRPMs shall be in accordance with Australian Standard AS 1742.2.

7. Ensure all signposts are placed clear of trees, driveways and other street furniture.

8. The length of the pedestrian fence is to be determined by the site engineer on site if there are trees, power poles and utility services near the raised threshold.
CTC-18-127 LOCKWOOD STREET, MERRYLANDS – PROPOSED SPEED HUMPS – CONSULTATION RESULT

State Electorate: Granville PAC: Cumberland
(File No. GS-753-TP)

Summary:

Council at its meeting on 7 March 2018 considered a report (vide C03/18-33) regarding speeding concerns on Lockwood Street, Merrylands. Council resolved in part that:

"i) The proposed traffic calming devices on Lockwood Street, Merrylands between Merrylands Road and Walpole Street be approved in principle.

ii) The residents in Lockwood Street, Merrylands between Merrylands Road and Walpole Street be consulted and the result be reported back to the Traffic Committee with a detailed scheme."

This report details the result of the consultation undertaken in accordance with Council's resolution.

Report:

Consultation was carried out with the affected residents on this matter. There were approximately 91 letters with an attached survey distributed to residents and owners. The survey form had three options for residents to respond as follows:

1. Option 1 – I raise No Objection to install a speed hump outside my property.
2. Option 2 – I object to install a speed hump outside my property.
3. Option 3 – No Speed hump required at this stage and Council review in future.

39 responses were received with 18 (46.2%) in support to Option 1, 19 (48.7%) in support to Option 2 and 5 (12.8%) in support to Option 3.

Residents that supported and objected to the proposal provided the following comments in the table below:

<table>
<thead>
<tr>
<th>#</th>
<th>Resident Comments</th>
<th>Council's Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Support (Option 1)</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>The sooner you install the speed humps the better, issues related to speeding and dangerous driving including burn outs and car hoon.</td>
<td>Noted. However, it is noted burn out/car hoon/speeding are enforcement issues and a matter for NSW Police.</td>
</tr>
<tr>
<td></td>
<td>Objection (Option 2 and 3)</td>
<td>Noted.</td>
</tr>
<tr>
<td>1</td>
<td>I selected No due to noise, being the biggest negative and air quality will be worse due slowdown and resuming.</td>
<td></td>
</tr>
</tbody>
</table>

MINUTES OF CUMBERLAND TRAFFIC COMMITTEE 1 August 2018
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>we believe that a more cost effective measure would be the installation of a roundabout at the intersection of Lockwood St with Leeds St, as it would reduce accidents and speeding while improve visibility from Leeds St</td>
</tr>
<tr>
<td></td>
<td>Noted. Separate investigation is required and matter can be reported to traffic committee if installation of any traffic measures at this intersection is warranted.</td>
</tr>
</tbody>
</table>

Based on the above result, majority of the residents do not support the installation of speed humps in front of their properties.

**Comments:**

RMS inquired about speeding in the street. Council officer advised that the recorded 85th percentile speed in the street was 61km/hr at one section.

**Recommendation:**

The Cumberland Traffic Committee recommended that:

1. Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.
2. Council report back to traffic committee for consideration of the traffic calming scheme and consultation results.
CTC-19-023  HILLTOP ROAD AND HAVEN STREET, MERRYLANDS – REQUEST FOR ‘NO STOPPING’ SIGNS

State Electorate: Granville  PAC: Cumberland
(File No. GS-383-TP)

Summary:

Council has received a request from Council’s Parking Patrol Officers for the installation of ‘No Stopping’ signs at the intersection of Hilltop Road with Haven Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from Council’s Parking Patrol Officers for the installation of ‘No Stopping’ signs at the intersection of Hilltop Road with Haven Street, Merrylands.

Council’s Officers have investigated this matter further and the investigation revealed that there is ‘No Stopping’ signs on one corner only and there is not any parking restrictions on the other corner, which results in vehicles parking too close to the corner (i.e. less than 10m from the intersection).

Therefore, the installation of ‘No Stopping’ signs would improve road safety at this intersection.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The installation of ‘No Stopping’ signs at the intersection of Hilltop Road with Haven Street, Merrylands in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Hilltop Road and Haven Street, Merrylands – Proposed ‘No Stopping’ signs
CAMPBELL HILL ROAD, GUILDFORD—PROPOSED BUS ZONES.

State Electorate: Auburn
(File No. T-28-01/08)

PAC: Cumberland

Summary:

Council has received concerns that vehicles are parking at the existing bus stops in Campbell Hill Road, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Campbell Hill Road, Guildford is a local road running north-south from Rawson Road.

Council has received concerns from a resident that cars park frequently at the existing bus stops on Campbell Hill Road north of Davidson Road creating a safety hazard for road users forcing buses to double park to drop off/pick up patrons.

According to Rule 195 of Road Rules 2014,
"A driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules".

Council proposes to install "Bus Zone" signs at these bus stops to strengthen the Road Rules and enhance road safety.

The map below shows the location of the bus stops under consideration.
Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed “Bus Zone” signage at the two bus stops on Campbell Hill Road north of Davidson Road in accordance with the attached plan be approved.

Attachment: Proposed Bus Zones in Campbell Hill Road, Guildford
CTC-19-025  WARREN ROAD, WOODPARK – RELOCATION OF EXISTING ‘NO STOPPING’ SIGNS

State Electorate: Fairfield  PAC: Cumberland
(File No. GS-879-TP/02)

Summary:

Council has received a complaint from a local resident regarding illegal parking at existing ‘No Stopping’ signs on Warren Road, Woodpark at Vale Street roundabout.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a complaint from a local resident regarding illegal parking at the existing ‘No Stopping’ signs in Warren Road, Woodpark at Vale Street roundabout.

Council’s Officers have investigated this matter and the investigation indicated that the existing ‘No Stopping’ signs and edge line marking do not correspond which create uncertainty for an individual in parking their vehicle. Therefore, relocation of the ‘No Stopping’ signs is required to align with existing line marking.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i)  The relocation of ‘No Stopping’ signs at the intersection of Warren Road with Vale Street, Woodpark in accordance with the attached plan be approved.

ii)  The affected residents be notified of the outcome generally.

Attachments:

1.  Plan – Warren Road, Woodpark – Proposed relocation of ‘No Stopping’ signs
CTC-19-026  INTERSECTIONS OF WHITE GUM PLACE AND HICKORY STREET WITH ETTALONG ROAD, GREYSTANES – REQUEST FOR ‘NO STOPPING’ SIGNS

State Electorate:  Prospect  PAC: Cumberland
(File No. GS-272-TP)

Summary:

Council has received a request from a local resident regarding installation of ‘No Stopping’ signs at the intersections of White Gum Place and Hickory Street with Ettalong Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding installation of ‘No Stopping’ signs on White Gum Place and Hickory Street at Ettalong Road, Greystanes due to vehicles parking too close to the intersections and restrict traffic flow movements and sight distance.

Council’s Officers have investigated the request and a site inspection indicated that there are ‘No Stopping’ signs on Ettalong Road on both sides, however, there is not any signs on White Gum Place and Hickory Street to close off existing parking restrictions. In this regard, it is recommended for the installation of ‘No Stopping’ signs on White Gum Place and Hickory Street to comply with Australian Road Rules. In addition, the installation would improve road safety for all road users.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The installation of ‘No Stopping’ signs on White Gum Place and Hickory Street at Ettalong Road, Greystanes in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – White Gum Place, Hickory Street and Ettalong Road, Greystanes – Proposed ‘No Stopping’ signs
ROYAL PLACE, GREYSTANES – REQUEST FOR PARKING RESTRICTIONS

State Electorate: Granville
PAC: Cumberland
(File No. GS-746-TP)

Summary:

Council has received a request from a local resident for the installation of parking restrictions on Royal Place, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Royal Place is a local road with cul-de-sac end that runs in an east-west direction of Jersey Road. It has a width approximately of 7m wide and parking is permitted on both sides.

Council has received a request from a local resident for the installation of parking restrictions on Royal Place, Greystanes at the curved section of the road (i.e. in front of Whyman Park).

Council’s Officers have investigated this matter and the investigation indicated that when vehicles parking on both sides of this road which reduce the width of the travelling lane and restrict traffic flow access in and out particularly for heavy vehicles (e.g. Council’s garbage collection). In this regard, it is recommended for the installation of ‘No Parking’ restrictions in front of Whyman Park.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed ‘No Parking’ signs on Royal Place, Greystanes in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Royal Place, Greystanes – Proposed ’No Parking’ signs
CTC-19-028 JUNIA AVENUE, TOONGABBIE – REQUEST FOR PARKING RESTRICTIONS

State Electorate: Prospect PAC: Cumberland
(File No. GS-438-TP)

Summary:

Council has received a request from a local resident for the installation of additional parking restrictions on Junia Avenue, Toongabbie.

This report outlines the outcome of the investigation into this matter.

Report:

Junia Avenue is a local road that runs in a north-south direction with various width approximately between 6.5m to 9m (i.e. south of Cornelia Road) and parking restrictions applies on both sides of the road.

Council has received a request from a local resident for the installation of additional parking restrictions on Junia Avenue, Toongabbie due to vehicles parking illegally within the existing 'No Stopping' signs.

Council's Officers have investigated this matter and the investigation indicated that there are missing 'No Stopping' signs and there is not sufficient supplementary signs between the existing 'No Stopping' signs. During the inspection it was also identified that there are two spaces that can be converted from 'No Stopping' to a part time '1 hour parking, 8:30am – 6:00pm, Mon – Fri and 8:30am – 12:30pm on Sat' parking restrictions. Furthermore, to enforce the existing parking restrictions, it is recommended to install line marking / hatch extra width of Junia Avenue.

The installation of supplement 'No Stopping' signs, introduction of '1 hour parking' and installation of line marking would improve parking and traffic flow in the area.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed parking restrictions and line marking on Junia Avenue, Toongabbie in accordance with the attached plan be approved.

Attachments:

1. Plan – Junia Avenue, Toongabbie – Proposed parking restrictions
CTC-19-029  LOFTUS ROAD AND BYRON ROAD, YENNORA – REQUEST FOR ‘NO STOPPING’ SIGNS

State Electorate: Fairfield  PAC: Cumberland
(File No. GS-489-TP)

Summary:
Council has received a request for the installation of ‘No Stopping’ signs across driveways on Loftus Road and Byron Road, Yennora.

This report outlines the outcome of the investigation into this matter.

Report:
Council has received a request for the installation of ‘No Stopping’ signs across driveways on Loftus Road and Byron Road, Yennora.

Council’s Officers have investigated the matter and the investigation revealed that vehicles are parking too close to the existing driveways which restrict sight distance and vehicle’s movements particularly for heavy vehicles. In this regard, the installation of ‘No Stopping’ signs would improve sight lines and road safety for all road users.

Comments:
The members agreed with the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that:

i) The proposed ‘No Stopping’ restrictions on Loftus Road and Byron Road in accordance with the attached plan be approved.

ii) The affected businesses be notified of the outcome generally.

Attachments:

1. Plan – Loftus Road and Byron Road, Yennora – Proposed ‘No Stopping’ signs
CTC-19-030  TAIT STREET, SMITHFIELD – RELOCATION OF EXISTING ‘NO STOPPING’ SIGNS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-793-TP)

Summary:

Council has received a request from a local business owner for the relocation of existing ‘No Stopping’ signs on Tait Street, Smithfield.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local business owner for the relocation of existing ‘No Stopping’ signs on Tait Street, Smithfield due to vehicles parking too close to the driveway and restrict vehicular access in and out.

Council’s Officers have investigated this matter and the investigation indicated that vehicles parking very close to the driveway which restricts the access driveway particularly for heavy vehicles. Therefore, it is recommended to relocate the existing ‘No Stopping’ sign.

In addition, the relocation of the ‘No Stopping’ sign would improve turning circle at the cul-de-sac for heavy vehicles.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The relocation of ‘No Stopping’ sign on Tait Street, Smithfield in accordance with the attached plan be approved.

ii) The affected businesses be notified of the outcome generally.

Attachments:

1. Plan – Tait Street, Smithfield – Proposed relocation of ‘No Stopping’ sign
CTC-19-031 VERON STREET, WENTWORTHVILLE – PROPOSED ‘BUS ZONE’ SIGNS

State Electorate: Granville PAC: Cumberland
(File No. GS-848-TP)

Summary:
Council received a request from a local resident and bus operators for the installation of ‘Bus Zone’ at the existing bus stop located in front of 27 - 31 Veron Street, Wentworthville.

This report outlines the outcome of the investigation into this matter.

Report:
Council received a request from a local resident and bus operators for the installation of ‘Bus Zone’ signage at the existing bus stop located in front of 27 - 31 Veron Street, Wentworthville.

Council’s Officers have investigated the matter and the investigation revealed that motorists regularly park their vehicles illegally within the existing bus stop located on the northern side of Veron Street. In addition the bus operators have experienced difficulty in picking up / dropping off passengers due to vehicles parking within / close to the existing bus stop. In accordance with NSW Road Rules 2014 – Part 12 – Division 6 - Rule 195, requires 30m space as ‘Bus Zone’ so a bus could manoeuvre.

In this regard, it is proposed to install ‘Bus Zone’ signs on Veron Street as per the attached plan.

Comments:
The members agreed with the proposal.

Recommendation:
The Cumberland Traffic Committee recommended that:

i) The installation of ‘Bus Zone’ signs on the northern side of Veron Street, Wentworthville in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments:
1. Plan – Veron Street, Wentworthville – Proposed ‘Bus Zone’ signs
CTC-19-032  TAYLOR STREET, LIDCOMBE – ROAD CLOSURE

State Electorate: Auburn  PAC: Auburn
(File No: F-02-01/02)

Summary

For Council to consider temporary full road closure of Taylor Street, Lidcombe to facilitate standing a large crane in the street to lift and setup Telstra Plant on top of the adjoining building.

Report

Council has received a request for full road closure of Taylor Street, Lidcombe

Taylor Street, Lidcombe is a one-way local street and links Mark Street and Joseph Street. Taylor Street is approximately 160m long.

The request came from the contractor to set up a large crane in the street to lift and setup Telstra plant on the top of the residential flat building at 3-7 Taylor Street, Lidcombe.

The full road closure is required to stand a large crane to lift the plant.

The closure will be for 10 hours between 7:00AM and 5:00PM in late March. The date will be determined following Traffic Committee, Council and RMS approvals are received.
Council has received a traffic control plan showing the closure and all detours.

It is noted that the impact of the temporary closure will be minimal and localised.

The applicant has been requested to prepare and submit a Traffic Management Plan (TMP) for RMS approval.

Comments

The members agreed with the recommendation.

Recommendation

The Cumberland Traffic Committee recommended that;

The temporary 10 hour closure of Taylor Street be approved between the hours of 7.00am to 5.00pm on a designated date subject to;

1. All affected businesses and emergency stakeholders being notified of the closure 7 days in advance.
2. Complying with the notification requirements of the Roads Act 1993, ie placing public notices in a newspaper and erecting notices on the road.

Attachments:

Taylor Street, Lidcombe – Temporary closure traffic control plan.
This Controller will assist with the reversing trucks and be used as a spotter.

Authorised Traffic Controllers will provide a Road Closure Situation to maintain traffic and ensure the safety of pedestrians.
CTC-19-033 CUMBERLAND ROAD & NORTHCOTE STREET – ROAD SAFETY CONCERNS

State Electorate: Auburn PAC: Auburn
(File No. S1860-04)

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersections of Cumberland Road and Northcote Street, Auburn.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersections of Cumberland Road and Northcote Street, Auburn.

Cumberland Road and Northcote Street are local roads.

Safety concerns have been raised by motorists that the intersection is unsafe due to vehicles parking close to the corners.

Council Officers have investigated the request and site inspections revealed that vehicles park close to the intersection of Cumberland Road and Northcote Street.

It is proposed to install "No Stopping" signage to strengthen the Road Rules at this intersection. The proposed "No stopping" restrictions do not affect any property by taking away legal parking and no consultation is required.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed "No Stopping" signs at the intersection of Cumberland Road and Northcote Street, Auburn in accordance with the attached plan be approved.

Attachments:

Plan – Proposed "No Stopping" restrictions at the intersection of Cumberland Road & Northcote Street, Auburn
CTC-19-034  WALNUT STREET, GREYSTANES – REQUEST FOR THE INSTALLATION OF ‘NO STOPPING’ SIGNS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-869-TP)

Summary:

Council has received a request from the installation of ‘No Stopping’ signs on Walnut Street at the intersections with Old Prospect Road and Maple Street, Greystanes.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request for the installation of ‘No Stopping’ signs on Walnut Street at the intersections with Old Prospect Road and Maple Street, Greystanes due to vehicles parking too close to the intersections.

Council’s Officers have investigated this matter and the investigation revealed that there are ‘No Stopping’ signs on western side of Walnut Street at these intersections, however, there is not any ‘No Stopping’ signs on the eastern side.

In addition, the site inspection indicated that the ‘No Stopping’ sign on the northern side of Old Prospect Road west of Walnut Street missing.

Therefore, the installation of ‘No Stopping’ signs would improve road safety at this intersection.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The installation of ‘No Stopping’ signs at the intersection of Walnut Street with Old Prospect Road and Maple Street, Greystanes in accordance with the attached plan be approved.

2. The affected residents be notified of the outcome generally.

Attachments:

1. Plan – Walnut Street, Old Prospect Road and Maple Street, Greystanes – Proposed ‘No Stopping’ signs
CTC-19-035  SMYTHE STREET, MERRYLANDS - ROAD SAFETY CONCERNS

State Electorate: Auburn  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received road safety concerns from a local resident and motorist regarding driving along Smythe Street.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns from a local resident and motorist regarding driving along Smythe Street. There is a median island as part of angle slow point treatment in the middle of Smythe Street, however, there is no line marking leading to the island on both approaches. This causes vehicles to drive over the small median island.

The map below shows the location:

![Map of Smythe Street showing median island and angle slow point treatment](image)

It is proposed to provide 10m long “BB” lines on the approaches to the island and 20m long separator lines (S1) to define centre line of Smythe Street.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed treatment at the median island on Smythe Street, Merrylands as per the attached plan be approved.

Attachment: Improvements to the Angle slow point in Smythe Street, Merrylands
CTC-19-036 HAVEN STREET, MERRYLANDS – PROPOSED TRAFFIC CALMING

State Electorate: Granville
LAC: Cumberland

(File No. T-28-01/08)

Summary:

This report considers a petition received from the residents during the consultation for the traffic calming devices in Haven Street, Merrylands near its intersection with Blackwood Road.

Report:

Cumberland Traffic Committee considered a report on the consultations undertaken with the residents of Haven Street, Merrylands at its meeting held on 7 November 2018.

Council received 16 submissions from the residents which is only 24.1% of the residents of Haven Street. Out of the submissions, 50% supported the proposal. However, all the four (4) submissions from the directly affected properties objected to the proposal.

During discussions, the committee was advised that Council has received a petition signed by several residents objecting to the proposal on 6 Nov 2018. The Traffic Committee members recommended that the item be deferred to incorporate the contents of the petition in a future report.

The petition was attached to an email to all Councillors sent on 6 November 2018.

The petition was signed by 23 residents in Haven Street belonging to 21 properties. The petitioners objected to the traffic calming devices proposed.

In view of the above petition, it is clear that the majority of the residents in Haven Street object to the proposed ‘chicanes’.

Comments:

Council officers provided copies of the petition to the members.

The members agreed with the recommendation.

Recommendation:

The Cumberland Traffic Committee recommended that the construction of the proposed ‘Chicanes’ on Haven Street, Merrylands not be approved.

Attachments:

Previous reports
ATTACHMENT

CTC-18-180 BLACKWOOD ROAD & HAVEN STREET, MERRYLANDS – PROPOSED TRAFFIC CALMING

State Electorate: Granville

LAC: Cumberland

(File No. T-26-01/06)

Summary:

This report considers the consultation results for the traffic calming devices in Haven Street, Merrylands near its intersection with Blackwood Road.

Report:

Both Blackwood Road and Haven Street are local roads.

Haven Street runs in a North-South direction between Hilltop Road and Chelsea Street and is approximately 460m long. Haven Street intersects with Blackwood Road and the intersection is controlled by “Stop” signs on the Blackwood Road approaches.

The Cumberland Council Traffic Committee, at its meeting on 1 August 2018, considered a report on the concerns raised regarding the intersection of Blackwood Road and Haven Street, Merrylands.

The Committee recommended that concrete raised thresholds and median islands be installed on the Blackwood Road approaches as per the Plan No. CTC-18-131.

Council at its meeting held on 5 September 2018 approved the traffic committee recommendation to install the raised thresholds and median islands and in addition, approved the construction of additional traffic calming devices on Haven Street as per the attached plan subject to consultation and the approval of the Traffic Committee.

Following the above, Council undertook consultation with residents of Haven Street for the construction of traffic calming devices (chicanes) in accordance with the attached plans. Sixty six (66) letters were posted to property owners and tenants in Haven Street. A survey form was attached to the letters where residents respond whether they support the proposed devices on Haven Street near its intersection with Blackwood Road. The submission closes on 31 October 2018.
Council received 16 submissions.

The following table shows the details of submissions received:

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<th>% of total letters posted</th>
<th>Submissions from directly affected properties</th>
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<td></td>
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</tr>
</tbody>
</table>

Based on the above, only 24.1% of the residents of Haven Street responded to the consultation and 12% supported the proposal. However, all the four (4) submissions from the directly affected properties objected to the proposal.

A plan of the proposal is attached to this report.

**Comments:**

During discussions, the committee was advised that Council has received a petition objecting to the proposal on 6 Nov 2918. Members recommended that the item be deferred to incorporate the contents of the petition in a future report.

**Recommendation:**

The Cumberland Traffic Committee recommended that the consideration of the proposed 'Chicanes' on Haven Street, Merrylands be deferred.
Attachment 2 – previous report:

CTC-18-131 BLACKWOOD ROAD & HAVEN STREET, MERRYLANDS

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received concerns regarding the intersection of Blackwood Road and Haven Street, Merrylands.

This report outlines the investigation undertaken in this regard.

Report:

Council’s Traffic Committee at its meeting held on 4 April 2018 considered a report on the intersection of Blackwood Road and Haven Street, Merrylands and recommended “No Stopping” signs and BB centre line markings at the intersection. The intersection is controlled by “Stop” signs on the approaches of Blackwood Road. The recommendations were subsequently approved by the Council and the measures installed.

Council has received further concerns that vehicles are not slowing down at the “Stop” control and causing safety concerns for motorists on Haven Street.

Council has observed that the intersection has sufficient sight distance and combined with low traffic volumes make drivers on Blackwood Road impatient and not slowing to a stop at the “Stop” holding line.

It should be noted that there were no reported crashes in the 5 year period between July 2012 to June 2017.

Council proposes to install speed cushions at 6 metres from the “Stop” holding lines on the Blackwood Road approaches to slow down vehicles on the Blackwood Road approaches.

The attached plan shows the details of the proposal.

Comments:

Local member’s representative discussed the negatives in the speed cushions as they become worn and have to be replaced soon. He asked whether concrete humps could be better. Council officer explained that speed cushions are quick to install due to the urgency of the request. However, Council will consider concrete humps in this case. Therefore Council will amend the plan suitably to incorporate concrete raised thresholds and median islands.

Recommendation:
The Cumberland Traffic Committee recommended that concrete raised thresholds and median islands be installed on the Blackwood Road approaches as per the Plan No. CTC-18-131.

Superseded Plan: CTC-18-131 – Proposed speed humps on the intersection of Blackwood Road and Haven Street, Merrylands.
CTC-19-037  IVOR STREET, LIDCOMBE - INTERSECTION SAFETY AT FRANCES STREET AND HARRY AVENUE INTERSECTIONS

State Electorate: Auburn  PAC: Auburn  (File No. S1860-04)

Summary:

Council has received a request from a local resident regarding road safety concerns at the intersections of Ivor Street and Frances Street and Harry Avenue, Lidcombe.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received a request from a local resident regarding road safety concerns at the intersections of Ivor Street and Frances Street and Harry Avenue, Lidcombe.

Ivor Street is a local street linking Harry Avenue and Frances street, Lidcombe. It is approximately 100m long and 7.2m wide.

Safety concerns have been raised by a resident that the intersections of Ivor Street with Frances Street and Harry Avenue.

Council Officers have investigated the request and site inspections revealed that vehicles park close to the intersections of Ivor Street with Frances Street and Harry Avenue. Though the 10m Statutory “No Stopping” restrictions apply at intersections in accordance with Road Rules 2014, it was observed that motorists tend to ignore the Road Rules as these intersections are adjacent to medium density zoned residential area in Frances Street and the area is in high demand for parking. Frances Street which runs parallel to John Street functions as an alternate access to Lidcombe and carries over 4,200 vehicles per day.

It is proposed to install “No Stopping” signage to strengthen the Road Rules at these intersections. The proposed “No stopping” restrictions do not affect any property by taking away legal parking and no consultation is required.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that the proposed “No Stopping” signs at the intersections of Ivor Street and Frances Street and Ivor Street and Harry Avenue, Lidcombe in accordance with the attached plan be approved.

Attachments:

Plan – Proposed “No Stopping” restrictions in Ivor Street, Lidcombe
CTC-19-038 PENDLE WAY, PENDLE HILL – PROPOSED RAISED PEDESTRIAN CROSSING

State Electorate: Granville  PAC: Cumberland
(File No. T-28-01/08)

Summary:

Council has received road safety concerns and DDA Compliance issues at the existing pedestrian crossing on Pendle Way between Stapleton Street and Civic Avenue, Pendle Hill.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received road safety concerns at the existing pedestrian crossing on Pendle Way between Stapleton Street and Civic Avenue in Pendle Hill.

Council’s Officers have investigated the matter and it was observed that vehicles do not slow down near the pedestrian crossing. In this regard, to improve road safety for all road users including access ramp accessibility, it is recommended to raise existing pedestrian crossing. The existing “No Stopping” restrictions will remain.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

1. The proposed raised existing pedestrian crossing and associated signs and line marking on Pendle Way, Pendle Hill in accordance with the attached plan be approved.

2. The affected businesses be notified of the outcome generally.

Attachments:

Plan – Pendle Way, Pendle Hill – Proposed raised pedestrian crossing
CTC-19-039  NIJONG DRIVE AND BURAN ROAD, PEMULWUY – PROPOSED SPEED HUMPS

State Electorate: Prospect  PAC: Cumberland
(File No. GS-624-TP)

Summary:

Council has received a request from local residents regarding speeding through the roundabout at the intersection of Nijong Drive with Buran Road, Pemulwuy.

This report outlines the outcome of the investigation into this matter.

Report:

Nijong Drive is a local road that runs in a north-south direction, it has a width of approximately 6m with signpost 50km/h speed limit. Parking is parking restrictions applies on both sides of the road.

Buran Road is a local road that runs in an east-west direction, it has a width of approximately 6m with signpost 50km/h speed limit. Parking is parking restrictions applies on both sides of the road.

Nijong Drive and Buran Road forms a T-junction intersection and controlled by a roundabout.

The latest Roads and Maritime Services crash data indicated that there is one crash recorded for the last five years at this intersection. The crash type was RUM 71 – off carriageway to left).

Council has received a request from local residents regarding speeding through the roundabout at the intersection of Nijong Drive with Buran Road, Pemulwuy. Council’s Officers have investigated the matter and the site inspection indicated that vehicle travelling through the roundabout at a speed. Note, there is a deflection at the roundabout, however, motorist travel over the mounted roundabout.

In this regard, it is recommended for the installation of speed humps at Nijong Drive approaches to slow the traffic flow and improve road safety for all road users.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The installation of speed humps at the intersection of Nijong Drive with Buran Road, Pemulwuy in accordance with the attached plan be approved.

ii) The affected residents be notified of the outcome generally.

Attachments: Plan – Nijong Drive and Buran Road, Pemulwuy – Proposed speed humps
MILITARY ROAD, GUILDFORD – PROPOSED INSTALLATION OF DISABLED PARKING SPACES

State Electorate: Granville
PAC: Cumberland
(File No. GS-564-TP/03)

Summary:

Council has received a request from a local resident for the installation of additional disabled parking on Military Road, Guildford near Guildford Railway Station.
This report outlines the outcome of the investigation into this matter.

Report:

Military Road is a local road that runs in a north-south direction, it has a carriageway of approximately 11m and parking is generally permitted on both sides of the road. Land use is mixed (residential/retail) use.

Council has received a request from a local resident for the installation of additional disabled parking on Military Road, Guildford near Guildford Railway Station.

Council’s Officers have investigated this matter and the investigation indicated that there are two disabled parking spaces on the existing angle parking spaces located on railway line side on Military Road. In accordance with mobility parking scheme, the MPS permit entitles you to park in spaces marked with a symbol for people with disabilities. The permit also provides parking concessions in other spaces, “Where parking is limited by a sign to more than 30 minutes, the vehicle can park for an unlimited time”.

The proposed additional two disabled parking spaces would result in conversion of all of the existing 3 part time parking spaces 1 hour parking, 8:30am – 6:00pm, Mon – Fri and 8:30am – 12:30pm, Sat. However, the installation of disabled parking spaces would increase parking opportunity for people with disability in the area.

It is noted that the proposed parking restrictions are located within Transport for NSW (TNSW) property (i.e. existing angle parking), therefore, consultation shall be undertaken with TNSW.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed disabled parking restrictions and line marking on Military Road, Guildford in accordance with the attached plan be approved.

ii) Council undertake consultation with Transport for NSW and report back to Traffic Committee if objection is received.

Attachments: Plan – Military Road, Guildford – Proposed parking restrictions
CTC-19-041 DIAMOND AVENUE, GRANVILLE – MODIFICATIONS TO THE DISABLED PARKING

State Electorate: Granville PAC: Cumberland
(File No. T-28-01/06)

Summary:

Council has received safety concerns from local residents regarding the existing disabled parking space in Diamond Avenue, Granville.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns from local residents regarding the existing disabled parking space in Diamond Avenue, Granville.

Council officers inspected the site and found that the existing disabled parking space is 6.2m long and has no access ramp which does not comply with Australian Standard 2890.6.2009.

In this regard, it is required to extend the existing disabled parking space by 1.7m so that an access ramp can be provided in accordance with Australian Standard.

Comments:

The members agreed with the proposal.

Recommendation:

The Cumberland Traffic Committee recommended that:

i) The proposed modification to the existing disabled parking space in Diamond Avenue in accordance with the attached plan be approved.

Attachments:

1. Plan – Diamond Avenue, Granville – Modification to existing disabled parking spaces
MARY STREET, LIDCOMBE – PROPOSED CHANGES TO EXISTING “NO PARKING” RESTRICTIONS

State Electorate: Auburn  
LAC: Auburn  
(File No. S2470-04)

Summary

Council has received a request from Sydney Korean Catholic Language School for the installation of part time ‘No Parking’ restrictions during school time on Saturday in Mary Street, Lidcombe to assist in drop off / pick up children in front of the school.

This report outlines the outcome of the investigation into this matter.

Report

The Sydney Korean Catholic Language School has classes on Saturdays at St Joachim Catholic Primary School at 7 Mary Street, Lidcombe. The existing ‘No Parking’ zone outside the school is only active between ‘8am – 9:30am & 2:30pm – 4pm’ on School Days, therefore parents have difficulties in dropping off and picking up children in front of the school on Saturdays.

According to the NSW Road Rules - School days are any days other than a Saturday or Sunday, a day that is a public holiday or a day publicly notified as a school holiday for government schools.

Based on the above, the Sydney Korean Catholic Language School has requested the existing “No Parking; 8am – 9:30am & 2:30pm – 4pm; School Days” be replaced with “No Parking; 8am – 9:30am & 2:30pm – 4pm, Mon – Fri; 9am – 1pm, Sat” which would improve parking situation during Saturday school times on Saturdays and enhance safety of children.

Comments:

The members agreed with the proposal.

Recommendation

The Cumberland Traffic Committee recommended that;

➢ The existing “No Parking; 8am – 9:30am & 2:30pm – 4pm; School Days” be replaced with “No Parking; 8am – 9:30am & 2:30pm – 4pm, Mon – Fri; 9am – 1pm, Sat” on Mary Street, Lidcombe as per the attached plan.
CTC-19-043 RALPH STREET, WESTMEAD – PROPOSED EXTENSION OF THE EXISTING ‘NO PARKING’ RESTRICTIONS

State Electorate: Granville  
LAC: Cumberland  
(File No. T-28-01/06)

Summary

Council has received a request to increase the drop off/pick up area in front of Sacred Hearts Primary School in Ralph Street, Westmead to assist parents in drop off / pick up children during school hours.

This report outlines the outcome of the investigation into this matter.

Report

Council has received a request to increase the drop off/pick up area in front of Sacred Hearts Primary School in Ralph Street, Westmead to assist parents in drop off / pick up children during school hours.

The existing “No Parking; 8am – 9:30am & 2:30pm – 4pm; School Days” restrictions is approximately 46m long. As such the school does not have sufficient parking for parents to drop off and pick up of children.

Council officers have discussed with the school and proposes to extend the “No Parking; 8am – 9:30am & 2:30pm – 4pm; School Days” across the full frontage of the School to allow safe and convenient drop-off and pick-up of children, as per the attached plan.

Comments:

The members agreed with the proposal.

Recommendation

The Cumberland Traffic Committee recommended that;

1. The existing “No Parking; 8am – 9:30am & 2:30pm – 4pm; School Days” restrictions be extended across the Sacred Hearts Primary School on the northern side of Ralph Street, Westmead in accordance with the attached plan be approved.
CTC-19-044 RAILWAY TERRACE AND GUILDFORD ROAD, GUILDFORD – PROPOSED PEDESTRIAN FENCING

State Electorate: Granville LAC: Cumberland
(File No. T-28-01/06)

Summary:

Council has received safety concerns regarding pedestrians crossing near the intersection of Guildford Road and Railway Terrace, Guildford.

This report outlines the outcome of the investigation into this matter.

Report:

Council has received safety concerns regarding pedestrians crossing in Railway Terrace at the intersection with Guildford Road, Guildford.

Railway Terrace has a Raised Pedestrian Crossing approximately 17m from the intersection and it was noticed that some pedestrians are not utilising the pedestrian crossing to cross the road. Guildford Road also has a marked pedestrian crossing which is 14m from the intersection has pedestrian fencing on both sides of the Crossing. Therefore, Council proposes to extend the existing fence on the southern side of Guildford Road by 13m to prevent pedestrians crossing near the intersection.

The attached plan details shows the location of the pedestrian fence and the pedestrian crossing in Guildford Road & Railway Terrace.

Comments:

Council officers outlined the issue. The matter of ownings getting damaged by turning trucks was discussed. It was indicated that the fencing will not prevent the damage. A crash barrier is not suitable due to short length. The members recommended that the report be deferred and a further report be brought back to the traffic committee.

Recommendation:

The Cumberland Traffic Committee recommended that the report be deferred and further investigation undertaken.
Item No: C03/19-27

NOTICE OF MOTION - GRANVILLE TOWN CENTRE PARKING SUPPLY

Councillor: Ola Hamed
File Number: SC483

SUMMARY

Pursuant to Notice, Councillor Hamed submitted the following Motion.

NOTICE OF MOTION

That Council seek a report on parking supply in the Granville Town Centre, including details of the location and number of spaces for both time limited and unlimited parking, and options for increasing the supply of parking.

RESOURCING IMPLICATIONS

This report can be provided with existing Council resources.

GENERAL MANAGER ADVICE

This report will be prepared for the Council meeting in June 2019.

ATTACHMENTS

Nil