



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 23 July 2012*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council (“R” Items)

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee,
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Residential Parking Schemes - Provision and Policies.

Delegated Authority (“D” Items)

- Community Services and Programs.
- Library Services
- Health.
- Licensing.
- Liquor Licences.
- Regulatory.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waste Minimisation.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meetings.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.
- Statutory reviews of Council's Delivery Program and Operational Plan.

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

19 July 2012

To: Her Worship The Mayor, Councillor Susan Wynne ex-officio
Councillors Susan Jarnason (Chair)
Isabelle Shapiro (Deputy Chair)
Anthony Boskovitz
Peter Cavanagh
Greg Medcraft
Andrew Petrie
Toni Zeltzer

Dear Councillors

Community & Environment Committee Meeting – 23 July 2012

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 23 July 2012 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Note Council resolution of 27 June 2011 to read late correspondence in conjunction with the relevant Agenda Item	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 9 July 2012	1
D2	Additional Car Parking in the Lyne Park Area – 200G	2

Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Community & Cultural/Environmental Grants 2012/2013 – 30.G, 2012, 1142.G/Education	11
R2	Delegation of Operational Traffic Matters	31

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 9 July 2012**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 9 July 2012 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 9 July 2012 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Additional Car Parking in the Lyne Park Area**
Author: Shirlene Yee Yet – Team Leader Traffic and Transport
File No: 200.G
Reason for Report: Response to Notice of Motion

Recommendation

That Council take no action at this time in relation to the provision of additional car parking in the Lyne Park area.

Background

The following Notice of Motion was adopted by Council on 6 October, 2010:

That a report be prepared for the relevant committee investigating the possibility of providing more parking for commuters and residents in and around Lyne Park.

That at the very least the following be investigated:

- *The potential to lift the Lyne Park Tennis Courts and the current car park to allow for a number of excavated levels of parking without a major effect to views and sight lines to the Harbour*
- *The potential to redevelop the Colleagues Carpark so as to allow for more parking for residents, users of Woollahra 2 and 3 and just as importantly commuters.*
- *Any other areas in that locality which will not have a major detrimental effect on views and amenity of people's property.*
- *As a part of this report staff also investigate the possibility of building these structures in some form of Public Private Partnership arrangement.*

Lyne Park

The Lyne Park Tennis Courts are leased from Woollahra Council and include six synthetic tennis courts, a clubhouse, a café/ kiosk and an amenity building. There would be considerable disruption to the tennis courts if parking were placed underneath them.

An alternative option would be to locate additional parking underneath the existing car park, adjacent to the tennis courts. This would have the least impact on the current users of the tennis court facilities.

A preliminary concept layout plan, attached, has been prepared in order to estimate the number of parking spaces that could be accommodated. The car park would be located underneath the existing car park and a section of grass reserve. It is noted that this would require the removal of a number of medium sized trees. The floor level of the car park would be approximately 3 metres below the existing road pavement level. Cars would enter the car park via a ramp located off Vickery Avenue, immediately south of the entrance to the Sailing Club. On this basis, the new car park could accommodate approximately 160 car spaces.

It would be cheaper to construct a car park above ground. However, this would have significant implications for Harbour sight lines and is not considered feasible. The car park would therefore have to be excavated.

Colleagues Car Park

The existing at-grade Colleagues car park has parking for 76 vehicles. The current car park occupies a triangular land parcel that does not allow an efficient car park layout. Further, there are several well established trees bounding the car park that impact on the location of potential parking spaces. An additional car park could be located underneath the existing car park. The floor level of the car park would be approximately 3 metres below the existing road pavement level. The new car park could accommodate approximately 72 car spaces. If the car park were extended underneath the grass reserve and a number of large trees were also removed, the new car park could accommodate approximately 102 car spaces.

Similarly to above, it would be cheaper to construct a car park above ground. However, this would have significant impacts on the landscape and the sight lines at the Woollahra Ovals, golf course and nearby residential properties and is not considered feasible. The car park would therefore have to be excavated.

Constraints on the Provision of Additional Parking in the Lyne Park Area

There are a number of constraints on the provision of additional parking in the Lyne Park area. These constraints include:

- Plans of Management
- Geology and hydrology
- Cost/ funding
- Customer willingness to pay

These various constraints will be discussed in further detail below.

Lyne Park Plan of Management

Lyne Park is Crown Land under the care, control and management of Woollahra Council as the appointed Trust Manager. Council, with the Minister's consent, has prepared a Plan of Management (POM) for Lyne Park as per Section 112 of the Crown Lands Act 1989. The POM must specify the existing use of the reserve, including any buildings or improvements, and the nature and scale of any proposed additional purposes. The POM for Lyne Park was adopted by Council on the 7 March 2003. The POM was given consent by the then Department of Lands and Water Conservation (DLWC).

The POM outlines the following with regard to car parking in Lyne Park:

For car parking to continue within the reserve, it must be linked to the use of Lyne Park as a place of recreation. The current use of the car park areas for commuter parking is not consistent with the reserve purpose. The DLWC has indicated that the parking for reserve use should take priority over other uses.

The POM outlines the following actions:

Short Term Plan

- Improve the management of car and boat trailer parking bays and adjust current parking arrangement to improve availability of parking during weekdays.

Medium Term Plan

- Develop proposal to install pay parking.

The Lyne Park POM would need to be amended to expressly authorise the construction of additional car parking for use by commuters and residents. An amended POM would require Ministerial signoff. Section 121A of the Crown Lands Act states that the Minister may not authorise a reserve to be used for any additional purpose unless the Minister is satisfied that:

- a) the additional purpose is compatible with the declared purpose of the reserve, and
- b) the use of the reserve for the additional purpose is consistent with the principles of Crown land management, and
- c) it is in the public interest for the reserve to be used for the additional purpose.

The declared purpose for Lyne Park is public recreation.

Section 11 of the Crown Lands Act outlines that the principles of Crown land management include:

- a) that environmental protection principles be observed in relation to the management and administration of Crown land,
- b) that the natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible,
- c) that public use and enjoyment of appropriate Crown land be encouraged,
- d) that, where appropriate, multiple use of Crown land be encouraged,
- e) that, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity, and
- f) that Crown land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

Additional car parking for use by commuters and residents would appear to be contrary to the declared purpose of the Lyne Park reserve and the principles of Crown Land management. It therefore seems unlikely that the Minister would authorise this use.

Woollahra Park Plan of Management

Section 36 of the Local Government Act 1993 requires Councils to prepare a plan of management (POM) for community land. The POM must specify the purposes for which the land, and any buildings or improvements, will be permitted to be used. Colleagues Car Park is located within Woollahra Park. The current POM for Woollahra Park was adopted by Council on the 9 March 2001.

The POM outlines the following with regard to car parking in Woollahra Park:

2.1 Traffic and Parking

This is a key issue for local residents, particularly residents of Manion Avenue, Iluka Street, and Elanora Street. On match days and training nights, these streets become congested with vehicles accessing the parking area at the end of Manion Avenue... In response, Council proposes to increase the capacity of the Manion Avenue car park as part of the Colleagues Club redevelopment.

There is a related problem concerning the encroachment of car parking onto playing fields generally. There is a need to provide more effective barriers against car parking on turf areas.

Recommendation

- Minimise impacts on nearby residents by upgrading car park at Woollahra Playing Fields No. 2 & 3 and by ensuring park licensees adhere to closing hours as specified in Council agreements
- Placement of effective barriers at points of car access

In 2009, the car park was the subject of a review by the Traffic Committee and Council. The layout of the car park was rearranged such that the capacity of the car park was increased from 69 to 76 parking spaces.

A draft 2012 POM for Woollahra Park will shortly be presented to Council. The draft POM outlines the following issues regarding parking:

- Manion Avenue car park is in moderate condition. Tree roots are damaging the car park surface
- Line marking and circulation could be improved.
- Parking barriers are in poor condition and, encroaching on Woollahra Oval 2 & 3.
- Mulch mound in Manion Avenue car park appears to be damaging the mature Fig tree. The mulch mound is unsightly at park entry & spreads into the car park, reducing car parking spaces.

The draft POM recommends the following actions:

- Design and implement improved car park circulation layout to clearly define parking and discourage informal parking
- Inform park stakeholders and residents of upcoming events (e.g. using a community notice board).
- Investigate potential to discourage high numbers of cars (e.g. courtesy bus, bike parking, car pooling, etc).

Under Section 36 of the Local Government Act, the park is categorised as a “sportsground” and “natural area – watercourse”. The Act outlines that the core objectives for management of community land categorised as a sportsground are:

- a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and
- b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.

The Act outlines that the core objectives for management of community land categorised as a natural area are:

- a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and
- b) to maintain the land, or that feature or habitat, in its natural state and setting, and
- c) to provide for the restoration and regeneration of the land, and
- d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and
- e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the Threatened Species Conservation Act 1995 or the Fisheries Management Act 1994.

Neither the existing nor the draft POM envisages the construction of additional car parking in Woollahra Park for use by commuters and residents. Additional car parking would appear to be contrary to the core objectives for Woollahra Park and would therefore not be permissible under the Local Government Act.

Geology and Hydrogeology

Lyne Park was created through the reclamation of a portion of Sydney Harbour in 1902. The filling operation involved marine deposits being dredged from Rose Bay to create the landform. It is assumed that the majority of the material beneath the park is sand and clay. From 1938 to 1974, the eastern end of Lyne Park was used as a Flying Boat Base and the storage of fuels was common practice on site. There are no historical records that suggest that the underground fuel storage tanks were removed. Thus, there is the possibility of soil contamination on the site. Further, there is the potential for Acid Sulphate Soils to be present at Lyne Park.

The Woollahra Park was established in 1922. In 1901 the area was described as “swampy and undrained” and “that it has been cultivated for many years as a market garden, in consequence of which it is in large part impregnated with organic matters of a foul and putrescent nature.” Woollahra Park is part of Sydney’s low lying areas of sand that have been deposited by water running between hills of sandstone between Bondi and Rose Bay. The park is part of a drainage basin. Acid Sulfate Soils are present in Woollahra Park.

Detailed geotechnical and hydrogeological assessments, including an environmental assessment, would be required prior to confirming the feasibility and true cost for additional car parking within Lyne Park or Woollahra Park. De-watering of the site would be required to undertake the bulk excavation works including piling and shoring.

Austrroads Cost Estimate

Austrroads 2008 have provided typical costs for constructing a parking facility in Australia in 2007 dollar terms as detailed in the table below:

Type of Parking Facility		Construction Cost (AU\$/m ²)	Construction Cost (~AU\$/bay)
At-grade parking area (on-street or off-street)		65-110	2,500-4,000
Above ground structure	Ground + one level	350-450	10,500-13,000
	Ground + two levels	450-560	12,500-16,000
	> Two levels	580-680	16,000-19,000
Underground structure	One level	1,210-1,500	39,000-48,000
	Two level	1,210-1,500	39,000-48,000
	Two level below offices	1,060-1,480	37,000-52,000

Using indexed AustRoads figures, the cost for a one level excavated car park in Lyne Park would be approximately \$8 to \$11 million. The cost for a one level excavated car park in Woollahra Park would be approximately \$5.5 to \$7 million.

However, the AustRoads figures do not take into account the complicated construction and design required at these locations. Ground conditions are unknown, and therefore the construction costs would likely be significantly higher to allow for dewatering, piling and shoring costs.

Underground Car Park Paddington

In 2010, an estimate of the cost of constructing a 40 space underground car parking area in Stafford Street, Paddington was prepared by consultants Page Kirkland Group. Their estimate of the cost of constructing the underground car parking area and the associated street works was \$5 million which equates to \$125,000 per car parking space. This estimate was based on excavating the roadway, stabilising the walls with piles and shotcrete and covering the excavated section with pre-cast reinforced concrete slabs. This excavation and construction methodology is significantly different from that required at Lyne Park or Woollahra Park, where dewatering, piling and shoring will be needed.

Nevertheless, using this figure, the cost of the Lyne Park car park would be approximately \$20 million and the Woollahra Park car park would be approximately \$12.8 million.

Kiaora Lands Development Car Park

One of the earlier development proposals for Kiaora Lands included an excavated car park. At the time, the cost estimate for these parking spaces was \$80,000 each. The soil and groundwater conditions at Kiaora Land are more likely to be similar to that experienced at Lyne Park and Woollahra Park. Construction of an excavated car park at all three locations would require dewatering, piling and shoring.

Using this figure, the cost of the Lyne Park car park would be approximately \$12.8 million and the Woollahra Park car park would be approximately \$8.2 million.

Clearly there is a high level of variation in the estimated figures above. If Council were of a mind to pursue this project, a detailed geotechnical investigation would be required in order for a more accurate cost estimate to be provided.

Funding

As the estimated cost of the project is significant, it is important that Council consider funding. The loan repayments for an assumed 10 year loan at an interest rate of 8% would range from \$1.6 to \$3.0 million per annum based on the Lyne Park capital costs of \$11 million and \$20 million respectively. For Woollahra Park it would be \$1.0 to \$1.9 million based on the capital costs of \$7 million and \$12.8 million respectively.

In addition to the capital loan repayments, there would be operating expenses which would need to be covered, a sinking fund created for repairs and eventual renewal, and a possible profit margin to Council.

Based on the operating costs for the Cross Street car park, the annual operating costs are likely to be approximately \$65,000 for Lyne Park and \$55,000 for Woollahra Park.

Customer Willingness to Pay

Council could seek cost recovery by charging residents and commuters for use of the car park.

Assuming a generous average occupancy rate of 90% full for eight hours per day Monday to Friday, and four hours per day Saturday and Sunday, the hourly rate for parking to recover the capital and operating costs would be \$4.80 to \$8.50 per hour for both of the car parks. If occupancy rates were 80%, this hourly rate would be \$5.40 to \$9.70 per hour.

The potential demand for additional car parking facilities in Lyne Park is unknown. It can safely be assumed that additional *free* car parking in Lyne Park would attract commuters. However, it seems unlikely that commuters would be willing to pay over \$40 per day for parking in Rose Bay. Colleagues Car Park is approximately 600 metres from the Rose Bay Ferry Wharf. It seems particularly unlikely that commuters would be willing to pay over \$40 per day for parking if they still have to walk 600 metres to get to their destination.

Other Areas

Any other area near Lyne Park that would be suitable for parking and not have a major detrimental impact on views and the amenity of people's properties would require the car park to be excavated. Such a car park would therefore have similar construction and operating costs, as outlined above, and would therefore be difficult to fund.

Public-Private Partnership

Council could seek expressions of interest from private companies to enter into a public-private partnership for the design, construction and management of a resident and commuter car park near Lyne Park. A private company would only be interested in such a project if they were able to make a profit. On the basis of the construction and ongoing operational costs discussed above, it does not appear that such a project is currently economically viable. It therefore appears unlikely that any private companies would be interested in the project at this time.

Recommendation

Based on the constraints above, the proposal to install additional parking in the Lyne Park area does not appear to be viable. It is therefore recommended that no further action be taken with regards to this matter at this time.

Identification of Income & Expenditure:

Nil

Shirlene Yee Yet
Team Leader Traffic and Transport

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

ANNEXURES:

Lyne Park Additional Car Park Concept Plan

Annexure: Additional Car Park Concept Plan



Item No: R1 Recommendation to Council
Subject: **Community and Cultural / Environmental Grants 2012 /2013**
Author: Romi Scodellaro, Melissa Sellen
File No: 30.G, 2012, 1142.G/Education
Reason for Report: To give consideration to applications for Section 356 Community and Cultural Grants and Community Environmental Grants from local community groups /services /schools.

Recommendation:

- A. That Council approve the selection panel's recommendations for the successful 2012/13 Community and Cultural Large Grants and the first round of the Small Grants Program.
- B. That Council approve the selection panel's recommendations for successful 2012/13 Community Environmental Grants.

This report covers the long standing practice of providing community grants to support community organisations that provide services and activities to the Woollahra community, and the Community Environmental Grants introduced seven years ago.

1. COMMUNITY AND CULTURAL GRANTS PROGRAM

Background:

Council has a long history of providing grants and support to local community organisations, so as to enhance and strengthen the Woollahra community. The overarching aim of Community and Cultural Grants is "to encourage the development of local community based services which meet identified needs of people living and working in the Woollahra local government area". The provision of these grants is in accordance with the Community Services Policy and the Delivery Program and Operational Plan (DPOP) 2009-2013 which incorporates the strategies in the Woollahra Social and Cultural Plan 2008-2013.

A review of the community grants assessment process was undertaken in early 2009, with a report presented to the Community & Environment Committee on 23rd March 2009. At this meeting it was resolved:

- A. *That Council adopt the changes to the Community and Cultural Grants Program as outlined in the proposal and the amendments to the policy and guidelines.*
- B. *That Council hold an annual Community and Cultural Grants Program information session for prospective applicants and a presentation event for successful applicants.*

The adopted changes are detailed below:

- Small Community and Cultural Grants Program (up to \$1,000) will be offered twice per year. The rounds will be in June and October of each year.
- Large Community and Cultural Grants Program (up to \$5,000). There is no change to the funding round which closes in June each year.
- Environmental Grants Program. There will be no change to this grant funding program which also closes in June each year.
- 10-15% of the budgeted amount for the Community and Cultural Grants will be allocated to the Small Grants Program, with half of this offered for each round per year.

The major changes to the Community and Cultural Grants Policy and Guidelines are:

- The objectives for the grants program are now directly linked to the key strategies identified in the Woollahra Social and Cultural Plan 2008-13.
- The guidelines now incorporate information for organisations wanting to apply for the Small Grants Program.
- A renaming of the Community and Cultural Grants Program to accurately reflect the program objectives and target groups.
- Community and Cultural Grants Program Information Sessions to be held annually.

A session was held in May 2012 providing information on the objectives, guidelines and application information required for Council to assess the application and level of funding for approval. The session allowed Council to encourage community partnerships that increase community capacity and the sustainability of projects.

The 2012/13 adopted budget for the Large and Small Community and Cultural Grants program is \$70,000. This allocation has been split with \$55,624.76 for the June allocation of Large and Small Grants and \$14,375.24 for the October Small Grants allocation. The budget is further split into two, with a separate amount allocated for Community Cultural Grants (20%) and General Community Grants (80%).

Process:

The Community and Cultural Grants Program 2012/13 was advertised throughout April, May and June and closed on 29 June 2012. A total of 24 large and 4 small applications, amounting to \$111,833.76, were received. The Large Grants requested totalled \$107,833.76 and the Small Grants totalled \$4,000. These applications, comments by relevant staff and officer recommendations are provided in Annexure 1 (Large grants) and Annexure 2 (Small grants).

A briefing on each application will be conducted prior to the Committee meeting.

Each application has been assessed in reference to the objectives and selection criteria adopted by Council and this process has been enhanced by individual officers' experience and knowledge of the sector in which applicants operate. This year a staff representative from Waverley and Randwick Council were invited onto the assessment panel for a broader analysis and knowledge of community groups. The grants have also been assessed in accordance with the strategies in the Woollahra Social & Cultural Plan 2008 to 2013. The applications recommended for funding are all projects that provide substantial benefit to high priority groups in Woollahra. The funds have been allocated in the following proportions to organisations providing services to the target groups of:

- Women and children/ families (\$1,743.44)
- Young people (\$10,630)
- Older people, people with a disability and people with mental health issues (\$22,900)
- Cultural or community development activities for the broader community (\$20,360.32)

As in past years, a significant proportion of the allocated budget is recommended to fund programs and organisations that have been supported financially for some years by Council. These are all valuable services to the high need target groups and address high priority challenges in the Woollahra Social & Cultural Plan 2008-2013. This includes Waverley Action for Youth Services (WAYS), Bondi Outreach Project, Miroma and Urban Arts Base. The budget also provides Council with the ability to fund new projects for services for the Woollahra community, such as supporting a new Men's Shed, developing a book about local history, and running art skills workshops for seniors.

While a significant number of the applications have been recommended for support, there are ten applications that have not been recommended for funding. Comments for these are listed in Annexures 1 and 2.

Recommendation:

It is recommended that the applications for Community and Cultural Grants listed below be adopted.

Large Community and Cultural Grants

Organisation	Amount Recommended
Community Grants	
Bondi Beach Cottage – Effects of Domestic & Family Violence for Children	\$ 1,734.44
Bondi Mizrahi Synagogue	\$ 1,000.00
Bondi Outreach Project – Safe on the Streets	\$ 4,930.00
Miroma – Miroma Art Exhibition	\$ 5,000.00
Queen Street & West Woollahra Association – Christmas Carols	\$ 3,500.00
Rose Bay Good Neighbour Group – Neighbourhood Christmas Carols	\$ 5,000.00
Sailability NSW – Sailing Access Project	\$ 4,000.00
Urban Arts Base – Care to Grow Mental Health Art Exhibition	\$ 5,000.00
Watson’s Bay & Vaucluse Social History Group – Our History	\$ 1,860.32
Waverley Action for Youth Services – Youth Connections Outreach Program	\$ 5,000.00
Waverley Community Men’s Shed – Men’s Shed	\$ 2,900.00
World Kindness Australia – The Big Hug and Community Kindness Cards	\$ 1,000.00
Total	\$ 40,924.76
Cultural Grants	
ESORA – Bush Tucker Walks & Indigenous Brunch	\$ 2,000.00
Waverley Woollahra Arts School – Seniors Art Workshop & Weekend Art Workshops	\$ 4,000.00
Woollahra Philharmonic Orchestra	\$ 5,000.00
Total	\$ 11,000.00
Grand Total	\$ 51,924.76

Small Community Grants

Organisation	Amount Recommended
Community Grants	
Academic Dept for Old Aged Psychiatry – Taking the Stress out of Ageing	\$ 1,000.00
Junction House – Fiesta Ball	\$ 1,000.00
Woollahra Gaden Choir - Transport	\$ 1,000.00
Woollahra Primary Schools – Student Recognition	\$ 700.00
Total	\$ 3,700.00
Overall Total	\$ 55,624.76

2. COMMUNITY ENVIRONMENTAL GRANTS PROGRAM

Background:

2012/13 is the seventh financial year that the Community Environmental Grants Program has been in operation. Funded by the Environmental and Infrastructure Levy, the total amount allocated to the program this year was \$10,000, with individual grants of up to \$1,000 made available.

The program was promoted to all local schools (including early learning centres, primary and high schools) and relevant community groups from early March 2012, closing on 30 June 2012. Fifteen applications were submitted, totalling \$13,808.34. These submissions were from six schools, four early learning centres and five community groups.

A summary of all applications together with recommendations by the selection panel is provided in Annexure 3. Each application has been assessed with reference to the objectives and selection criteria of the Community Environmental Grants Program adopted by Council. The fourteen applications recommended for full or partial funding all relate to projects that provide benefit to the environment, as well as develop knowledge, skills and/or awareness in environment related activities in the future.

Each project has been assessed individually on merit. In keeping with the intention of the Grants to be used as 'seed funding' to allow ideas for new projects to be put into action, priority was given to new initiatives over existing projects that had previously received Council funding.

While most of the applications have been recommended for support, there is one application that has not been recommended for funding. The rationale for this decision is outlined in Annexure 3.

Recommendation:

It is recommended the Community Environmental Grants below be adopted for the 2012/13 period:

Organisation	Amount	Project
St Stephen's Children's Centre	\$1,000	Sustainable Outdoor Water Play Activity
SDN Paddington	\$750	Bird Feeder & Native Garden
Cranbrook Prep School	\$309.34	Compost Tumbler
Rose Bay Community Garden	\$1,000	Tools and Wheelbarrows
St Mark's Pre School (Cranbrook)	\$1,000	Green Cubby plus Kimbriki excursion
Paddington Community Garden	\$729	Drainage scheme for community garden
Windsor Street Edible Garden Inc	\$1,000	Garden fertiliser, insurance, plants
Bo Peep Kindergarten	\$1,000	Bo Peep Veggie Patch at centre
Holy Cross Primary School	\$810	Composting and Worm Farming project
Circles of Learning	\$1,000	Parent's and Children's Edible Garden Program
Vaucluse Primary School	\$1,000	Bush Tucker Garden
Bellevue Hill Public School	\$1,000	Composting and Worm Farming project
Glenmore Road Public School	\$500	Extension to native and bush tucker garden
Transitions Bellevue Hill	\$960	Rainwater Tank for community garden
Total	\$12,058.34	

Each of these projects meet the criteria listed in the Grant Guidelines provided in Annexure 4.

Consultation:

The assessment panel for Community and Cultural Grants consisted of Jacky Hony, Team Leader Community Development, Jo Jansyn, Cultural Development Coordinator and Romi Scodellaro, Community Development Officer, as well as representatives from Randwick and Waverley Councils. Where applications were incomplete, further information was sought from applicants.

The assessment panel for the Community Environmental Grants consisted of Chris Munro, Team Leader, Environment and Sustainability, and Melissa Sellen, Environmental Education Officer.

Identification of Income & Expenditure:

The total allocation available for the Community and Cultural Grants program is \$70,000. Nineteen projects are recommended for funding totalling \$55,624.76. The remaining funds are dedicated to the second Small Grants Round, scheduled for October 2012.

The total 2012/13 allocation available for the Community Environmental Grants program is \$10,000. Fourteen projects are recommended for funding totalling \$12,058.34. It is recommended that the shortfall of \$2,058.34 be addressed by allocating \$2,058.34 from Environmental Works Program (project number 00004 Community Communication Strategy).

Conclusion:

Through the provision of the Community and Cultural Grants, Council is playing a pivotal role in the development of the Woollahra community whilst clearly demonstrating Council's commitment to community and cultural services.

Through the provision of its Community Environmental Grants, Council is making a valuable contribution to the protection and enhancement of Woollahra's environment. The grants program sends a clear message to the community that Council values the environment and is willing to support community organisations to play a role in protecting and enhancing it.

As the recipients of these grants are key organisations in the Woollahra community, it is recommended that a presentation ceremony be scheduled to present the grant cheques.

Strong support for the grants program continues to be demonstrated by the local community through the high number of applications received. It is anticipated that the program will continue to grow in the future.

Romi Scodellaro
Community Development Officer

Melissa Sellen
Environmental Education Officer

Kylie Walshe
Director Community Services

ANNEXURES:

- Annexure 1 – Large Grant Recommendations
- Annexure 2 – Small Grant Recommendations
- Annexure 3 – Community Environmental Grants 2012/13 – summary of applications, recommendations and comments
- Annexure 4 – Community Environmental Grant Guidelines 2012/13

Item No: R2 Recommendation to Council
Subject: **Delegation of Operational Traffic Matters**
Author: Cathy Edwards-Davis – Manager Engineering Services
File No:
Reason for Report: To recommend new Council delegations to the General Manager

Recommendations:

- A. That the General Manager be given delegation from Council to vote at the “electronic” meetings of the Woollahra Traffic Committee on Council’s behalf for operational traffic matters as outlined in the report.
- B. That the impact of the delegations be reviewed in one year’s time and reported to the Community & Environment Committee.

1. Background

The Woollahra Traffic Committee is held on the first Tuesday of the month (excluding January). The minutes of the Traffic Committee are then referred to the next available Community & Environment Committee, usually 1-2 weeks later.

The Traffic Committee agenda closes a week prior to the Traffic Committee meeting as the RMS require a minimum of one week to review the agenda. As an example, say Council receives an application for a temporary road closure for a community event just after a Traffic Committee agenda has closed. They then have to wait approximately 5 weeks for the following Traffic Committee meeting plus 1-2 weeks for the Community & Environment Committee meeting. Therefore, a temporary road closure may take up to 7 weeks to approve. On occasion, the community event may be scheduled to occur prior to this 7 week time frame. This presents considerable difficulties for the event organiser.

In the context of the above, Council staff have investigated introducing traffic delegations in order that Council staff may improve the level and speed of service provided to the Community with regards to operational traffic matters.

2. Legislation and Operation of the Traffic Committee

Under the Transport Administration Act 1988, RMS are responsible for all traffic management and safety functions on all public roads. In order to operate efficiently, RMS delegate some of these functions to Councils. Council may exercise these delegations only after it has sought the advice of the Local Traffic Committee. The Local Traffic Committee consists of four voting members: Council, RMS, NSW Police and the local State Member.

After seeking advice from the Traffic Committee, Council may make changes to local and regional roads such as installing new traffic calming, installing new parking restrictions, temporary road closures and making changes to the road and lane alignments

RMS retain all responsibility for traffic management and safety functions on State Roads such as New South Head Road and Oxford Street. There are some functions under the Transport Administration Act that RMS do not delegate to Councils, even on local and regional roads. For example this includes setting speed limits, installing or modifying traffic signals, installing clearway restrictions, installing No Right Turn restrictions and the permanent closure of a road. With regard to these matters, Council may seek RMS approval for these changes through the preparation of a Traffic Management Plan.

At Woollahra, the Council has sub-delegated its delegation to the Community & Environment Committee. The minutes of the Traffic Committee are referred to the next available Community & Environment Committee. If the Committee adopt the minutes, Council staff implement the Council adopted recommendations of the Traffic Committee.

The local Traffic Committee has no decision making powers. The Traffic Committee is primarily a technical review committee which provides advice to Council. If the Community & Environment Committee wish to make changes to a Traffic Committee recommendation, the adopted procedure at Woollahra is that the Community & Environment recommendation is referred to Council. Council may then adopt the Traffic Committee recommendation, the Community & Environment Committee recommendation or another resolution. If Council does not adopt the recommendation of the Traffic Committee, RMS and the NSW Police may refer this matter to the Regional Traffic Committee for review. The Regional Traffic Committee is chaired by an independent person. The local State MPs do not have the authority to refer matters to the Regional Traffic Committee.

RMS has produced a document called "A guide to the delegation to Councils for the regulation of traffic: including the operation of Traffic Committees". This guide provides direction on the operation of the Woollahra Traffic Committee including the format of meetings. The guide notes that the most common format for Traffic Committee meetings is a monthly face to face meeting. The guide goes on to state that:

Acceptable alternative meeting formats include:

- Electronic meetings – where the advice of the members is sought via facsimile or email. This allows items to be considered as they arise and may reduce response time.
- A combination of electronic (for minor issues) and face to face meetings. This allows minor issues to be addressed between meetings. The response time for minor issues may be reduced using this format and this format can result in shorter face to face meetings. It may even be possible to increase the interval between meetings.

It is intended that the Woollahra Traffic Committee will continue to have monthly face to face meetings (excluding January). The proposal put forward in this report is to introduce electronic "meetings" for operational traffic issues.

Section 377 of the Local Government Act 1993 allows Council to delegate its functions to the General Manager:

377 General power of the council to delegate

(1) A council may, by resolution, delegate to the general manager or any other person or body (not including another employee of the council) any of the functions of the council...

Section 378 of the Local Government Act 1993 allows the General Manager to delegate his functions to other staff:

378 Delegations by the general manager

- (1) The general manager may delegate any of the functions of the general manager, other than this power of delegation.
- (2) The general manager may sub-delegate a function delegated to the general manager by the council to any person or body (including another employee of the council).

Therefore, Council may choose to allow the General Manager to exercise Council's vote on the Traffic Committee. The General Manager may then choose to sub-delegate these matters to the Manager Engineering Services. It is proposed that the General Manager would only be given delegation to vote on Council's behalf on operational traffic matters.

3. Benefits

The key benefits to the introduction of delegations to staff, through the General Manager, for operational traffic matters are as follows:

- Staff delegations will allow Council to offer the community a better and faster level of service with regard to traffic matters. Traffic Committee meetings are held monthly. This therefore means that residents may be forced to wait up to seven weeks for what may be a relatively simple traffic matter such as a temporary road closure. The introduction of staff delegations will allow staff to handle these requests in a more timely manner.
- Operational, uncontroversial traffic matters such as Work Zone applications do not warrant the attention or discussion of the Traffic Committee and Community & Environment Committee. Therefore currently, we are unnecessarily utilising the time of these Committees. The introduction of staff delegations will mean that these operational traffic matters do not have to be considered by the Committees.
- If an urgent traffic matter arises, such as a temporary road closure, the only means that Council staff have to fast track it at the moment is to hold an "Extraordinary" Traffic Committee meeting. This means that a special agenda is created for the particular item and it is sent off to the Traffic Committee members as occurs for a standard Traffic Committee meeting. The matter is then referred as a single item to the Community & Environment Committee for adoption. This methodology is cumbersome and involves a significant amount of administration for a single agenda item. As far as possible, Council staff try to avoid "Extraordinary" Traffic Committee meetings as it is unclear if this has been formally adopted as an accepted process. The proposed staff delegations will resolve the current uncertainty associated with the "Extraordinary" Traffic Committee process.
- Staff delegations will reduce some of the administration load associated with these operational traffic issues. When staff prepare a report to the Traffic Committee, a significant amount of effort goes into providing information for the report and preparing diagrams, photographs and plans. The proposed methodology for managing delegated matters will require less information to be provided to the other Traffic Committee members for these operational traffic matters. This will increase staff efficiency in dealing with traffic matters and again it will allow staff to offer the community a better and faster level of service with regard to traffic matters.

4. Proposal

It is proposed that the Manager Engineering Services, through delegation from the General Manager, will exercise the vote of Council on the Traffic Committee for operational traffic matters. Under the legislation, as outlined above, Council must still consult with the other Traffic Committee members, including RMS, the NSW Police and the local State Members. As a courtesy, Sydney Buses will continue to be consulted on these operational traffic matters.

Major or significant traffic matters will continue to be considered through the formal monthly Traffic Committee meeting and then be referred to the Community & Environment Committee, as currently occurs.

It should be noted, that even within the operational areas of delegation, if Council staff believe that a particular matter may not have reasonable consensus within the community and/ or there is a history of dispute, it is not proposed to exercise the delegation. Items where there may not be reasonable community consensus will continue to be referred to the monthly Traffic Committee meeting and then onto the Community & Environment Committee, as currently occurs.

It is proposed that the following process will be undertaken for delegated operational traffic matters:

1. The traffic team will prepare a short report and recommendation
2. The Manager Engineering Services will sign the report on behalf of Council
3. The signed report/s will be emailed to the other Traffic Committee members once per fortnight. Very occasionally, urgent matters will be emailed on a once-off basis outside of the regular fortnightly email.
4. The Traffic Committee members will be requested to respond to the delegated matter within a particular time frame, generally within two weeks. However, for urgent matters, this may be reduced further.
5. If the other Traffic Committee members indicate that they have no objection to the proposal, Council staff will implement the recommendation. The matter will not be referred to the monthly Traffic Committee meeting or to Council's Community & Environment Committee.
6. If one or all of the other Traffic Committee members request a minor modification to the proposal but generally indicate that they have no objection to the proposal, then Council staff will implement the slightly modified recommendation. The matter will not be referred to the monthly Traffic Committee meeting or to Council's Community & Environment Committee.
7. If one or all of the other Traffic Committee members indicate that they have an objection and they request that the matter be called up to a formal monthly Traffic Committee meeting, Council staff will not implement the recommendation. A further, more detailed report will be presented to the next appropriate Traffic Committee meeting such that the matter can be reviewed and discussed by the Committee in a face to face setting. The minutes of the Traffic Committee will go to Council's Community & Environment Committee as currently occurs.

5. Delegation of Operational Traffic Matters

It is recommended that the General Manager be given delegation from Council to vote at the "electronic" meetings of the Woollahra Traffic Committee on Council's behalf for operational traffic matters.

Operational traffic matters are defined as minor matters including day-to-day implementation and processes that help achieve the tactical and strategic objectives which have been set by the Traffic Committee and Council. Operational matters include routine daily logistics and oversight and have minor/ localised implications compared with strategic planning matters which have long term wide-ranging impacts.

Operational traffic matters include, but are not limited to: temporary road closures, Work Zones, sign adjustment, linemarking, warning signs, convex mirrors, signs across driveways, traffic bollards, Australian Road Rules signs, temporary Bus Zones, Loading Zones, Mail Zones, motorbike parking, Car Share Parking and time restricted parking, resident permit holders excepted.

6. Safeguards for Delegation of Operational Traffic Matters

The following safeguards are proposed in order to help ensure that only operational traffic matters of a minor and uncontroversial nature are approved by the General Manager under delegation from Council.

6.1. Traffic Committee Member Call Up

If one or all of the other Traffic Committee members request that an operational traffic matter be called up to a formal monthly meeting, a detailed report will be presented to the next appropriate Traffic Committee meeting such that the matter can be reviewed and discussed by the Committee in a face to face setting. The minutes of the Traffic Committee will go to Council's Community & Environment Committee as currently occurs.

6.2. Temporary Road Closure

Delegated authority in relation to temporary road closures will generally only be exercised where:

- The temporary road closure is not more than 48 hours
- The applicant has submitted a Traffic Management Plan and Traffic Control plan to Council and subsequently RMS for approval
- RMS has approved a road occupancy licence (if required)
- The application complies with Council's standard temporary road closure conditions
- A condition will be applied to the temporary road closure approval that Council reserves the right to cancel the approval at any time

6.3. Work Zones

Delegated authority in relation to Work Zones will generally only be exercised where:

- The Work Zone is located wholly in front of the property undertaking works and/or where the property owner adjacent to the proposed Work Zone has given written concurrence that they support the location of the Work Zone.
- A condition will be applied to the temporary road closure approval that Council reserves the right to cancel the approval at any time

6.4. Sign Adjustment

Delegated authority in relation to sign adjustments will generally only be exercised where:

- Existing signs are being moved to a more visible location (eg. Move a sign hidden behind a tree trunk)
- Existing signs are modified so they are more visible (eg. Increasing the size of a sign)
- "Repeater"/additional signs are being installed (eg. Where there are existing parking restriction signs, install an additional sign in the middle to emphasise the restrictions)

6.5. Linemarking

Delegated authority in relation to linemarking adjustment will generally only be exercised where:

- A maximum of 100 metres of new linemarking is installed
- A maximum of 100 metres of linemarking is realigned

6.6. Warning Signs

Delegated authority in relation to warning signs (black on yellow signs) will generally only be exercised where:

- The definition of Warning Sign is as defined in the Australian Standard (AS1742.1)
- The proposed sign can be found in Section 3 Warning Signs of the Australian Standard (AS1742.1)

6.7. Convex Mirrors

Delegated authority in relation to convex mirrors will generally be exercised to approve or refuse an application.

6.8. Signs Across Driveways

Delegated authority in relation to signs across driveways will generally only be exercised where:

- The property owner has given written concurrence that they support the signs or linemarking across the driveway
- The applicant pays the advertised fees and charges

6.9. Traffic Bollards

Delegated authority in relation to traffic bollards will generally be exercised to approve or refuse an application.

6.10. Australian Road Rules Signs

Delegated authority in relation to Australian Road Rules signs will generally only be exercised where:

- The signs reinforce the statutory Australian Road Rules requirements (eg. 10m “No Stopping” restrictions at intersections)

6.11. Temporary Bus Zones

Delegated authority in relation to temporary Bus Zones will generally only be exercised where:

- The temporary Bus Zone is installed for no more than seven days
- A public transport provider (eg. State Transit Authority, Sydney Buses, RailCorp, CityRail) have requested a temporary Bus Zone and have given written concurrence that they support the location of the Bus Zone

6.12. Loading Zones

Delegated authority in relation to Loading Zones will generally only be exercised where:

- The Loading Zone is located wholly in front of a property zoned for business use
- The business owner adjacent to the proposed Loading Zone has given written concurrence that they support the location of the Loading Zone.

6.13. Mail Zones

Delegated authority in relation to Mail Zones will generally only be exercised where:

- The Mail Zone is replacing an old Mail Zone with a new Mail Zone on a one-for-one basis. That is, there is no net increase in the number of Mail Zones
- Australia Post have requested a new Mail Zone and have given written concurrence that they support the location of the Mail Zone

6.14. Motorbike Parking

Delegated authority in relation to motorbike parking will generally only be exercised where:

- It does not result in the loss of parking for cars. That is, it is located in between two driveways and does not result in the loss of parking for cars (the distance between driveways is less than 5 metres); or it is located in a small piece of road space that is too small for a car (less than 5 metres of upright kerb)

6.15. Car Share Parking

Delegated authority in relation to Car Share parking will generally only be exercised where:

- A maximum of one Car Share Parking space is installed per Resident Parking Area per year
- The Car Share Parking space is located adjacent to a park, adjacent to Council owned property, adjacent to a community facility, adjacent to a multi-dwelling residential property, adjacent to a mixed used development, at the rear or side of a single residential property or at the rear or side of a business property
- The Car Share Parking space is **not** located in front of a single residential or single business property.

6.16. Time Restricted Parking, Resident Permit Holders Excepted

Delegated authority in relation to time restricted parking, resident permit holder excepted signs across driveways will generally only be exercised where:

- Changes are made to a maximum of ten parking spaces
- There are existing time restricted parking, resident permit holders excepted restrictions in the street
- All residents immediately adjacent to the proposed time restricted parking, resident permit holders excepted restrictions have given written concurrence that they support the location of the time restricted parking, resident permit holders excepted restrictions (through individual letters or petition)
- The installation of such parking will not make the entire street time restricted parking, resident permit holders excepted

7. Major Traffic Matters

The above process relates to *operational* traffic matters. Major and significant traffic matters will continue to be placed on the Traffic Committee agenda for discussion at the monthly meetings. The minutes of the Traffic Committee will continue to be referred to Council's Community & Environment Committee for consideration.

Such major traffic matters include, but are not limited to:

- Policy and strategic matters in relation to traffic management and safety functions on public roads
- Local area traffic management changes

- Changes to traffic configurations and flows such as the consideration of one-way streets and the installation of left or right turn restrictions
- The installation or modification of traffic facilities such as traffic calming, speed humps, roundabouts and traffic islands
- The installation or modification of pedestrian facilities such as pedestrian crossings and pedestrian refuges
- The installation or modification of bicycle facilities such as bike lanes, bike markings and bike signage
- Changes to road alignments
- Changes to intersection configurations and minor intersection treatments
- The large-scale installation of time restricted parking
- Other specific matters which the Councillors or Traffic Committee members have requested be referred to the Traffic Committee

8. Development Applications

Previously, State Environmental Planning Policy 11: Traffic Generating Development required developments of a certain size to be referred to the Local Development (Traffic) Advisory Committee. This Committee was generally held in conjunction with the local Traffic Committee.

The referral of development applications to the Traffic Committee has been repealed by the adoption of the State Environmental Planning Policy (Infrastructure) 2007. The Traffic Committee does not have the authority to review the merits of the DA itself with regards to issues such as traffic generation. DAs may only be referred to Traffic Committee where the DA requires traffic management or safety functions to be exercised on the public road. For example if it is proposed to construct a roundabout on a public road, in association with a DA, then this matter needs to be referred to the Traffic Committee for consideration.

Where a DA does require traffic management or safety functions to be exercised on the public road, it is proposed that these be considered as per Sections 6 and 7 above, depending on whether the matter is operational or major in scale.

9. Review Process

In Woollahra, dozens of decisions are made on traffic matters in any one week. In many traffic matters, there is no black and white answer. There are often various options with positives and negatives associated with each one. Further, it is difficult to ever get 100% community agreement on most traffic issues. In this context, it is unlikely that Council will ever get to a point where decisions on traffic matters are infallible and completely supported by all members of the community.

From time to time Council staff make a recommendation to the Traffic Committee, which once implemented causes community concern. This occurs now, under the current process. In these circumstances, Council staff look at the matter again and refer any new or further relevant information to the Traffic Committee for review. Sometimes staff will propose that the original recommendation stand and sometimes, in the light of new information, staff will propose that the recommendation be modified.

It is likely that under the proposed delegated arrangement, a small number of even these operational matters will cause community concern from time to time. Should this occur in the future, Council staff will look at the matter again and refer any new or further relevant information to the Traffic Committee for review as per the current process.

It is recommended that the proposed delegations within this report be reviewed in one year's time and reported to the Community & Environment Committee.

10. Consultation

Council staff have informally discussed this matter with the other Traffic Committee members. Overall, the Traffic Committee members agreed that the proposed delegations would speed up the approval process for operational traffic matters.

RMS requested that general delegated matters be saved up and emailed together once per fortnight. RMS acknowledged that very occasionally, urgent matters will need to be emailed on a once-off basis outside of the regular fortnightly email. This approach seems reasonable and is supported by Council staff.

The NSW Police have noted that they have resource constraints and that at times it may be difficult for them to meet the requested timeframes for responding. This constraint is noted. It is proposed that Council staff continue to work collaboratively with the NSW Police on traffic matters including the proposed traffic delegations.

The representative for Clover Moore MP, Member for Sydney indicated that she was still interested in the delegated items, and continued to want to be able to comment and vote on these items. Council staff confirmed that the proposed delegations apply only to Council staff. Advice will still be sought from the other Traffic Committee members (RMS, NSW Police, local State Member).

Gabrielle Upton MP, Member for Vaucluse raised concerns that the proposal to allow changes to ten resident parking spaces may be significant and therefore potentially create disputes amongst the community. It is agreed, that in some streets, changes to ten resident parking spaces may cause contention. However, in others it may not. As above, even within the proposed areas of delegation, if Council staff believe that a particular matter may be of concern to the community, it is not proposed to exercise the delegation. These matters will be referred to the face to face Traffic Committee meeting as currently occurs. Further, even if Council staff exercise their delegation from Council, through the General Manager, one of the other Traffic Committee members may request that the matter be called up to the monthly Traffic Committee meeting.

The representative for Gabrielle Upton MP, Member for Vaucluse noted that they receive a significant amount of correspondence. She questioned what would occur if a Traffic Committee member did not respond within the requested timeframe (generally two weeks). It was confirmed that where Council staff have not had a response from the Traffic Committee members within the requested timeframe, approval will not be assumed. Council staff will contact the Traffic Committee member again.

The representative for Sydney Buses indicated that he wanted to be provided with all delegated matters and not just those on public bus routes. He indicated that school bus routes are not shown on the public transport maps. Council staff confirmed that Sydney Buses will receive all delegated matters.

11. Conclusion

In order to improve the level and speed of service provided to the Community, it is recommended that the General Manager be given delegated authority to vote on Council's behalf on minor operational traffic matters.

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

POLITICAL DONATIONS DECISION MAKING FLOWCHART FOR THE INFORMATION OF COUNCILLORS

